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INSTRUCTIONS
FOR THE
NAVY OF THE UNITED STATES
GOVERNING MARITIME WARFARE

FEBRUARY, 1917

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Instructions COF

FOR THE NAVY OF THE UNITED STATES

GOVERNING

Maritime Warfare



FEBRUARY, 1917



WASHINGTON
GOVERNMENT PRINTING OFFICE
1917

NAVY DEPARTMENT,
Washington, February 8, 1917.

The following Instructions for the Navy of the United States
Governing Maritime Warfare are issued for the information and
guidance of the naval service.

JOSEPHUS DANIELS,
Secretary.

3

594002

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INTRODUCTION.

The following instructions have been prepared in accordance with international law, treaties, and conventions to which the United States is a party, the Statutes of the United States, and, where no international agreement or treaty provision exists covering any special point, in accordance with the practice and attitude of the United States as hitherto determined by court decisions and executive pronouncements.

The treaties to which marginal references are made may be found in *Treaties and Conventions between the United States and other Powers, 1776-1909, 1910-1913*, three volumes. Treaties in force prior to 1904 are printed in *Compilation of Treaties in Force, 1904*. The Hague and Geneva conventions, which have been ratified before April 12, 1911, may also be found in Navy Department publication entitled "*Hague and Geneva Conventions.*" The Geneva convention of 1906 is also printed with *International Law Topics and Discussions*, Naval War College, 1906. All The Hague conventions of 1907, whether or not ratified, were printed for convenience of reference with *International Law Situations*, Naval War College, 1908.

Treaties between the United States and other powers are cited in the marginal references under the name of the foreign State, and the year of the treaty, as "Brazil, 1828," refers to the treaty between the United States and Brazil of 1828.

Marginal references to treaties, etc., should be consulted before decisions are made.

The Declaration of Paris of 1856 is cited as "Dec. of Paris, 1856." The United States did not formally adhere to this declaration, ~~but has in practice followed its provisions.~~

The Hague conventions are cited by the numbers assigned at The Hague conference, as:

"IV, Hague, 1907," refers to the convention respecting the laws and customs of war on land.

"VIII, Hague, 1907," refers to the convention relative to the laying of automatic-contact submarine mines.

"IX, Hague, 1907," refers to the convention concerning bombardment by naval forces in time of war.

"X, Hague, 1907," refers to the convention for the adaptation to maritime war of the principles of the Geneva convention.

"XI, Hague, 1907," refers to the convention relative to certain restrictions with regard to the exercise of the right of capture in maritime war.

"XIII, Hague, 1907," refers to the convention concerning the rights and duties of neutral powers in maritime war.

"XIV, Hague, 1907," refers to the declaration prohibiting the discharge of projectiles and explosives from balloons.

The action taken upon the above Hague convention and declarations prior to October 7, 1915, by the powers represented at The Hague conference of 1907 is indicated in the following table: "R" S/

indicates unconditional ratification unless otherwise stated. "A" indicates adherence. Blank spaces indicate that the States have not ratified or signified adherence.

~~Note. The above changes simply expand the explanation of the marginal and other references and omit reference to the London conference.~~

Table of ratification and adherence to IV, VIII, IX, X, XI, XIII, XIV, Hague conventions and declarations of 1907.

[Verified up to Oct. 7, 1915.]

	IV.	VIII.	IX.	X.	XI.	XIII.	XIV.
Argentina.....							
Austria-Hungary.....	R. Except art. 44.	R.	R.	R.	R.	R.	
Belgium.....	R.	R.	R.	R.	R.	R.	R.
Bolivia.....	R.		R.	R.			R.
Brazil.....	R.	R.	R.	R.	R.	R.	R.
Bulgaria.....							
Chile.....							
China.....			A.	R. Except art. 21.		A. Except art. 14; par. 2, art. 19; par. 3, art. 27.	R.
Colombia.....							
Cuba.....	R.		R.	R.			
Denmark.....	R.	R.	R.	R.	R.	R.	
Dominican Republic.....							
Ecuador.....							
France.....	R.	R. Except art. 2.	R. Except par. 2, art. 1.	R.	R.	R.	
Germany.....	R. Except art. 44.	R. Except art. 2.	R. Except par. 2, art. 1.	R.	R.	R. Except arts. 11, 12, 13, and 20.	
Great Britain.....	R.	R. With declara- tion.	R. Except par. 2, art. 1.		R.		R.
Greece.....							
Guatemala.....	R.	R.	R.	R.	R.	R.	
Haiti.....	R.		R.	R.	R.	R.	R.
Italy.....							
Japan.....	R. Except art. 44.	R.	R. Except par. 2, art. 1.	R.	R.	R. Except arts. 19 and 23.	
Liberia.....	A.	A.	A.		A.	A.	A.
Luxemburg.....	R.	R.	R.	R.	R.	R.	
Mexico.....	R.	R.	R.	R.	R.	R.	
Montenegro.....							
Netherlands.....	R.	R.	R.	R.	R.	R.	R.
Nicaragua.....	A.	A.	A.	A.	A.	A.	A.
Norway.....	R.	R.	R.	R.	R.	R.	R.
Panama.....	R.	R.	R.	R.	R.	R.	R.
Paraguay.....							
Peru.....							
Persia.....							
Portugal.....	R.		R.	R.	R.	R.	R.
Roumania.....	R.	R.	R.	R.	R.	R.	
Russia.....	R. Except art. 44.		R.	R.		R.	
Salvador.....	R.	R.	R.	R.	R.	R.	R.
Servia.....							
Siam.....	R.	R. Except par. 1, art. 1.	R.	R.	R.	R. Except arts. 12, 19, 23.	R.
Spain.....							
Sweden.....	R.		A.	R.	R.	R.	
Switzerland.....	R.	R.	R.	R.	R.	R.	R.
Turkey.....							
United States.....	R.	R.	R.	R.	R.	A. Except art. 23.	R.
Uruguay.....							
Venezuela.....							

add C.L.A.

jurisdictional

INSTRUCTIONS FOR THE NAVY OF THE UNITED STATES GOVERNING MARITIME WARFARE.

SECTION I.

BELLIGERENTS IN NEUTRAL JURISDICTION.

GENERAL.

1. "Belligerents are bound to respect the sovereign rights of neutral powers and to abstain, in neutral territory or neutral waters, from all acts which would constitute, on the part of the powers which knowingly permitted them, a nonfulfillment of their neutrality. (XIII Hague, 1901, Art. 1; see also Art. 9.)

*within the neutral m...
this because if...
this does not...
existing bel...
ligerent war...*

SPECIAL PROVISIONS.

2. "The neutrality of a power is not affected by the mere passage through its territorial waters of ships of war or prizes belonging to belligerents." (Ibid., art. 10.)

3. "A neutral power may allow belligerent ships of war to employ its licensed pilots." (Ibid., art. 11.)

ENTRANCE, SOJOURN, AND DEPARTURE.

4. "In the absence of special provisions to the contrary in the legislation of the neutral power, the maximum number of warships belonging to one belligerent which may be in one of the ports or roadsteads of that power simultaneously shall be three." (Ibid., art. 15.)

Bolivia, 1858, art. 9.
Brazil, 1828, art. 8.
Columbia (New Granada), 1846, art. 9.
Norway (see Sweden).
Sweden, 1783, art. 21.

5. "In the absence of special provisions to the contrary in the legislation of the neutral power, belligerent warships are forbidden to remain in the ports, roadsteads, or territorial waters of the said power for more than twenty-four hours, except in the cases covered by the present convention." (Ibid., art. 12; see table of ratifications.)¹

(Special provisions published by neutral powers will be made known.)

¹ The rule admitted by the majority is, then, that in default of special provisions in the legislation of the neutral State belligerent vessels are forbidden to remain in the harbors and roadsteads or in the territorial waters of this State longer than 24 hours. The idea is that a precise rule is indispensable. Each State is left free to establish it. In default of its establishment the convention fixed the period of 24 hours. (Deuz. Conf. Int. de la Paz, vol. 1, p. 308; see also arts. 5, 9, 10, 13, 14, 16, 17, 19, 20, 26, XIII Hague, 1907.)

6. "A belligerent ship of war must not prolong its stay in a neutral port beyond the period legally allowed except on account of damage or stress of weather. It must depart as soon as the cause of the delay is at an end."

7. "The regulations as to the limitation of the length of time which ships of war may remain in neutral ports, roadsteads, or waters do not apply to ships of war devoted exclusively to religious, scientific, or philanthropic purposes." (Ibid., art. 14; see also X Hague, 1907, art. 1; XI Hague, 1907, art. 4.)

8. "When ships of war of both belligerents are present simultaneously in the same neutral port or roadstead, a period of not less than twenty-four hours must elapse between the departure of a ship belonging to one belligerent and the departure of a ship belonging to the other."

9. "The order of departure is determined by the order of arrival, unless the ship which arrived first is so circumstanced that an extension of the period of stay legally allowed is admissible."

10. "A belligerent warship must not leave a neutral port or roadstead until twenty-four hours after the departure of a merchant ship flying the flag of its adversary." (XIII, Hague, 1907, art. 16.)

*2.2.21
The (purpose) of
is disposal
to return
the vessel,*

INTERNMENT.

Bolivia, 1858,
art. 9.
Brazil, 1828,
art. 8.
Columbia
(New Granada),
1846, art. 9.
Norway (see
Sweden), 1783,
art. 21.

11. "If, notwithstanding the notification of the neutral authorities, a belligerent ship of war does not leave a port where it is not entitled to remain, the neutral power is entitled to take such measures as it considers necessary to render the ship incapable of taking the sea during the war, and the commanding officer of the ship must facilitate the execution of such measures." (Ibid., art. 24.)

HOSTILE ACTS, VISIT AND SEARCH.

12. "All acts of hostility, including capture and the exercise of the right of visit and search, committed by belligerent warships in the territorial waters of a neutral power, constitute a violation of neutrality and are strictly forbidden." (Ibid., art. 2; see also art. 3.)

BASE OF OPERATIONS OR COMMUNICATIONS.

13. "Belligerents are forbidden to use neutral ports and waters as a base of naval operations against their adversaries, and in particular to erect radio stations or

any apparatus for the purpose of communicating with the belligerent forces on land or sea." (Ibid., art. 5; see also arts. 6-8.)

INCREASE OF WAR MATERIAL AND PERSONNEL.

14. "Belligerent warships must not make use of neutral ports, roadsteads, or territorial waters for replenishing or increasing their supplies of war material or their armament, or for completing their crews." (Ibid., art. 18.)

FOOD AND FUEL.

15. "Belligerent warships can not revictual in neutral ports or roadsteads except to complete their normal peace supply."

16. "Similarly these vessels can take fuel sufficient only to enable them to reach the nearest port of their own country. They may, on the other hand, fill up their bunkers properly, so-called, when in neutral countries which have adopted this method of determining the amount of fuel to be supplied." Brazil, 1828, art. 8.
Columbia (New Granada), 1846, art. 9.
Norway (see Sweden), 1783, art. 21.

(Special provisions published by neutral powers will be made known.)

17. "If, in accordance with the law of the neutral power, the ships are not supplied with coal until twenty-four hours after their arrival, the lawful duration of their stay is extended by twenty-four hours." (Ibid., art. 19; see table of ratifications.)

18. "Belligerent warships which have taken fuel in a port of a neutral power ^{may} not within the succeeding three months replenish their supply in a port of the same power." (Ibid., art. 20; see also table of ratifications.)

REPAIRS.

19. "In neutral ports and roadsteads belligerent warships ~~can~~ carry out such repairs only as are absolutely necessary to render them seaworthy, and ^{may} not add in any manner whatsoever to their fighting force. The neutral authorities of the neutral power shall decide what repairs are to be made and these must be carried out with the least possible delay." (Ibid., art. 17.) Bolivia, 1868, art. 9.
Brazil, 1828, art. 8.
Columbia (New Granada), 1846, art. 9.
Norway (see Sweden), 1783, art. 21.

ENTRANCE WITH PRIZE.

20. "A prize ^{may} be brought into a neutral port only on account of unseaworthiness, stress of weather, or want of fuel or provisions." Norway (see Sweden), Prussia, 1789, art. 19.
Sweden, 1783, art. 19.

21. "It must leave as soon as the circumstances which justified its entry are at an end." (Ibid., art. 21; see also arts. 3, 22, and 23, and table of ratifications.)

ANNOUNCED NEUTRALITY REGULATIONS.

22. United States naval officers must observe the regulations of neutrality announced by neutral nations, whether or not they are in the exact form of the provisions of Convention XIII.

SECTION II.

CONTRABAND.

GENERAL.

23. In the absence of special proclamation by the United States Government at the outbreak of or during war the following classification and enumeration of contraband will govern.

~~ABSOLUTE CONTRABAND.~~

24. The following articles and materials when having a destination to enemy territory, to territory occupied by an enemy, or to armed forces of an enemy, are, unless exempted by treaty, regarded as contraband ~~under the name of absolute contraband:~~

(a) Arms of all kinds, including arms for sporting purposes, and their distinctive component parts.

(b) Projectiles, charges, and cartridges of all kinds, and their distinctive component parts.

(c) Powder and explosives specially prepared for use in war.

(d) Gun mountings, limber boxes, limbers, military wagons, field forges, and their distinctive component parts.

(e) Clothing and equipment of a distinctively military character.

(f) All kinds of harness of a distinctively military character.

(g) Saddle, draught, and pack animals suitable for use in war.

(h) Articles of camp equipment, and their distinctive component parts.

(i) Armor plates.

Bolivia, 1858,
art. 17.
Brazil, 1828,
art. 16.
C o l o m b i a
(New Granada),
1846, art. 17.
Italy, 1871, art.
15.
Prussia,¹ 1799,
art. 13.
Sweden, 1783,
art. 9.
(Norway.)²

¹ The obligations of the treaty of 1828 with Prussia are regarded as having descended to the German Empire. The treaty of 1828 revived article 12 of the expired treaty of 1785, and articles 13 to 24, inclusive, of the expired treaty of 1799 (with the exception of one paragraph of article 19). This note refers to all citations of the treaties of 1785, 1799, and 1828 with Prussia. (See *Compilation of Treaties in Force*, 1904.)

² By article 17 of the treaty of July 4, 1827, between the United States and Sweden and Norway, articles 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, and 25 of the treaty of 1783 between the United States and Sweden were extended to Norway. Upon the dissolution of the union between Sweden and Norway it was agreed that the treaties then in force would continue binding on the United States on the one hand and Sweden and Norway individually on the other.

(j) Ships of war and boats and their peculiarly distinctive component parts of such a nature that they can only be used on a vessel of war.

(k) Implements and apparatus made exclusively for the manufacture of munitions of war, for the manufacture or repair of arms, or of military material for use on land or sea. (List as drawn at The Hague conference, 1907, and embodied in the Declaration of London, 1909, art. 22.)

CONDITIONAL CONTRABAND.

25. When destined for the use of the armed forces or of a government department of the enemy state, the following articles and materials, susceptible of use in war, as well as for purposes of peace, are, unless exempted by treaty, regarded as contraband of war, liable to capture under the name of conditional contraband:

Bolivia, 1858,
arts. 17, 18.
Brazil, 1828,
arts. 16, 17.
Columbia
(New Granada),
1846, arts. 17, 18.
Italy, 1871, art.
16.

(a) Foodstuffs.

(b) Forage and grain suitable for feeding animals.

(c) Clothing and fabrics for clothing, boots and shoes, suitable for military use.

(d) Gold and silver in coin or bullion; paper money.

(e) Vehicles of all kinds available for use in war, as well as their component parts.

(f) Vessels, craft, and boats of all kinds, floating docks, parts of docks, as well as their component parts.

(g) Fixed railway material and rolling stock, and material for telegraphs, radio telegraphs, and telephones.

(h) Balloons and flying machines, distinctive component parts, as well as accessories, articles and materials distinguishable as intended for use in connection with balloons or flying machines.

(i) Fuel; lubricants.

(j) Powder and explosives not specially prepared for use in war.

(k) Barbed wire, as well as implements for fixing or cutting it.

(l) Horseshoes and shoeing materials.

(m) Harness and saddlery.

(n) Binoculars, telescopes, chronometers, and all kinds of nautical instruments. (List as embodied in Declaration of London, 1909, art. 24.)

EFFECT OF CONSIGNMENT ON LIABILITY.

Goods of the nature of contraband are liable to capture even when bound for a neutral destination if consigned to order, if the ship's papers show no consignee, or if the consignee is an enemy country or in territory occupied by the enemy.

NONCONTRABAND.

26. In general, ~~articles and materials not susceptible~~ of use in war, as well as articles and materials exempt by special treaty provisions, are not regarded as contraband.

Bolivia, 1823, art. 18.
 Brazil, 1828, art. 17.
 Colombia (New Granada), 1846, art. 18. Italy, 1871, art. 15. Norway (see Sweden). Sweden, 1783, arts. 8, 10.

SECTION III.

BLOCKADE.

EXTENT AND LIMITATIONS.

Dec. of Paris, 1856, art. 4. 27. A blockade must be limited to the ports and coasts
Bolivia, 1858, belonging to or occupied by the enemy, must not bar
arts. 17, 19. access to neutral ports or coasts, and to be binding must
Brazil, 1828, be effective.
Columbia (New Granada),
1846, arts. 18, 20. (For declaration by naval officer, see Form No. 1; for
Italy, 1871, arts. notification to be made to the local authorities of the
13, 14. blockaded region, see Form No. 2.)
Norway (see
Sweden), 1783, art. 10.

EFFECTIVENESS.

28. The blockade, to be effective and binding, must be maintained by a force sufficient to render ingress to or egress from the port dangerous. If the blockading vessels be driven away by stress of weather and return thereafter without delay to their station, the continuity of the blockade is not thereby broken. The blockade ceases to be effective if the blockading vessels are driven away by the enemy or if they voluntarily leave their stations except for a reason connected with the blockade, as, for instance, the chase of a blockade runner.

As the suspension of a blockade is a serious matter, involving a new notification, commanding officers will exercise especial care to preserve the continuity and effectiveness of the blockade.

NOTIFICATION TO NEUTRALS.

Bolivia, 1858, art. 20. 29. Neutral vessels are entitled to notification of a
Brazil, 1828, blockade before they can be made prize for its attempted
arts. 17, 19. violation. The character of this notification is not
Columbia (New Granada), material. It may be actual, as by a vessel of the block-
1846, art. 20. ading force, or constructive, as by a proclamation of the
Greece, 1837, government maintaining the blockade, or by common
art. 16. notoriety. (See Form No. 3.)
Italy, 1871, art. 14.
Norway (see
Sweden),
Prussia, 1828,
art. 13.
Sweden, 1827,
art. 18.
(Norway.)

LIABILITY OF VESSELS.

30. Blockade running is a distinct offense which subjects the vessel attempting to commit it, or sailing with intent to commit it, to capture without regard to the nature of her cargo.

31. If a neutral vessel attempting to violate a blockade inward has had notice of the blockade in any way, she

shall be captured and sent in for adjudication; but should formal notice not have been given, the rule of constructive knowledge arising from notoriety should be construed in a manner liberal to the neutral. Vessels appearing before a blockaded port, having sailed without notification, are entitled to actual notice by a blockading vessel. (See Form No. 3.) The boarding officer shall enter in the log and the document fixing the vessel's nationality the fact of such notice, the extent of the blockade, the date, the geographical position, and the name of the blockading vessel, verified by his official signature; and shall furnish the master with a copy of the blockade proclamation. The vessel is then to be set free. Should she again attempt to enter the same or any other blockaded port as to which she has had notice, she is good prize.

32. The liability of a blockade runner to capture and condemnation begins and terminates with her voyage. If there is good evidence that she sailed with intent to evade the blockade she is liable to capture from the moment she appears upon the high seas. If a vessel has succeeded in escaping from a blockaded port she is liable to capture at any time before she completes her voyage. But with the termination of the voyage the offense ends.

SPECIAL PRIVILEGES.

33. Vessels of war of neutral powers have not the positive right of entry to a blockaded port. They should, however, as a matter of courtesy, when practicable, be allowed free passage to and from a blockaded port. Permission to visit the blockaded port is subject to any conditions as to length of stay or otherwise that the senior officer of the blockade may deem necessary and expedient.

34. In circumstances of urgent distress beyond the possibility of relief by the blockading force, a neutral vessel may be permitted to enter a place under blockade and subsequently to leave it, under conditions prescribed by the commanding officer of the blockading force.

SPECIAL RULES.

35. Blockading officers shall observe the terms of special rules adopted by the United States Government regarding days of grace and conditions of lading permitted to neutral vessels that find themselves within the limits of blockade at the time the blockade is established.

SECTION IV.

UNNEUTRAL SERVICE.

DEFINITION.

Sub
36. Unneutral service is service rendered by a neutral to a belligerent contrary to international law. It is in its nature indirect or direct.

INDIRECT UNNEUTRAL SERVICE.

Sub
China, 1856, art. 26.

37. A neutral vessel is guilty of indirect unneutral service—

(a) If she is on a voyage specially undertaken with a view to the transport of individual passengers who are embodied in the armed forces of the enemy, or with a view to the transmission of intelligence in the interest of the enemy.

(b) If, to the knowledge of the owner, or the charterer, or of the agents thereof, or of the master, she is transporting a military detachment of the enemy, or one or more persons embodied in the military or naval service of the enemy, or one or more persons who, during the voyage, lend direct assistance to the enemy.

38. The above provisions do not apply if, when the vessel is met at sea, she is unaware of the existence of a state of war, or if the master, after becoming aware of the opening of hostilities, has not yet been able to disembark the passengers.

39. The vessel is deemed to be aware of the existence of a state of war if she left an enemy port after the opening of hostilities, or left a neutral port after the publication there of the notification of the opening of hostilities to the neutral power to which the port belongs.

A neutral vessel guilty of indirect unneutral service will be sent in as a neutral vessel liable to condemnation.

DIRECT UNNEUTRAL SERVICE.

Sub
China, 1856, art. 26.

40. A neutral vessel is guilty of direct unneutral service—

(a) If she takes a direct part in the hostilities.

(b) If she is under the orders or under the control of an agent placed on board by the enemy Government.

(c) If she is in the exclusive employment of the enemy Government.

(d) If she is at the time and exclusively engaged in either the transport of enemy troops or in the transmission of information in the interest of the enemy, or is otherwise directly engaged in the aid of the enemy's military or naval operations.

A neutral vessel guilty of direct unneutral service may not only be captured but may be treated as an enemy merchant vessel.

SECTION V.
TELEGRAPHIC COMMUNICATIONS.

SUBMARINE CABLES.

41. Unless under satisfactory censorship or otherwise exempt the following rules are established with regard to the treatment of submarine telegraph cables in time of war, irrespective of their ownership:

(a) Submarine telegraph cables between points in the territory of an enemy or between the territory of the United States and that of an enemy are subject to such treatment as the necessities of war may require.

(b) Submarine telegraph cables between points in the territory of an enemy and neutral territory may be interrupted within the territorial jurisdiction of the enemy or at any point outside of neutral jurisdiction, if the necessities of war require.

(c) Submarine cables connecting an occupied territory with a neutral territory shall not be seized or destroyed except in the case of absolute necessity.

"They must likewise be restored and compensation shall be fixed when peace is made." (IV Hague, 1907, art. 54.)

(d) Submarine telegraph cables between two neutral territories shall be held inviolable and free from interruption.

RADIO TELEGRAPHY.

42. The commander of a naval force may regulate or if necessary prohibit the use of radio apparatus by all vessels within the immediate area of operations of the force under his command. (See Form 4.)

He may take such measures as will assure the effectiveness of the regulation or prohibition, even to the extent of requiring that the apparatus be dismantled, or in case of doubt of the observance of good faith the apparatus may be seized.

43. Any use of the radio apparatus to aid the enemy constitutes unneutral service and renders the vessel liable to capture throughout the war.

*Corrected
by Rules Committee*

SECTION VI.

VISIT AND SEARCH.

merchant or

WHERE AND WHEN EXERCISED.

44. The belligerent right of visit and search, subject to exemptions mentioned in Section VII, may be exercised outside of neutral jurisdiction upon private vessels after the beginning of war in order to determine their nationality, the character of their cargo, the nature of their employment, or other facts which bear on their relation to the war.

XIII Hague, 1907, art. 2. Sweden, 1783, art. 12. Norway (see Sweden).

METHOD OF EXERCISE.

45. The right should be exercised with tact and consideration, and in strict conformity with treaty provisions, where they exist.

Bolivia, 1858, art. 21. Brazil, 1828, art. 20. Colombia (New Granada), 1783, arts. 15, 25. Italy, 1871, arts. 18, 20. Prussia, 1799, art. 15. Sweden, 1783, arts. 15, 25. Norway (see Sweden).

46. Subject to any special treaty provisions the following procedure is directed.

47. Before summoning a vessel to lie to, a ship of war must hoist her own national flag. The summons shall be made by firing a blank charge (*coup de semonce*), by international flag signal, or by both. The summoned vessel, if a neutral, is bound to stop and lie to, and she should also display her colors; if an enemy vessel, she is not so bound, and may legally even resist by force, but she thereby assumes all risks of resulting damage.

*by radio,
by other
means.*

48. If the summoned vessel takes to flight she may be pursued and brought to, by forcible measures, if necessary.

49. When the summoned vessel has brought to, the ship of war shall send a boat with an officer to conduct the visit and search. If practicable a second officer should accompany the officer charged with the examination. There may be arms in the boat, but the boat's crew shall not have any on their persons. The officer (or officers), wearing side arms, may be accompanied on board by not more than two unarmed men of the boat's crew.

50. The boarding officer shall first examine the ship's papers in order to ascertain her nationality, ports of

[Handwritten marks]

departure and destination, character of cargo, and other facts deemed essential. If the papers furnish conclusive evidence of the innocent character of vessel, cargo, and voyage, the vessel shall be released; if they furnish probable cause for capture she shall be seized and sent in for adjudication.

51. If the papers do not furnish conclusive evidence of the innocent character of the vessel, the cargo, and voyage, or in case of suspicion, the boarding officer shall continue the examination by questioning the personnel or by searching the vessel or by examining her cargo. If such further examination furnishes satisfactory evidence of innocency, the vessel shall be released; otherwise she shall be seized and sent in for adjudication.

*may also
be inspected*

52. The boarding officer ~~must~~ record the facts concerning the visit and search upon the log book of the vessel visited, including the date when and the position where the visit occurred. ~~This entry in the log must be made whether the vessel is held or not.~~ (See Forms 5 and 6.)

PAPERS.

- Bolivia, 1858, art. 22.
- Brazil, 1828, art. 21.
- Colombia (New Granada), 1840, art. 22.
- Italy, 1871, art. 17.
- Norway (see Sweden), 1799, art. 14.
- Sweden, 1783, art. 11.

53. The papers which will generally be found on board a private vessel are (see Appendix IV): *and III*

1. The certificate of registry or nationality.
2. A certified bill of sale, or certificate thereof duly authenticated, in the absence of certificate of registry or nationality, or in the case of a vessel which has recently been transferred from enemy to neutral ownership.
3. The crew list.
4. The passenger list.
5. The log book.
6. The bill of health.
7. The clearance.
8. The charter party, if chartered.
9. Invoices or manifests of cargo.
10. Bills of lading.

The evidence furnished by the papers against a vessel is conclusive. Regularity of papers and evidence of the innocence of cargo or destination furnished by them are not necessarily conclusive, and if doubt exists a search of the ship or cargo should be made to establish the facts. If a vessel has deviated far from her direct course, this, if not satisfactorily explained, is a suspicious circumstance warranting search, however favorable the character of the papers.

SECTION VII.

LIMITATIONS ON VISIT AND SEARCH.

CONVOY.

54. Neutral vessels under convoy of vessels of war of their own nationality are exempt from search. The commander of the convoy gives orally or in writing, at the request of the commander of a belligerent ship of war, all information as to the character of the vessels and their cargoes which could be obtained by visit and search.

Bolivia, 1858, art. 23.
 Brazil, 1828, art. 22.
 Colombia (New Granada), 1846, art. 23.
 Italy, 1871, art. 19.
 Norway (see Sweden).
 Prussia, 1799, art. 22.
 Sweden, 1788, art. 12.

see Art 61

55. If the commander of the United States vessel has reason to suspect that the commander of the convoy has been deceived regarding the innocent character of any of the vessels (and their cargoes or voyages) under his convoy, the former officer shall impart his suspicions to the latter. In such a case, it is to be expected that the commander of the convoy will undertake an examination to establish the facts. The commander of the convoy alone can conduct this investigation, the officers of the United States visiting vessels can take no part therein.

[Handwritten mark]

56. The commander of the convoy may be expected to report the result of his investigation to the commander of the United States vessel. Should that result confirm the latter's suspicions the former may further be expected to withdraw his protection from the suspected vessel, whereupon she shall be made a prize by the commander of the United States vessel.

*Art 62
 D.K.*

57. Any vessel under convoy of a vessel of war of an enemy is liable to capture.

SEARCH OF NEUTRAL MAIL VESSELS.

58. "The inviolability of postal correspondence does not exempt a neutral mail ship from the laws and customs of maritime war as to neutral merchant ships in general. The ship, however, must not be searched except in case of absolute necessity, and then only with as much consideration and expedition as possible." (XI Hague, 1907, art. 2.)

An absence of evidence to the contrary

SECTION VIII.

NEUTRAL OR ENEMY CHARACTER.

CHARACTER OF VESSEL.

59. The neutral or enemy character of a private vessel is determined by the neutral or enemy character of the State whose flag the vessel has a right to fly as evidenced by her papers.
Argentine, 1853, art. 7. Belgium, 1875, art. 9. Bolivia, 1858, arts. 15, 22. Brazil, 1828, arts. 14, 21. Colombia (New Granada), 1846, arts. 15, 22. Italy, 1871, arts. 16, 17. Japan; 1894, art. 12. Norway (see Sweden). Spain, 1902, art. 11. Sweden, 1783, arts. 7, 11.

TRANSFER OF FLAG BEFORE HOSTILITIES.

60. The transfer of a vessel from one flag to another is valid when completed previous to the outbreak of war in which the State of the vendor is a belligerent, provided the transfer is made in accordance with the laws of the State of the vendor and the State of the vendee.

*Will
all cases*

TRANSFER OF FLAG AFTER HOSTILITIES.

61. The transfer of a private vessel of a belligerent to a neutral flag during war is valid if in accordance with the laws of the State of the vendor and of the vendee and provided further that it is made in good faith with a complete divestiture of title by the vendor, that it is absolute, unconditional, with no continued interest, direct or indirect of the vendor, with no right of repurchase by him, and is accompanied by a payment sufficient in amount to leave no doubt of good faith; and provided further that the ship does not remain in her old employment.

CHARACTER OF CARGO.

62. The neutral or enemy character of merchandise found on board a private vessel is determined by the neutral or enemy commercial domicile of the owner, whether the owner be an individual, a firm, or a corporation.

63. The produce of an estate situated in a hostile country is impressed with the enemy character of the soil although the owner of the estate may be domiciled in a neutral country.

ENEMY GOODS IN TRANSITU.

64. Enemy goods on board an enemy vessel retain their enemy character, notwithstanding any transfer effected after the outbreak of hostilities.

SECTION IX.

LIABILITY TO CAPTURE.

ENEMY VESSELS.

65. Enemy vessels are liable to capture outside of neutral jurisdiction.

66. The following when innocently employed are exempt:

(a) Cartel ships designated for and engaged in exchange of prisoners.

(b) Vessels charged with religious, scientific, or philanthropic missions. XI Hague, 1907, art. 4.

(c) Properly designated hospital ships. X Hague, 1907 (Geneva), arts. 1-3. (See for detailed provisions X Hague, 1907.)

(d) Vessels exempt by treaty or special proclamation. Italy, 1871, arts. 12, 14. (See VI Hague, 1907, not ratified by United States.)

(e) Small coast (not deep-sea) fishing vessels and small boats employed in local trade. XI Hague, 1907, art. 3.

67. The fishing vessels and small boats referred to in article 66 (e) above are subject to special regulations imposed by the United States naval commander operating in the vicinity, such as limitations in size, or restrictions within the 3-mile limit or to hours of daylight. They are liable to capture if such regulations be disobeyed or if they engage in any undertaking prejudicial to United States military operations by land or sea.

NEUTRAL VESSELS.

merchant ship

68. A neutral private vessel is in general liable to capture if she:

(a) Attempts to avoid visit and search by flight, but this must be clearly evident; or resists with violence.

(b) Presents irregular or fraudulent papers, lacks necessary papers, destroys, defaces, or conceals papers. See for detailed provisions as to papers, art. 54; also Appendix II.

(c) Is guilty on account of contraband, except when permitted by treaty to surrender ("deliver up," "deliver out") contraband. Bolivia, 1858, art. 19. Brazil, 1828, art. 18. Colombia (New Granada), 1846, art. 19. Prussia, 1799, art. 13. Sweden, 1783, art. 13.

(d) Is guilty on account of blockade. (See Section III.) Bolivia, 1858, art. 20. Brazil, 1828, art. 19. Colombia (New Granada), 1846, art. 20. Greece, 1837, art. 16. Italy, 1871, art. 14. Norway (see Sweden). Prussia, 1828, art. 13. Sweden, 1827, art. 18.

(e) Is guilty on account of unneutral service. (See Section IV.)

(f) Is under enemy convoy; or fraudulently under neutral convoy.

Is guilty on account of illegal transfer of flag. (See Section VIII)

Swedish art. 22

VESSEL CARRYING CONTRABAND, UNAWARE OF WAR.

69. If a neutral vessel, met at sea with contraband destined to the enemy, is unaware of the existence of a state of war or of a declaration of contraband which applies to her cargo, the vessel shall, as a rule, be sent in for adjudication, and though the cargo may not be liable to condemnation it may be detained or requisitioned. (Form No. 7.)

Bolivia, 1858, art. 19. 70. If, under treaty provisions, the master of a vessel agrees to deliver and does deliver the contraband cargo to the captain of the vessel of war for disposal, the vessel as a rule shall not be sent in for adjudication. (See Form No. 8.) Any contraband cargo so delivered shall be accompanied by an inventory, and a receipt therefor shall be given for the protection of interested parties and the use of the prize court. (See Form No. 9.) The vessel shall thereupon be released. Should circumstances preclude such delivery of the contraband cargo, the vessel should in general be sent in. — (Not permissible in case of a German vessel; see treaty.) (See Form No. 10.)

Brazil, 1828, art. 18.
 Colombia (New Granada), 1846, art. 19.
 Prussia, 1799, art. 13.
 Sweden, 1783, art. 13.
 (Norway.) See Sweden.

See also III 71. A vessel is deemed to be aware of the existence of a state of war or of a declaration of contraband if she left a neutral port after sufficient time had elapsed for the publication there of the notification of the opening of hostilities to the neutral power to which the port belongs, or for the publication there of the contraband lists proclaimed by the United States, respectively. A vessel is also deemed to be aware of the existence of a state of war if she left an enemy port after the war began.

Hague, 1907.

*on Pa. Dec-
 larations of
 Contraband and
 in case of
 Declaration of Paris - Freedom of Goods.*

Bolivia, 1858, arts. 15, 16. 72. "The neutral flag covers enemy goods with the exception of contraband of war."
 Brazil, 1828, arts. 14, 15.
 Colombia (New Granada), 1846, arts. 15, 16.
 Italy, 1871, arts. 12, 16.
 Norway. (See Sweden.)
 Peru, 1856, art. 1.
 Prussia, 1785, art. 12.
 Russia, 1854, arts. 1, 2. Sweden, 1783, arts. 7, 14.

73. "Neutral goods, with the exception of contraband of war, are not liable to capture under the enemy's flag." (Dec. of Paris, 1856, arts. 2, 3.)

CARRIAGE OF ~~ABSOLUTE~~ CONTRABAND.

See par. 72 above and references. 74. A vessel is liable to capture for the carriage of absolute contraband if the actual destination of the contraband is to territory belonging to or occupied by the

enemy, or is to the armed forces of the enemy. It is immaterial whether the carriage of ~~absolute~~ contraband to such actual destination be direct in the original vessel, or involve transshipment, or transport overland.

~~CARRIAGE OF CONDITIONAL CONTRABAND.~~

75. A vessel is liable to capture for the carriage of conditional contraband if the contraband is really destined for the use of the armed forces, or for a Government department of the enemy State. It is immaterial whether the carriage of conditional contraband to such actual destination be direct in the original vessel, or involve transshipment, or transport overland.

See par. 72
above and refer-
ences

~~DESTINATION OF CONDITIONAL CONTRABAND.~~

76. The destination referred to in article 75 is presumed to exist if the goods are consigned to:

- (a) Enemy authorities.
- (b) A port of equipment or supply of the armed forces of the enemy or other place serving as a base for such armed forces.
- (c) A contractor or agent in enemy territory who, by common knowledge, supplies articles of the kind in question to the enemy authorities.

CONSIGNMENT "TO ORDER"—UNNAMED CONSIGNEE.

77. The carriage of articles of ~~absolute~~ contraband, consigned "to order" or with an unnamed consignee, but destined to a neutral country in the vicinity of enemy territory or to territory occupied by the enemy, renders the carrying vessel liable to capture.

78. The carriage of articles of conditional contraband, consigned "to order" or with an unnamed consignee, destined either to a neutral country in the vicinity of enemy territory or to territory occupied by the enemy renders the carrying vessel liable to capture.

UNITED STATES VESSELS TRADING WITH THE ENEMY.

79. Any vessel of the United States found engaged in trade of any kind with the enemy without a license so to do from the President of the United States or his duly authorized agent shall be captured and sent in for adjudication. Any vessel of the United States that is found trading under a license issued by the enemy shall be captured and sent in for adjudication.

SECTION X.

COLORS TO BE DISPLAYED ON PRIZE.

80. The act of ^{prize} capture shall be signified by hoisting the United States flag on board the vessel seized.

81. In case the prize is an enemy vessel, the flag of the United States shall be flown at the usual place (peak or staff) over the enemy flag.

82. If the prize is a neutral vessel the neutral flag shall be flown as usual until she is adjudged to be a lawful prize by a competent court; the flag of the United States, however, shall be exhibited at the fore to indicate that she is for the time in the possession of officers of the United States.

83. Whenever the colors are displayed the procedure of the two preceding articles shall be followed thereafter during the passage of the prize to the United States port and while under the control of the prize master in such port. (See art. 86, *post.*)

SECTION XI.

RESPONSIBILITY OF CAPTURING OFFICER.

RESPONSIBILITY.

84. An officer making a capture is held by the courts of the United States to be personally liable in damages unless the capture made by him is for probable cause. (Rev. Stat., sec. 970.)

85. According to Chief Justice Fuller, 1899:

Probable cause exists where there are circumstances sufficient to warrant suspicion though it may turn out that the facts are not sufficient to warrant condemnation. And whether they are or not can not be determined unless the customary proceedings of prize are instituted and enforced. (Olinde Rodriguez, 174 U. S., 510.)

SECTION XII.

TREATMENT OF VESSEL, GOODS, POSTAL CORRESPONDENCE, CREW, AND PASSENGERS.

SENDING PRIZES IN.

86. Except under extraordinary circumstances, prizes shall be sent promptly to a port within the jurisdiction of the United States for adjudication.¹

Bolivia, 1858, art. 24. Brazil, 1828, art. 23. Colombia (New Granada), 1846, art. 24. Norway (see Sweden). Prussia, 1799, arts. 19, 21. Sweden, 1783, art. 19.

In general, a prize master with a crew shall be sent on board the prize for this purpose.

If for any reason this is impracticable, a prize may be escorted into port by the capturing vessel or by another vessel of war of the United States or of an ally. ~~In this exceptional case the prize shall be directed to lower her flag and to steer according to the orders of the escorting vessel of war.~~ The prize must obey the instructions of the escorting vessel, under pain of forcible measures.

87. The procedure of the Revised Statutes shall be observed, as follows:

Sec. 4615. The commanding officer of any vessel making a capture shall secure the documents of the ship and cargo, including the log book, with all other documents, letters, and other papers found on board, and make an inventory of the same and seal them up and send them, with the inventory, to the court in which proceedings are to be had, with a written statement that they are all the papers found and are in the condition in which they were found; or explaining the absence of any documents or papers or any change in their condition. He shall also send to such court, as witnesses, the master, one or more of the other officers, the supercargo, purser, or agent of the prize, and any person found on board whom he may suppose to be interested in, or to have knowledge respecting, the title, national character, or destination of the prize. He shall send the prize, with the documents, papers, and witnesses, under charge of a competent prize master and prize crew, into port for adjudication, explaining the absence of any usual witnesses;

¹ By the fact of capture the title to an enemy vessel is divested from the enemy owner and vests in the Government of the captor. This is also true of cargo of enemy character which is on board a captured enemy vessel. It is not true of innocent neutral cargo on board a captured enemy vessel. Therefore, even in the case of capture of an enemy vessel, it is proper, if possible, that the vessel be sent in for adjudication.

By the fact of capture the title to a neutral vessel is held in trust by the Government of the captor pending adjudication by a prize court. Innocent cargo, enemy or neutral, on board a captured neutral vessel does not change title by reason of the capture. There is therefore even more reason for sending in captured neutral vessels for adjudication than captured enemy vessels.

Neutral vessels captured for engaging in certain kinds of nonneutral service are, by modern practice of some nations, considered and treated as enemy vessels.

and in the absence of instructions from superior authority as to the port to which it shall be sent, he shall select such port as he shall deem most convenient, in view of the interests of probable claimants as well as of the captors. If the captured vessel, or any part of the captured property, is not in condition to be sent in for adjudication, a survey shall be had thereon and an appraisement made by persons as competent and impartial as can be obtained, and their reports shall be sent to the court in which proceedings are to be had; and such property, unless appropriated for the use of the Government, shall be sold by the authority of the commanding officer present, and the proceeds deposited with the Assistant Treasurer of the United States most accessible to such court and subject to its order in the cause.

SEC. 4617. The prize master shall make his way diligently to the selected port and there immediately deliver to a prize commissioner the documents and papers, and the inventory thereof, and make affidavit that they are the same and are in the same condition as delivered to him, or explaining any absence or change of condition therein, and that the prize property is in the same condition as delivered to him, or explaining any loss or damage thereto; and he shall further report to the district attorney and give him all the information in his possession respecting the prize and her capture; and he shall deliver over the persons sent as witnesses to the custody of the marshal and shall retain the prize in his custody until it shall be taken therefrom by process of the prize court. (Act of June 30, 1864.)

88. If circumstances permit, it is preferable that the officer making the search should act as prize master.

89. Attention is directed to articles 16 and 17 of the Articles for the Government of the Navy (sec. 1624, Rev. Stat.), which read:

ART. 16. No person in the Navy shall take out of a prize or vessel seized as a prize any money, plate, goods, or any part of the equipment, unless it be for the better preservation thereof, or unless such articles are absolutely needed for the use of any of the vessels or armed forces of the United States, before the same are adjudged lawful prize by a competent court; but the whole, without fraud, concealment, or embezzlement, shall be brought in, in order that judgment may be passed thereon, and every person who offends against this article shall be punished as a court-martial may direct.

ART. 17. If any person in the Navy strips off the clothes of or pillages, or in any manner maltreats any person taken on board a prize, he shall suffer such punishment as a court-martial may adjudge. (Sec. 1624, Rev. Stat., 1878, July 17, 1862.)

CONVERSION TO PUBLIC USE.

90. ~~By the Revised Statutes captured vessels may be taken for the use of the United States.~~ Section 4624, Revised Statutes, reads as follows:

Whenever any captured vessel, arms, munitions, or other material are taken for use of the United States before it comes into the custody of the prize court, it shall be surveyed, appraised, and inventoried by persons as competent and impartial as can be obtained, and the survey,

appraisement, and inventory shall be sent to the court in which proceedings are to be had; and if taken afterwards, sufficient notice shall first be given to enable the court to have the property appraised for the protection of the rights of the claimants and captors. In all cases of prize property taken for or appropriated to the use of the Government the department for whose use it is taken or appropriated shall deposit the value thereof with the assistant treasurer of the United States nearest to the place of the session of the court, subject to the order of the court in the cause. (Act of June 30, 1864.)

91. While any prize may thus be legally converted to immediate public use, and would be under compelling circumstances, it is inadvisable to convert neutral property taken as prize, because indemnification will follow if the prize court fails to condemn the property.

RELEASE ON VOLUNTARY DELIVERY OF CONTRABAND.

Bolivia, 1858, art. 15.
Brazil, 1828, art. 18.
Colombia (New Granada), 1846, art. 10.
Norway (see Sweden).
Prussia, 1799, art. 12.
Sweden, 1792, art. 13.

92. If, under treaty provisions, the master of a vessel agrees to deliver and does deliver the contraband cargo to the captain of the vessel of war for disposal, the vessel as a rule shall not be sent in for adjudication. Any contraband cargo so delivered shall be accompanied by an inventory, and a receipt therefor shall be given for the protection of interested parties and the use of the prize court. The vessel shall thereupon be released. If circumstances preclude such delivery of the contraband cargo, the vessel should in general be sent in. (See Forms Nos. 8, 9, 10.)

As captor may destroy the contraband delivered to him.

MAIL STEAMERS AND POSTAL CORRESPONDENCE.

93. "The postal correspondence of neutrals or belligerents, whatever its character may be, official or private, found on board a neutral or enemy ship at sea, is inviolable. If the ship is detained, the correspondence is forwarded by the captor with the least possible delay.

"The provisions of the preceding paragraph do not apply, in case of violation of blockade, to correspondence destined for or proceeding from a blockaded port." (XI Hague, 1907, art. 1.)

94. "The inviolability of postal correspondence does not exempt a neutral mail ship from the laws and customs of maritime war as to neutral merchant ships in general. The ship, however, must not be searched except in case of necessity, and then with as much consideration and expedition as possible." (XI Hague, 1907, art. 2.)

see also para 158
mail steamers

ENEMY MILITARY PERSONS ON BOARD NEUTRAL VESSELS.

95. When persons embodied in the military service of the enemy are found on board a neutral vessel outside of neutral jurisdiction, the vessel may be sent in as prize unless treaty provisions allow their removal from the neutral vessel and the release of the vessel herself thereupon.

Bolivia, 1858, art. 16.
 Brazil, 1822, art. 14.
 Colombia (New Granada), 1846, art. 15.
 Italy, 1871, art. 16.
 Norway (see Sweden), Prussia, 1785, art. 12.
 Sweden, 1783, art. 7.

PASSENGERS.

96. Passengers on board captured vessels who are actually embodied in the military forces of the enemy may be made prisoners of war.

*in the public
 the service*

97. Should necessity arise for destruction of the prize, it shall be the duty of the capturing officer to ensure the safety of the lives of passengers and crew and, as far as may be possible, of their personal effects.

ENEMY PRIZES—CREWS, NATIONALS OF NEUTRAL STATE.

98. "When an enemy merchant ship is captured by a belligerent, such of its crew as are nationals of a neutral State are not made prisoners of war." (XI Hague, 1907, art. 5, par. 1.)

99. "The same rule [as in article 98] applies in the case of the captain and officers [of a captured enemy merchant ship], likewise nationals of a neutral State, if they promise formally in writing not to serve on an enemy ship while the war lasts." (Ibid., par. 2. See Form No. 11.) Such of the officers as belong to the religious, medical, or hospital staff of the ship ~~can~~ ^{may} not be made prisoners of war and need not give this promise. (III Hague, 1899, art. 7; X Hague 1907, art. 10.)

ENEMY PRIZES—NATIONALS OF ENEMY STATE.

100. "The captain, officers, and members of the crew [of enemy merchant ships], when nationals of the enemy State, are not made prisoners of war, on condition that they make a formal promise in writing, not to undertake, while hostilities last, any service connected with the operations of the war." (XI Hague 1907, art. 6. See Form No. 12.) Nationals of the enemy State who belong to the religious, medical, or hospital staff of the ship ~~can~~ not be made prisoners of war, and need not give this promise. (III Hague, 1899, art. 7.)

NOTIFICATION.

101. "The names of the persons retaining their liberty [under the conditions of articles 99 and 100] are notified by the belligerent captor to the other belligerent. The latter is forbidden knowingly to employ the said persons." (XI Hague, 1907, art. 7.)

LIMITATION.

102. "The provisions of the three preceding articles [XI Hague, 1907, arts. 5, 6, and 7] do not apply to ships taking part in the hostilities." (Ibid., art. 8.)

103. Crews and officers of captured neutral ships, when nationals of a neutral country, shall not be made prisoners of war.

SECTION. XIII.

DESTRUCTION OF PRIZES.

ENEMY PRIZES.

104. Since title to a captured enemy vessel vests in the captor's Government by virtue of the fact of capture, enemy ships made prizes may be destroyed in case of military necessity by the capturing officer when they can not be sent or escorted in for adjudication.

105. The responsibility of the officer ordering the destruction exists solely to his own Government, except in so far as the interests of the owners of neutral cargo on board the prize are concerned. If circumstances permit, it is preferable to appraise and sell the prize rather than to destroy it. This is permitted by section 4615, Revised Statutes, already quoted.¹

106. ~~Before destroying an enemy prize, the safety of the personnel on board and, if practicable, of their personal effects must be ensured, and all the documents and papers of the prize mentioned in section 4615, Revised Statutes, shall be taken on board the capturing vessel of war and be inventoried and sealed in accordance with the procedure of that section for delivery to the prize court, with especial view to the protection of the interests of the owners of innocent neutral cargo on board, if such exists. (See Form No. 12.)~~

use all cases

NEUTRAL PRIZES.

107. In general, if neutral prizes can not be sent or escorted in for adjudication they should be released. This instruction is not made absolutely mandatory, because neither by international law nor by the statutes of the United States is the destruction of neutral prizes forbidden. The responsibility of the capturing officer for the destruction of a neutral prize is, however, so serious that he should never order such destruction without being entirely satisfied that the military reasons therefor justify it under circumstances such that the prize can neither be sent in nor, in his opinion, properly be released.

¹ By inference this is also permitted by sec. 4625, R. S., which reads in part:

"If by reason of the condition of the captured property, or if because the whole has been appropriated to the use of the United States, no part of it has been or can be sent in for adjudication, or if the property has been entirely lost or destroyed, proceedings for adjudication may be commenced * * *."

108. In the exceptional case of the destruction of a neutral prize, before such destruction takes place, the safety of all persons on board the prize and as far as conveniently possible the security of their personal effects must be ensured. Likewise all the vessel's papers and other documents which those interested consider relevant and which are necessary for a decision by the prize court as to the validity of the capture shall be secured by the captor to be forwarded to the court.

*same as 106a
combine*

REPORT OF DESTRUCTION OF PRIZE.

109. Every case of destruction of prize shall be reported to the Navy Department at the earliest practicable moment.

108a *ART IV*

SECTION XIV.

CAPTURE OF PUBLIC VESSELS IN THE MILITARY SERVICE OF THE ENEMY.

110. By the fact of capture a public vessel in the military service of the enemy passes into the possession of the captor's Government, in which title immediately vests. The vessel, therefore, becomes a public vessel belonging to the captor's Government and subject to its disposal. It is unnecessary to send a captured public vessel into port for adjudication. The vessel may be immediately converted to the use of the captor and sent to any port at his convenience, as a public vessel of the United States. The captured personnel shall be made prisoners of war, except that "the religious, medical, or hospital staff of any captured ship is inviolable, and its members can not be made prisoners of war." (III Hague, 1899, art. 7; X Hague, 1907, art. 10.) ✓

SECTION XV.

BOMBARDMENT.

LIMITATIONS ON BOMBARDMENT.

111. "The attack or bombardment, by whatever means, of towns, villages, dwellings, or buildings which are undefended is prohibited." (IV Hague, 1907, art. 25.)

NAVAL BOMBARDMENT.

112. "The bombardment by naval forces of undefended ports, towns, villages, dwellings, or buildings is forbidden.

113. "A place can not be bombarded solely because automatic submarine contact mines are anchored off the harbour." (IX Hague, 1907, art. 1. See table of ratifications.)

MILITARY WORKS NOT EXEMPT.

114. "Military works, military or naval establishments, depots of arms or war *matériel*, workshops or plants which could be utilized for the needs of the hostile fleet or army, and the ships of war in the harbour, are not however, included in this prohibition. The commander of a naval force may destroy them with artillery, after a summons followed by a reasonable delay if all other means are impossible, and when the local authorities have not themselves destroyed them within the time fixed."

115. "He incurs no responsibility for any unavoidable damage which may be caused by a bombardment under such circumstances." (IX Hague, 1907, art. 2)

PRECAUTIONS.

116. "If military necessity demanding immediate action permits no delay, it is nevertheless understood that the prohibition to bombard the undefended town holds good, as in the case given in paragraph 1 and that the commander shall take all requisite measures in order that the town may suffer as little harm as possible." (IX Hague, 1907, art. 2.)

BOMBARDMENT FOR REQUISITIONS.

117. "After explicit notice has been given, the bombardment of undefended ports, towns, villages, dwellings, or buildings may be proceeded with, if the local authorities, after a formal summons has been made to them, decline to comply with requisitions for provisions or supplies necessary for the immediate needs of the naval force before the place in question."

118. "These requisitions shall be in proportion to the resources of the place. They shall only be demanded in the name of the commander of the said naval force, and they shall, as far as possible, be paid for in cash; if not, they shall be acknowledged by receipts." (IX Hague, 1907, art. 3.)

NO BOMBARDMENT FOR RANSOM.

119. "The bombardment of undefended towns, villages, dwellings, or buildings on account of the non-payment of money contributions is forbidden." (IX Hague, 1907, art. 4.)

PRELIMINARY MEASURES.

120. "In bombardments by naval forces all necessary measures must be taken by the commander to spare as far as possible, buildings devoted to religion, to the arts and sciences, or to charitable purposes, historic monuments, hospitals, and places where the sick or wounded are collected, on condition that they are not used at the same time for military purposes."

121. "It is the duty of the inhabitants to indicate such monuments, edifices, or places by visible signs, which shall consist of large stiff rectangular panels divided diagonally into two coloured triangular portions, the upper portion black, the lower portion white." (IX Hague, 1907, art. 5.)

MILITARY EXIGENCY.

122. "Unless the military exigencies will not permit the commander of the attacking naval force, before commencing the bombardment, must do his utmost to warn the authorities." (IX Hague, 1907, art. 6.)

PILLAGE FORBIDDEN.

123. "It is forbidden to give over to pillage a town or place, even when taken by assault." IX Hague, 1907, art. 7.)

SECTION XVI.

THE LAYING OF AUTOMATIC SUBMARINE CONTACT MINES.

GENERAL PROHIBITIONS AS TO USE OF MINES.

124. "It is forbidden:

"[a] To lay unanchored automatic contact mines, except when they are so constructed as to become harmless one hour at most after those who laid them have lost control of them.

"[b] To lay anchored automatic contact mines which do not become harmless as soon as they have broken loose from their moorings.

"[c] To use torpedoes which do not become harmless when they have missed their mark." (VIII Hague, 1907, art. 1.)

NO MINES AGAINST COMMERCE.

125. "It is forbidden to lay automatic contact mines off the coast and ports of the enemy with the sole object of intercepting commercial shipping." (VIII Hague, 1907, art. 2.)

PRECAUTIONS.

126. "When anchored automatic contact mines are employed, every possible precaution must be taken for the security of peaceful shipping.

127. "The belligerents undertake to provide as far as possible that these mines shall become harmless should they cease to be under surveillance, to notify the danger zones as soon as military exigencies permit, by a notice addressed to mariners, which must also be communicated to the governments through the diplomatic channel." (VIII Hague, 1907, art. 3.)

SECTION XVII
Aerial Warfare
~~DISCHARGE OF PROJECTILES AND EXPLOSIVES
FROM AIRCRAFT,~~

~~PROJECTILES FROM AIRCRAFT.~~

128. ~~"The contracting powers agree to prohibit, for a period extending to the close of the third peace conference, the discharge of projectiles and explosives from balloons or by other new methods of a similar nature."~~
(XIV Hague, 1907, declaration.)

*Negotiations are now⁴¹
pending in regard to the
Rules of Aerial Warfare
adopted at The Hague,
1923.*

SECTION XVIII.

HOSPITAL SHIPS.

EXEMPTION OF HOSPITAL SHIPS.

129. Officers will be governed by the provisions of Convention III, Hague, 1899, and Convention X, Hague, 1907, for the adaptation to maritime warfare of the principles of the Geneva convention.¹

2-10-1907

¹ Convention III of 1899 was ratified by 27 signatory powers (Sweden and Norway being now separate powers instead of forming a union, as in 1899). It was adhered to by 19 other powers. The only reservation made by any power was article 10 by Germany, Great Britain, Turkey, and the United States. This article, however, was subsequently excluded through an understanding reached by the Government of the Netherlands with the signatory powers. Convention III of 1899, therefore, excluding article 10, is international law binding upon all nations as far as international law can be made by convention. Convention X of 1907 was a revision of Convention III of 1899. It was ratified by only 26 signatory powers, 17 signatory powers not having yet ratified, and has been adhered to by only 1 power. Reservations were made by China of article 21 and by Great Britain of articles 6 and 21, with a declaration as to article 12, and by Persia and Turkey with a right to use a different emblem from the red cross.

It is seen, therefore, that, although the United States is a party to Convention X of 1907, that convention does not represent universally accepted rules and does not have the standing of Convention III of 1899, which may be regarded as universally accepted international law. The convention of 1907 is, however, binding upon the United States as between it and the other powers which have ratified or adhered to this convention.

SECTION XIX.

OBSERVATION OF THE LAWS AND CUSTOMS OF WAR ON LAND.

130. Officers of the Navy shall be guided by the following, taken from the fourth *voeu*, contained in the final act of The Hague conference of 1907:

The conference expresses the opinion * * * that in any case the powers may apply, as far as possible, to war by sea the principles of the convention relative to the laws and customs of war on land.¹

NOTE.—Attention is directed to the following provisions of the laws of the United States:

The word "vessel" includes every description of water craft or other artificial contrivance used, or capable of being used, as a means of transportation on water. (Sec. 3, *Revised Statutes*)

Vessels registered pursuant to law, and no others, except such as shall be duly qualified, according to law, for carrying on the coasting trade and fisheries, or one of them, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but they shall not enjoy the same longer than they shall continue to be wholly owned by citizens and to be commanded by a citizen of the United States. And officers of vessels of the United States shall in all cases be citizens of the United States. (Sec. 4131, R. S.)

The words "vessel of the United States," wherever they occur in this chapter, shall be construed to mean a vessel belonging in whole or in part to the United States, or any citizen thereof, or any corporation created by or under the laws of the United States, or of any State, Territory, or District thereof. (Sec. 310, Chap. XII, Piracy and Other Offenses upon the Seas, Penal Code, Mar. 4, 1909.)

¹ The laws and customs of war on land are contained in Convention II of 1864 and Convention IV of 1907. The former was ratified by all the signatory powers and adhered to by 21 other powers. There were no reservations. This convention, therefore, represents international law as far as international law can be made by convention.

The convention of 1907 was ratified by 25 signatory powers and adhered to by two other powers, but was not ratified by 16 of the signatory powers. There were several reservations also. The convention has not, therefore, the standing in international law of that of 1864. The United States has, however, ratified the convention, and it is in effect as between the United States and other powers that have ratified or adhered, subject, however, to the provisions of article 2 of the convention, as follows:

"The provisions contained in the regulations referred to in article 1, as well as in the present convention, do not apply except between contracting powers, and then only if all the belligerents are parties to the convention."

Noted?
with that of July 29, 1929

has been inserted in

APPENDIX I.

FORMS.

FORM NO. 1.

(Referred to in art. 27.)

DECLARATION OF BLOCKADE.

I hereby declare that at —— (give hour and date) the —— (give exact description of the port or coast blockaded, with limits) is placed in a state of blockade by a naval force under my command, and now is in such state.

All measures authorized by international law and by treaties with neutral powers to which the United States is a party will be enforced on behalf of the United States against vessels which may attempt to, or do, violate the blockade.

Vessels of neutral powers which are in the blockaded region are given a period of grace expiring at —— (give hour and date) in which to leave the blockaded region. This period of grace is granted only on the express condition that such neutral vessels in leaving the blockaded region do not in any way violate the law of nations.

Given on board the U. S. S. ——, at —— (give locality), —— (give hour and date).

(Signed) (Name) —— ———,
(Rank) —— ———, *U. S. Navy*,
(Title of officer declaring blockade) —— ———.

FORM NO. 2.

(Referred to in art. 27.)

NOTIFICATION OF THE DECLARATION OF BLOCKADE.

(To be sent, under flag of truce, to the local authorities of the blockaded region.)
—— (give name, rank, and title) has the honor to inform the local authorities of —— (the blockaded region), by means of this notification, that the blockade declared is now in effect. Copies of the notification of blockade are inclosed.

The local authorities of the blockaded region are requested to notify the blockade immediately to foreign diplomatic and consular officers within the blockaded region, and to furnish each of them with a copy of the declaration.

Given on board the U. S. S. —— this —— (give hour and date).

(Signed) (Name) —— ———,
(Rank) —— ———, *U. S. Navy*,
(Title of officer declaring blockade) —— ———.

FORM NO. 3.

(Referred to in arts. 29 and 31.)

SPECIAL NOTIFICATION OF THE DECLARATION OF BLOCKADE TO NEUTRAL VESSEL.

(To be written, not pasted, in the log of the neutral vessel and also upon the document fixing her nationality.)

The _____ (Give name, nationality, and class of vessel, as steamer or sailing vessel) has this day been visited by me by direction of _____ (give name, rank, and title of commanding officer of the blockading vessel), and her master has been notified of the existence of the blockade by the United States naval forces of _____ (state region and limits of blockade) and has been furnished with a copy of the declaration of blockade.

Entered _____ (Give hour, date, and geographical position when entry is made).

(Signed) (Name) _____,
 (Rank) _____, *U. S. Navy,*
Boarding Officer.

(Signed) (Name) _____,
Master.

NOTE.—The master should also sign.

FORM NO. 4.

(Referred to in art. 42.)

DECLARATION OF PROHIBITION (RESTRICTION) OF RADIO SERVICE.

I, the undersigned, do hereby declare that from _____ o'clock — m. on the _____ day of _____, 19—, all vessels of whatever nationality provided with radio apparatus are prohibited from using the same apparatus within the immediate area of naval operations from _____ to _____ (or within the area of the sea inside the circle drawn with _____ radius, _____ as its center) for the following purposes:

- (1) _____ } (Mention what are to be prohibited or restricted, according to the pro-
 (2) _____ } visions of article.)

I do further declare that the vessels which knowingly violate this prohibition (restriction) shall be liable to capture.

Given on board U. S. S. _____, this _____ day of _____, 19—.

Commander in Chief of _____ Squadron,
(Commanding U. S. S. _____.)

FORM NO. 5.

(Referred to in art. 52.)

ENTRY CONCERNING VISIT (AND SEARCH) IN LOG OF VISITED VESSEL.

(To be written, not pasted, in the log.)

The _____ (give name, nationality, and class of vessel, as steamer or sailing vessel) has this day been visited by me at _____ (give hour and date), by direction of _____ (give name, rank and title of commanding officer of the visiting vessel). I have examined the ship's papers concerning the vessel and her cargo, produced by the

master, which were found by me to be regular ¹ and to show that the voyage of the vessel is lawful.

The circumstances have been reported to the said —— (give name, rank, and title of commanding officer of visiting vessel), who has directed that the vessel be allowed to proceed on her voyage; or (in case of probable cause for capture) that the vessel be detained for the following reason —— (state reason, whether one of those noted immediately above, or any other, such as breach of blockade, or unneutral service, or great deviation from direct course, or any reason justifying detention). (Date of entry and signature follow.)

The vessel is accordingly allowed to proceed on her voyage, by direction of the said —— (give name, rank, and title of commanding officer of the visiting vessel).

Entered —— (give hour, date, and geographical position when entry is made).

(Signed) (Name) ——,
(Rank) —— ——, *U. S. Navy,*
Boarding Officer.

FORM NO. 6.

(Referred to in art. 52.)

ENTRY OF PRIZE MASTER IN LOG OF PRIZE.

(Entry must be written, not pasted, in the log.)

By direction of —— (give name, rank, and title of commanding officer of the visiting (blockading) vessel), the —— (give name, nationality, and class of visited vessel, as steamer or sailing vessel) has this day been captured for —— (state reason, briefly) and has been placed in my charge as prize master, with directions to take her to a United States port for adjudication. The officers and crew of the prize crew are as follows, namely, ——.

Entered —— (give hour, date, and geographical position when entry is made).

(Signed) (Name) ——,
(Rank) —— ——, *U. S. Navy,*
Prize Master.

FORM NO. 7.

(Referred to in art. 69.)

ENTRY IN LOG OF VISITED VESSEL THAT SAILED WITHOUT KNOWLEDGE OF THE EXISTENCE OF WAR OR OF A DECLARATION OF CONTRABAND.

(To be written, not pasted, in the log.)

The —— (give name, nationality, and class of vessel, as steamer or sailing vessel) has this day been visited by me at —— (give hour and date) by direction of —— (give name, rank, and title of commanding officer of the visiting vessel). I have examined the ship's papers concerning the vessel and her cargo, produced by the master, which were found by me to show that the vessel has contraband in her cargo.

I have further ascertained that the vessel sailed without knowledge of the outbreak of hostilities (declaration covering the contraband goods).

¹ Or to be irregular, or fraudulent, or defaced, or incomplete, or in part destroyed, or in part concealed, or to show the presence of contraband, or to be apparently regular but, owing to suspicions having been aroused by (state reason), a search appeared to me to be warranted and was made, which resulted as follows (state result).

The circumstances have been reported to the commanding officer of the U. S. S. _____, who has directed the detention of the vessel.

Entered _____ (give hour, date, and geographical position when entry is made).

(Signed) (Name) _____,
(Rank) _____, *U. S. Navy,*
Boarding Officer.

FORM NO. 8.

(Referred to in arts. 70 and 92.)

CERTIFICATE OF DELIVERY OF CONTRABAND CARGO IN ACCORDANCE WITH TREATY PROVISIONS.

(In duplicate.)

The _____ (give name, nationality, and class of vessel, as steamer or sailing vessel) has this day been visited by me at _____ (give hour and date) by direction of _____ (give name, rank, and title of commanding officer of the visiting vessel). I have examined the ship's papers concerning the vessel and her cargo, produced by the master, which were found by me to be regular and to show that the vessel has contraband in her cargo.

The master of the vessel having agreed to deliver and having delivered the contraband, in accordance with the provisions of the treaty of _____, (date) between the United States and _____ (country to which vessel belongs), the vessel is accordingly allowed to proceed on her voyage, by direction of the said _____ (give name, rank, and title of commanding officer of the visiting vessel).

An inventory and receipt is appended. One copy of this certificate with appendix has been given to the master of the _____ (give name of visited vessel).

(Signed) (Name) _____,
(Rank) _____, *U. S. Navy,*
Boarding Officer.

Master.

_____ (hour and date of signature).

FORM NO. 9.

(Referred to in arts. 70 and 92.)

INVENTORY AND RECEIPT FOR CONTRABAND GOODS DELIVERED IN ACCORDANCE WITH TREATY PROVISIONS BY A NEUTRAL VESSEL, WHETHER OR NOT AWARE OF THE EXISTENCE OF WAR OR OF A DECLARATION COVERING CONTRABAND.

COPY OF PARTS OF SHIP'S PAPERS COVERING SUCH CONTRABAND CARGO.

(In duplicate, to be appended to Form No. 8.)

INVENTORY.

(Give full description of contraband articles.)

.....
.....

COPY OF SHIP'S PAPERS COVERING CONTRABAND CARGO.

.....

 The undersigned, on behalf of the United States, acknowledges the receipt of the contraband goods listed in the inventory above.

(Signed) (Name) _____,
 (Rank) _____, *U. S. Navy,*
Commanding (Boarding) Officer.

The undersigned certifies to the delivery of the contraband goods inventoried above, and that these are the only goods in the cargo known to him to be contraband by the declarations on the subject of contraband issued by the United States; and he further certifies that the copy of the ship's papers covering contraband goods is correct and gives all the knowledge concerning the contraband goods that the ship's papers contain.

(Signed) (Name) _____,
Master.

_____ (give hour, date, and geographical position when signed).

FORM NO. 10.

(Referred to in arts. 70 and 92.)

CERTIFICATE OF IMPRACTICABILITY OF DELIVERY OF CONTRABAND CARGO IN ACCORDANCE WITH TREATY PROVISIONS.

(In duplicate.)

The _____ (give name, nationality, and class of vessel, as steamer or sailing vessel) has this day been visited by me at _____ (give hour and date) by direction of _____ (give name, rank, and title of commanding officer of the visiting vessel). I have examined the ship's papers concerning the vessel and her cargo, produced by the master, which were found by me to be regular and to show that the vessel has contraband in her cargo.

The master of the vessel having agreed to deliver the contraband, in accordance with the provisions of the treaty of _____ (date) between the United States and _____ (country to which vessel belongs), such delivery being impracticable on account of _____ (state reasons, such as bulk of cargo, or bad weather, or impossibility of remaining long enough to have the cargo delivered), the vessel is, by direction of the said _____ (give name, rank, and title of commanding officer of visiting vessel), detained and sent into port for adjudication.

(Signed) (Name) _____,
 (Rank) _____, *U. S. Navy.*
 (Signed) _____,
Master.

_____ (hour and date of signature).

79811-17-4

FORM NO. 11.

(Referred to in art. 99.)

ENGAGEMENT OF NEUTRAL CAPTAIN OR OFFICER OF A CAPTURED
ENEMY MERCHANT SHIP NOT TO SERVE ON AN ENEMY SHIP DURING
THE WAR.

(In triplicate.)

I, a national of —— (name of neutral state), solemnly promise not to serve, while the war lasts, on board any ship whose nationality is that of an enemy of the United States.

I acknowledge that it is upon condition of this formal promise that I am not held as a prisoner of war, although I have been serving on board the —— (name of vessel), a merchant ship of —— (name of enemy country).

Done this —— day of ——, 19——, on board the —— (name of vessel), at sea, in —— (give geographical position).

(Signed) (Name) ——, ——,

(Designation of title, as captain, first officer, or otherwise) ——.

Witness:

(Name) ——, ——,

(Rank) ——, U. S. Navy.

FORM NO. 12.

(Referred to in art. 106.)

REPORT AS TO THE DESTRUCTION OF A PRIVATE VESSEL.

On the —— day of —— 19——, at —— o'clock — m., in latitude —— longitude ——, the undersigned ——, holding the rank of —— in the United States Navy and belonging to U. S. S. ——, came upon the —— of —— nationality, and after being assured that the persons on board the —— were removed to a safe place and after the papers of the —— were brought on board the U. S. S. —— proceeded to destroy the —— for the following reasons: ——.

(Signed) (Name) ——, ——,

(Rank) ——, U. S. Navy.

(Signed) ——, ——,

Master.

—— (hour and date of signature).

APPENDIX II.

SHIP'S PAPERS, AMERICAN.

- No. 1. Certificate of registry.
- No. 2. Consolidated certificate of enrollment and license.
- No. 3. License of vessel under twenty tons.
- No. 4. License of yacht under twenty tons.
- No. 5. Consolidated certificate of enrollment and yacht license.
- No. 6. Shipping articles.
- No. 7. Crew list.
- No. 8. List of passengers.
- No. 9. Outward foreign manifest.
- No. 10. Coasting manifest.
- No. 11. Clearance of vessel to a foreign port.
- No. 12. Port sanitary statement.
- No. 13. Canal Zone—Original bill of health.
- No. 14. Canal Zone—Supplemental bill of health.
- No. 15. Radio permit.
- No. 16. Permit to proceed coastwise to lade for a foreign port.
- No. 17. Permit allowing vessel to proceed to another district with her merchandise designated for such district under section 2779, Rev. Stat.
- No. 18. Permit allowing vessel to proceed to another port with residue of cargo under original manifest.
- No. 19. Certificate on vessel proceeding under section 2779, R. S., to another district to discharge cargo.

No. 1.

(Cat. No. 1265.)

Insert "permanent" or "temporary" _____.
Register No. _____.

Official No. _____.
Letters _____.

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

Rebuilt at _____, 1—.
Remeasured _____, 1—.

Measured _____, 1—.
Number of crew, _____.

CERTIFICATE OF REGISTRY.

In pursuance of Chapter One, Title XLVIII, "Regulation of Commerce and Navigation," Revised Statutes of the United States,

¹ _____ having taken and subscribed the oath ² _____ required by law, and having sworn ³ _____ that ⁴ _____, the only owner— of the vessel called the _____, of _____, whereof _____ is at present master, and is a citizen of the United States, and that the said vessel was built in the year 1____, at _____, of ⁵ _____, as appears by ⁶ _____, and ⁷ _____ having certified that the said vessel is a _____; that she has _____ deck, _____ mast, a _____ head, and a _____ stern; that her register length is _____₁₀ feet, her register breadth _____₁₀ feet, her register depth _____₁₀ feet, her height _____₁₀ feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck ⁸
Capacity between decks above tonnage deck.....
Capacity of inclosures on the upper deck, viz, ⁹ fore-castle _____; bridge _____; poop _____; break _____; houses—round _____, side _____, chart _____, radio _____; excess hatchways _____; light and air spaces _____
Gross tonnage.....	=====	=====
Deductions under section 4153, Revised Statutes, as amended:		
Crew space, _____; master's cabin, _____
Steering gear, _____; anchor gear, _____; boatswain's stores.....
Chart house, _____; donkey engine and boiler, _____; radio house, _____

[Signature of Commissioner of Navigation.]

¹ Insert name and address of person by whom oath or affirmation was made.
² Substitute "affirmation" when necessary.
³ Substitute "affirmed" when necessary.
⁴ If there is only one owner, write "he" or "she"; if more than one owner, write "he (or she) owning" and the part owned, "together with" followed by the names of other owners, their shares and addresses.
⁵ Write "wood," "iron," "steel," or as required.
⁶ Cite surrendered marine document or write "certificate of _____, builder—," if first document of a new vessel.
⁷ Write "said register," "said enrollment," or "said license." In the first document of a new vessel, give the name and title of the measurer.
⁸ Name and give tonnage of each compartment in double bottom and of each peak tank used other than for water ballast which is included herein.
⁹ Carry total of all inclosures to spaces at end of next line.

Storage of sails, ———; propelling power (actual space¹
 ———).....
 Total deductions.....
 Net tonnage.....

The following described spaces, and no others, have been omitted, viz:² ———
 ———; and the said³ ——— having agreed to the description and admeasurement
 above specified, according to law, said vessel has been duly registered at this port.

Given under my hand and seal, at the port of ———, this ——— day of ———,
 in the year one thousand nine hundred and ———.

[Place for seal ———,
 of naval officer.] *Naval Officer.*

[Place for seal ———,
 of collector.] *Collector of Customs.*

(Cat. No. 1265.)

DEPARTMENT OF COMMERCE—BUREAU OF
 NAVIGATION.

(Permanent or temporary.)

CERTIFICATE OF REGISTRY

No. ———, of the ———, called the
 ———, of ——— gross, ——— net,
 issued at the port of ———, ———,
 191—.

Where surrendered: ———.

When surrendered: ———.

Why surrendered: ———.

—————,
Collector of Customs.

INDORSEMENTS OF CHANGE OF MASTER.

PORT OF ———, ———, 191—.
 ———, having taken the oath required
 by law, is at present master of the
 within-named vessel, in lieu of ———,
 late master.

—————,
Collector of Customs.

¹ Insert tonnage representing actual machinery space used in ascertaining propelling power.

² Name and give tonnage of each space exempted.

³ In the first document of a new vessel, give the name of the person countersigning certificate of measurement.

No. 2.

(Cat. No. 1271.)

(Permanent or temporary) _____
 Certificate No. _____.

Official No. _____
 Letters _____.

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

Rebuilt at _____ in 19—.
 Remeasured at _____, 19—. Measured at _____, 19—.
 Number of crew _____.

CONSOLIDATED CERTIFICATE OF ENROLLMENT AND LICENSE.

(Sections 4319 and 4321, Rev. Stats., and act of April 24, 1906.)

In conformity to title L, "Regulation of vessels in domestic commerce," of the Revised Statutes of the United States.

¹ _____ having taken and subscribed the oath ² _____ required by law, and having sworn ³ _____ that ⁴ _____ citizen of the United States and the sole owner of the vessel called the ⁵ _____ (home of vessel), of _____ (home port), and that the said vessel was built in the year 1—, at _____, of ⁶ _____, as appears by ⁷ _____, and ⁸ _____ having certified that the said vessel is a ⁹ _____; that she has _____ deck, _____ mast, a _____ head, and a _____ stern; that her register length is _____ feet, her register breadth _____ feet, her register depth _____ feet, her height _____ feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck ¹⁰
Capacity between decks above tonnage deck.....
Capacity of inclosures on the upper deck, viz, ¹¹ forecastle, _____; bridge, _____; poop, _____; break, _____; houses, round _____, side _____, chart _____, radio _____; excess hatch- ways, _____; light and air spaces, _____.....
Gross tonnage.....
Deductions under section 4153, Revised Statutes, as amended:		
Crew space, _____; master's cabin, _____
Steering gear, _____; anchor gear, _____; boatswain's stores, _____

¹ Insert name and address of person by whom oath or affirmation was made.
² Substitute "affirmation" when necessary.
³ Substitute "affirmed" when necessary.
⁴ If there is only one owner, write "he" or "she"; if more than one owner, write "he (or she) owning" and the part owned, "together with" followed by the names of other owners, their shares, and addresses; if incorporated company is sole owner or part owner, write after the corporate name "incorporated under the laws of the of State—."
⁵ Write the name exactly as marked on the vessel.
⁶ Write "wood," "iron," "steel," or as required.
⁷ Cite surrendered marine document or write "certificate of _____, builder _____," if first document of a new vessel.
⁸ Write "said register," "said enrollment," or "said license." In the first document of a new vessel, give the name and title of the measurer.
⁹ For a steam or gasoline vessel write "steam (or gas) side-wheel," "steam (or gas) stern-wheel," "steam (or gas) screw," as case may be.
¹⁰ Name and give tonnage of each compartment in double bottom and of each peak tank used other than for water ballast which is included herein.
¹¹ Carry total of all inclosures to spaces at end of next line.

Chart house, _____; donkey engine and boiler, _____; radio house, _____
 Storage of sails, _____; propelling power (actual space ¹ _____),

Total deductions.....

Net tonnage.....

The following-described spaces, and no others, have been omitted, viz,² _____.

And ³ _____ having agreed to the description and measurement above specified, the said vessel has been duly enrolled at this port.

LICENSE.

And _____, the master, having sworn that he is a citizen of the United States that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

License is hereby granted for the said vessel to be employed in carrying on the _____ (coasting trade, cod fishery, or mackerel fishery) for one year from the date hereof, and no longer.

Given under my hand and seal at the port of _____, district of _____, this _____ day of _____, in the year one thousand nine hundred and _____.

 Collector of Customs.

 Naval Officer.

(Cat. No. 1271.)

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

(Permanent or temporary.)

CONSOLIDATED ENROLLMENT AND LICENSE.

For the _____.

(Insert "Coasting trade" or "Fisheries.")

No. _____, of the _____, called the _____, of _____, gross, _____ net, issued at the port of _____, _____, 191—.

Where surrendered, _____.

When surrendered, _____.

Why surrendered, _____.

 Collector of Customs.

INDORSEMENTS OF RENEWAL.

Renewal No. 1.

Port of _____.

The within-described license is hereby renewed for one year from _____, 191—.

[SEAL.] _____,

Collector of Customs.

[SEAL.] _____,

Naval Officer.

Upon expiration of renewal No. 11 issue a new marine paper.

INDORSEMENTS OF CHANGE OF MASTER.

Port of _____, _____, 191—.

_____, having taken the oath required by law, is at present master of the within-named vessel, in lieu of _____, late master.

 Collector of Customs.

¹ Insert tonnage representing actual machinery space used in ascertaining propelling power.

² Name and give tonnage of each space exempted.

³ In the first document of a new vessel, give the name of the person countersigning certificate of measurement.

No. 3.

(Cat. No. 1285.)

Permanent or temporary _____
License No. _____.

Official No. _____
Letters _____.

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

Rebuilt at _____ in 19—.
Remeasured at _____, 19—.

Measured at _____, 19—.
Number of crew _____.

LICENSE OF VESSEL UNDER TWENTY TONS.

(Secs. 4320, 4321, and 4324, Rev. Stats., Act of April 24, 1906, and Arts. 81 and 84, Customs Regs. of 1906.)

In conformity to title L, "Regulation of vessels in domestic commerce," of the Revised Statutes of the United States.

¹ _____, having taken and subscribed the oath ² _____ required by law, and having sworn ³ _____ that ⁴ _____ citizen of the United States and the sole owner of the vessel called the ⁵ _____ (name of vessel), of _____ (home port), whereof _____, a citizen of the United States, is master, and that the said vessel was built in the year 1—, at _____, of ⁶ _____, as appears by ⁷ _____, and ⁸ _____ having certified that the said vessel is a ⁹ _____; that she has _____ deck, _____ mast, a _____ head and a _____ stern; that her register length is _____ ₁₀ feet, her register breadth _____ ₁₀ feet, her register depth _____ ₁₀ feet.

	Tons.	100ths.
Capacity under tonnage deck.....		
Capacity between decks above tonnage deck.....		
Capacity of inclosures on the upper deck, viz, _____.....		
Gross tonnage.....		
Deductions under section 4153, Revised Statutes, as amended by act of March 2, 1895:		
Crew space, _____; master's cabin, _____.....		
Steering gear, _____; anchor gear, _____; boatswain's stores, _____.....		
Chart house, _____; donkey engine and boiler, _____.....		
Storage of sails, _____; propelling power, _____.....		
Total deductions.....		
Net tonnage.....		

¹ Insert name and address of person by whom oath or affirmation was made.
² Substitute "affirmation" when necessary.
³ Substitute "affirmed" when necessary.
⁴ If there is only one owner, write "he" or "she;" if more than one owner, write "he (or she) owning" and the part owned, "together with," followed by the names of other owners, their shares and addresses.
⁵ Write the name exactly as marked on the vessel.
⁶ Write "wood," "iron," "steel," or as required.
⁷ Cite surrendered marine document or write "certificate of _____, builder—," if first document of a new vessel.
⁸ Write "said register," "said enrollment," or "said license." In the first document of a new vessel, give the name and title of the measurer.
⁹ For a steam or gasoline vessel, write "steam (or gas) side-wheel," "steam (or gas) stern-wheel," "steam (or gas) screw," as case may be.

The following-described spaces, and no others, have been omitted, viz, ———.

Proof being had of her admeasurement, she shall not be employed in any trade, while this license shall continue in force, whereby the revenue of the United States shall be defrauded, and said master having also sworn that this license shall not be used for any other vessel, or for any other employment than is herein specified:

License is hereby granted for the said vessel to be employed in carrying on the _____ for one year from the date hereof, and no longer.

Given under my hand and seal at the port of _____, district of _____, this _____ day of _____, in the year one thousand nine hundred and _____.

_____,
Collector of Customs.

_____, *Naval Officer.*

(Cat. No. 1285.)

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

(Permanent or temporary.)

LICENSE OF VESSEL UNDER TWENTY TONS.

For the _____

(Insert "coasting trade" or "fisheries.")

No. _____, of the _____, called the _____, of _____ gross, _____ net, issued at the port of _____, _____, 191—.

Where surrendered: _____.

When surrendered: _____.

Why surrendered: _____.

_____,
Collector of Customs.

INDORSEMENT OF RENEWAL.

Renewal No. 1.

Port of _____.

The within-described license is hereby renewed for one year from _____, 191—.

[SEAL.] _____,

Collector of Customs.

[SEAL.] _____,

Naval Officer.

Upon expiration of renewal No. 11, issue a new marine paper.

INDORSEMENT OF CHANGE OF MASTER.

Port of _____, ---, 191—.

_____, having taken the oath required by law, is at present master of the within-named vessel, in lieu of _____, late master.

_____,
Collector of Customs

¹ Write "coasting trade," "cod fishery," or "mackerel fishery."

No. 4.

(Cat. No. 1288.)

(Permanent or temporary) _____
Yacht license No. _____.

Official No. _____
Letters _____.

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

Rebuilt at _____ in 19 _____. Measured at _____, 19____.
Remeasured at _____, 19____. Number of crew _____.

LICENSE OF YACHT UNDER TWENTY TONS.

(Act of April 24, 1906.)

In conformity to chapter two, Title XLVIII, "Regulation of commerce and navigation," of the Revised Statutes of the United States, and to "An act to amend sections 4214 and 4218 of the Revised Statutes relating to yachts," approved August 20, 1912.

¹ _____ having taken and subscribed the oath ² _____ required by law, and having sworn ³ _____ that ⁴ _____ citizen of the United States and the sole owner of the vessel called the ⁵ _____ (name of vessel), of _____ (home port), and that the said vessel was built in the year 1____, at _____, of ⁶ _____, as appears by ⁷ _____ and ⁸ _____ having certified that the said vessel is a ⁹ _____; that she has _____ deck, _____ mast, a _____ head, and a _____ stern; that her register length is _____ $\pi\pi$ feet, her register breadth _____ $\pi\pi$ feet, her register depth _____ $\pi\pi$ feet.

	Tons.	100ths.
Capacity under tonnage deck ¹⁰
Capacity between decks above tonnage deck
Capacity of inclosures on the upper deck, viz, ¹¹ fore-castle, _____; bridge, _____; poop, _____; break, _____; houses, round, _____, side, _____, chart, _____, radio, _____; excess hatch- ways, _____; light and air spaces, _____
Gross tonnage
	=====	=====

¹ Insert name and address of person by whom oath or affirmation was made.

² Substitute "affirmation" when necessary.

³ Substitute "affirmed" when necessary.

⁴ If there is only one owner, write "he" or "she;" if more than one owner, write "he (or she) owning" and the part owned, "together with" followed by the names of other owners, their shares and addresses; if incorporated company is sole owner, or part owner, write after the corporate name "incorporated under the laws of the State of _____."

⁵ Write the name exactly as marked on the vessel.

⁶ Write "wood," "iron," or "steel," or as required.

⁷ Cite surrendered marine document or write "certificate of _____, builder _____," if first document of a new vessel.

⁸ Write "said register," "said enrollment," or "said license." In the first document of a new vessel, give the name and title of the measurer.

⁹ For a steam or gasoline vessel write "steam (or gas) side-wheel," "steam (or gas) stern-wheel," "steam (or gas) screw," as case may be.

¹⁰ Name and give tonnage of each compartment in double bottom and of each peak tank used other than for water ballast which is included herein

¹¹ Carry total of all inclosures to spaces at end of next line.

Deductions under section 4153, Revised Statutes, as amended:

Crew space, _____; master's cabin, _____
Steering gear, _____; anchor gear, _____; boatswain's stores, _____
Chart house, _____; donkey engine and boiler, _____; radio house, _____
Storage of sails, _____; propelling power (actual space ¹ _____)
Total deductions	=====

Net tonnage

The following-described spaces, and no others, have been omitted, viz,² _____.

And ³ _____, the master, having sworn that he is a citizen of the United States, that this vessel, used and employed exclusively as a pleasure vessel, and designed as a model of naval architecture, shall not, while this license continues in force, transport merchandise or carry passengers for pay, or engage in any unlawful trade, nor in any way violate the revenue laws of the United States, and shall comply with the laws in all other respects:

License is hereby granted for the said yacht to proceed from port to port in the United States without entering or clearing at the customhouse, and to foreign ports without clearing in the United States. This license will continue and be in force for one year from the date hereof, or until the return of the said yacht from a foreign port (when she shall be entered at the customhouse), and no longer.

Given under my hand and seal at the port of _____, district of _____, this _____ day of _____, in the year one thousand nine hundred and _____.

_____,
Collector of Customs.

_____,
Naval Officer.

(Cat. No. 1288.)

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

(Permanent or temporary.)

LICENSE OF YACHT UNDER TWENTY TONS.
For pleasure.

No. _____, of the _____, called the _____, of _____ gross, _____ net, issued at the port of _____, _____, 191—.

Where surrendered: _____.

When surrendered: _____.

Why surrendered: _____.

_____,
Collector of Customs.

INDORSEMENTS OF RENEWAL.

Renewal No. 1.

Port of _____.

The within-described yacht license is hereby renewed for one year from _____, 191—.

[SEAL] _____,
Collector of Customs.

[SEAL] _____,
Naval Officer.

Upon expiration of Renewal No. 11, issue a new marine paper.

INDORSEMENTS OF CHANGE OF MASTER.

Port of _____, _____, 191—.

_____, having taken the oath required by law, is at present master of the within-named vessel, in lieu of _____, late master.

_____,
Collector of Customs.

¹ Insert tonnage representing actual machinery space used in ascertaining propelling power.

² Name and give tonnage of each space exempted.

³ In the first document of a new vessel, give the name of the person countersigning certificate of measurement.

No. 5.

(Cat. No. 1290.)

(Permanent or temporary) _____ Official No. _____
 Certificate No. _____ THE UNITED STATES OF AMERICA. Letters _____

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

Rebuilt at _____ in 19____ Measured at _____, 19____
 Remeasured at _____, 19____ Number of crew _____

CONSOLIDATED CERTIFICATE OF ENROLLMENT AND YACHT LICENSE.

(Section 4319, Rev. Stats., and act of Apr. 24, 1906.)

In conformity to title L, "Regulation of vessels in domestic commerce," and chapter two, title XLVIII, "Regulation of commerce and navigation," of the Revised Statutes of the United States, and to "An act to amend sections 4214 and 4218 of the Revised Statutes relating to yachts," approved August 20, 1912.

¹ _____ having taken and subscribed the oath ² _____ required by law, and having sworn ³ _____ that ⁴ _____ citizen of the United States and the sole owner of the vessel called the ⁵ _____ (name of vessel), of _____ (home port), and that the said vessel was built in the year 1____, at _____, of ⁶ _____, as appears by ⁷ _____, and ⁸ _____ having certified that the said vessel is a ⁹ _____; that she has _____ deck-, _____ mast-, a _____ head, and a _____ stern; that her register length is _____ feet, her register breadth _____ feet, her register depth _____ feet, her height _____ feet; that she measures as follows:

	Tons.	100ths.
Capacity under tonnage deck.....
Capacity between decks above tonnage deck.....
Capacity of inclosures on the upper deck, viz, _____.....
Gross tonnage.....	=====	=====
Deductions under section 4153, Revised Statutes, as amended by act of March 2, 1895:		
Crew space, _____; master's cabin, _____.....
Steering gear, _____; anchor gear, _____; boatswain's stores, _____.....
Chart house, _____; donkey engine and boiler, _____.....
Storage of sails, _____; propelling power, _____.....
Total deductions.....	=====	=====
Net tonnage.....

¹ Insert name and address of person by whom oath or affirmation was made.
² Substitute "affirmation" when necessary.
³ Substitute "affirmed" when necessary.
⁴ If there is only one owner, write "he" or "she;" if more than one owner, write "he (or she) owning" and the part owned, "together with" followed by the names of other owners, their shares and addresses: if incorporated company is sole owner, or part owner, write after the corporate name, "incorporated under the laws of the State of _____."
⁵ Write the name exactly as marked on the vessel.
⁶ Write "wood," "iron," "steel," or as required.
⁷ Cite surrendered marine document or write "certificate of _____, builder _____," if first document of a new vessel.
⁸ Write "said register," "said enrollment," or "said license." In the first document of a new vessel, give the name and title of the measurer.
⁹ For a steam or gasoline vessel, write "steam (or gas) side-wheel," "steam (or gas) stern-wheel," "steam (or gas) screw," as case may be.

The following-described spaces, and no others, have been omitted, viz, ———.

And ¹ ———, having agreed to the description and measurement above specified, the said vessel has been duly enrolled at this port.

And ———, the master, having sworn that he is a citizen of the United States, that this vessel, used and employed exclusively as a pleasure vessel, and designed as a model of naval architecture, shall not, while this license continues in force, transport merchandise or carry passengers for pay, or engage in any unlawful trade, nor in any way violate the revenue laws of the United States, and shall comply with the laws in all other respects:

License is hereby granted for the said yacht to proceed from port to port in the United States without entering or clearing at the customhouse, and to foreign ports without clearing in the United States. This license will continue and be in force for one year from the date hereof, or until the return of the said yacht from a foreign port (when she shall be entered at the customhouse), and no longer.

Given under my hand and seal at the port of ———, district of ———, this ——— day of ———, in the year one thousand nine hundred and ———.

—————,
Collector of Customs.

—————, *Naval Officer.*

(Cat. No. 1290.)

DEPARTMENT OF COMMERCE—BUREAU OF
NAVIGATION.

(Permanent or temporary.)

CONSOLIDATED ENROLLMENT AND YACHT
LICENSE.

for pleasure.

No. ———, of the ———, called the
———, of ——— gross, ——— net, issued
at the port of ———, ———, 191—.

Where surrendered: ———.

When surrendered: ———.

Why surrendered: ———.

—————,
Collector of Customs.

INDORSEMENT OF RENEWAL.

Renewal No. 1.

Port of ———.

The within-described yacht license is hereby renewed for one year from ———, 191—.

[SEAL.] ———,
Collector of Customs.

[SEAL.] ———,
Naval Officer.

Upon expiration of renewal No. 11, issue a new marine paper.

INDORSEMENTS OF CHANGE OF MASTER.

Port of ———, ———, 191—.

———, having taken the oath required by law, is at present master of the within-named vessel, in lieu of ———, late master.

—————,
Collector of Customs.

¹ In the first document of a new vessel, give the name of the person countersigning certificate of measurement.

No. 6.

(Form 705B.)

Department of Commerce.
Bureau of Navigation.
Shipping service.

SHIPPING ARTICLES.

Notice is hereby given that section 4519 of the U. S. Revised Statutes makes it obligatory on the part of the master of a merchant vessel of the United States, at the commencement of every voyage or engagement, to cause a legible copy of the agreement (omitting signatures) to be placed or posted up in such part of the vessel as to be accessible to the crew, under a penalty not exceeding one hundred dollars.

EUGENE T. CHAMBERLAIN,
Commissioner of Navigation.

ADVANCE WAGES AND ALLOTMENTS.

SEC. 10. (a) That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any person, for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than \$25 nor more than \$100, and may also be imprisoned for a period of not exceeding six months, at the discretion of the court. The payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment, as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned not more than six months or fined not more than \$500.

(b) That it shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages he may earn to his grandparents, parents, wife, sister, or children.

(c) That no allotment shall be valid unless in writing and signed by and approved by the shipping commissioner. It shall be the duty of the said commissioner to examine such allotments and the parties to them and enforce compliance with the law. All stipulations for the allotment of any part of the wages of a seaman during his absence which are made at the commencement of the voyage shall be inserted in the agreement and shall state the amounts and times of the payments to be made and the persons to whom the payments are to be made.

(d) That no allotment except as provided for in this section shall be lawful. Any person who shall falsely claim to be such relation, as above described, of a seaman under this section shall for every such offense be punished by a fine not exceeding \$500 or imprisonment not exceeding six months, at the discretion of the court.

(e) That this section shall apply as well to foreign vessels while in waters of the United States as to vessels of the United States, and any master, owner, consignee, or agent of any foreign vessel who has violated its provisions shall be liable to the

same penalty that the master, owner, or agent of a vessel of the United States would be for similar violation.

The master, owner, consignee, or agent of any vessel of the United States, or of any foreign vessel seeking clearance from a port of the United States, shall present his shipping articles at the office of clearance, and no clearance shall be granted any such vessel unless the provisions of this section have been complied with. (Act of June 26, 1884, as amended by the acts of June 19, 1886; Dec. 21, 1898; Apr. 26, 1904; June 28, 1906, sec. 4; and Mar. 4, 1915.)

VESSELS OF UNITED STATES MUST HAVE SLOP CHESTS, ETC.

SEC. 11. That every vessel mentioned in section forty-five hundred and sixty-nine of the Revised Statutes shall also be provided with a slop chest, which shall contain a complement of clothing for the intended voyage for each seaman employed, including boots or shoes, hats or caps, under clothing and outer clothing, oiled clothing, and everything necessary for the wear of a seaman; also a full supply of tobacco and blankets. Any of the contents of the slop chest shall be sold, from time to time, to any or every seaman applying therefor, for his own use, at a profit not exceeding ten per centum of the reasonable wholesale value of the same at the port at which the voyage commenced. And if any such vessel is not provided, before sailing, as herein required, the owner shall be liable to a penalty of not more than five hundred dollars. The provisions of this section shall not apply to vessels plying between the United States and the Dominion of Canada, Newfoundland, the Bermuda Islands, the Bahama Islands, the West Indies, Mexico, and Central America. (Act June 26, 1884.)

Every vessel bound on any foreign voyage exceeding in length fourteen days shall also be provided with at least one suit of woolen clothing for each seaman, and every vessel in the foreign or domestic trade shall provide a safe and warm room for the use of seamen in cold weather. Failure to make such provision shall subject the owner or master to a penalty of not less than one hundred dollars. (Sec. 4572, R. S., as amended by the act of Dec. 21, 1898.)

Vessels engaged in the whaling or fishing business are not covered by the above provisions of law or by the regulations below regarding scale of provisions.

CORPORAL PUNISHMENT PROHIBITED.

Flogging and all other forms of corporal punishment are hereby prohibited on board of any vessel, and no form of corporal punishment on board of any vessel shall be deemed justifiable, and any master or other officer thereof who shall violate the aforesaid provisions of this section, or either thereof, shall be deemed guilty of a misdemeanor, punishable by imprisonment for not less than three months nor more than two years. Whenever any officer other than the master of such vessel shall violate any provision of this section, it shall be the duty of such master to surrender such officer to the proper authorities as soon as practicable, provided he has actual knowledge of the misdemeanor, or complaint thereof is made within three days after reaching port. Any failure on the part of such master to use due diligence to comply herewith, which failure shall result in the escape of such officer, shall render the master or vessel or the owner of the vessel liable in damages for such flogging or corporal punishment to the person illegally punished by such officer.

ARTICLES OF AGREEMENT BETWEEN MASTER AND SEAMEN IN THE MERCHANT SERVICE OF THE UNITED STATES.

Required by act of Congress, Title LIII, Revised Statutes of the United States.

OFFICE OF THE U. S. SHIPPING COMMISSIONER FOR THE PORT OF _____, 19—.

It is agreed between the master and seamen, or mariners, of the _____, of which _____ is at present master, or whoever shall go for master, now bound from the port

of ¹ ———, to ——— and such other ports and places in any part of the world as the master may direct, and back to a final port of discharge in the United States, for a term of time not exceeding ——— calendar months.²

Going on shore in foreign ports is prohibited except by permission of the master.

No dangerous weapons³ or grog allowed, and none to be brought on board by the crew.

Scale of provisions to be allowed and served out to the crew during the voyage in addition to the daily issue of lime and lemon juice and sugar, or other antiscorbutics in any case required by law.

	Sun-day.	Mon-day.	Tues-day.	Wed-nesday.	Thurs-day.	Fri-day.	Satur-day.
Water.....	quarts.. 5	5	5	5	5	5	5
Biscuit.....	pound. ½	½	½	½	½	½	½
Beef, salt.....	pounds.	1	1½	1	1½	1	1½
Pork, salt.....	pound.	1	1	1	1	1	1
Flour.....	pound. ½	½	½	½	½	½	½
Canned meat.....	pound. 1	1	1	1	1	1	1
Fresh bread.....	pounds. 1½	1½	1½	1½	1½	1½	1½
Fish, dry, preserved, or fresh.....	pound.	1	1	1	1	1	1
Potatoes or yams.....	pound. ½	½	½	½	½	½	½
Canned tomatoes.....	pound. ½	½	½	½	½	½	½
Pease.....	pint.	½	½	½	½	½	½
Beans.....	pint.	½	½	½	½	½	½
Rice.....	pint.	½	½	½	½	½	½
Coffee (green berry).....	ounce. ¾	¾	¾	¾	¾	¾	¾
Tea.....	ounce. ¾	¾	¾	¾	¾	¾	¾
Sugar.....	ounces. 3	3	3	3	3	3	3
Molasses.....	pint. ½	½	½	½	½	½	½
Dried fruit.....	ounces. 3	3	3	3	3	3	3
Pickles.....	pint.	½	½	½	½	½	½
Vinegar.....	pint.	½	½	½	½	½	½
Corn meal.....	ounces. 4	4	4	4	4	4	4
Onions.....	ounces. 4	4	4	4	4	4	4
Lard.....	ounce. 1	1	1	1	1	1	1
Butter.....	ounces. 2	2	2	2	2	2	2
Mustard, pepper, and salt sufficient for seasoning.							

SUBSTITUTES.

One pound of flour daily may be substituted for the daily ration of biscuit or fresh bread; two ounces of desiccated vegetables for one pound of potatoes or yams; six ounces of hominy, oatmeal, or cracked wheat, or two ounces of tapioca, for six ounces of rice; six ounces of canned vegetables for one-half pound of canned tomatoes; one-eighth of an ounce of tea for three-fourths of an ounce of coffee; three-fourths of an ounce of coffee for one-eighth of an ounce of tea; six ounces of canned fruit for three ounces of dried fruit; one-half ounce of lime juice for the daily ration of vinegar; four ounces of oatmeal or cracked wheat for one-half pint of corn meal; two ounces of pickled onions for four ounces of fresh onions.

When the vessel is in port and it is possible to obtain the same, one-and-one-half pounds of fresh meat shall be substituted for the daily rations of salt and canned meat; one-half pound of green cabbage for one ration of canned tomatoes; one-half pound of fresh fruit for one ration of dried fruit. Fresh fruit and vegetables shall be served while in port if obtainable. The seamen shall have the option of accepting the fare the master may provide, but the right at any time to demand the foregoing scale of provisions.

The foregoing scale of provisions shall be inserted in every article of agreement, and shall not be reduced by any contract, except as above, and a copy of the same shall be posted in a conspicuous place in the galley and in the fore-castle of each vessel.

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the vessel, and the stores and cargo thereof, whether on board, in boats, or on shore; and in consideration of which service to be duly performed the said master hereby agrees to pay to the said crew, as wages, the sums against their names respectively expressed, and to supply them with provisions according to the foregoing scale. And it is hereby agreed, that any embezzlement or willful or negligent destruction of any

¹ Here the voyage is to be described, and the places named at which the ship is to touch; or, if that can not be done, the general nature and probable length of the voyage is to be stated, and the port or country at which the voyage is to terminate.

² If these words are not necessary they must be stricken out.

³ Sec. 4608, R. S., prohibits the wearing of sheath-knives on shipboard, and the master informs the crew of this law.

part of the vessel's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same. And if any person enters himself as qualified for a duty which he proves himself incompetent to perform, his wages shall be reduced in proportion to his incompetency. And it is also agreed that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require.

It is also agreed that ¹ _____.

The authority of the owner or agent for the allotments mentioned within is in my possession.

Shipping Commissioner or Consular Officer.

(This is to be signed if such an authority has been produced, and to be scored across in ink if it has not.)

In witness whereof the said parties have subscribed their names on the other side or sides hereof on the days against their respective signatures mentioned.

Signed by _____, master, on the _____ day of _____, 19____.

Date of commencement of voyage.	Port at which voyage commenced.	These columns to be filled up at the end of the voyage.			I hereby declare to the truth of the entries in this agreement and account of crew, etc. , <i>Master.</i>
Date of termination voyage.	Port at which voyage terminated.	Date of delivery of lists to shipping commissioner.			

Signature of seaman.	Birthplace. (After foreign birthplaces insert* to indicate naturalized seaman.)		Height.		Description.		Amounts of monthly allotment or times of payment.	Allotment payable to—	Time of service.		Whole amount wages.	Wages due.	Place and time of entry.	Time at which to be on board.	In what capacity.	Shipping commissioner's signature or initials.	Conduct and qualifications.	Address of wife or next of kin.	
	Age.	Feet.	Inches.	Complexion.	Hair.	Wages per month.			Wages per run.	M.									D.
1																			1
2																			2
3																			3

N. B.—Forms must not be unstitched. No leaves may be taken out of it, and none added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whom signatures are provided in this form, an additional form should be obtained and used.

Any erasure, interlineation, or alteration in this agreement will be void, unless attested by a shipping commissioner, consul general, consul, or consular agent, to be made with the consent of the persons interested.

Certificates or indorsements made by shipping commissioners and consuls: _____.

¹ Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

No. 7.

(Form 710A.)

CREW LIST.

(Secs. 4573, 4574, and 4575, Rev. Stat., and art. 129, Customs Regulations of 1906.)

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION—SHIPPING SERVICE.

Persons composing the crew of the American _____ (insert rig), called the _____ (insert name of vessel), of _____ (insert hailing port), bound for _____, whereof _____ is master.

Name of seaman.	Residence or address of next of kin.	Capacity.	Birthplace.	Citizen or subject of—	Age.	Personal description.				
						Height.		Complexion.	Hair.	Eyes.
						Feet.	In.			
.....	
.....	
.....	

I, _____, master of the said American _____, do solemnly, sincerely, and truly swear that the within list contains the names of all the crew of the said vessel, together with the places of their birth and residence, as far as I can ascertain the same.

Master.

PORT OF _____.

Subscribed and sworn to this _____ day of _____, 191—, before me.

Deputy Collector.

*I certify that this is a true copy of the list of the crew of the American _____, of _____, whereof _____ is master, taken from the original on file in this office.

Given under my hand and seal of office at the customhouse, _____, this _____ day of _____, in the year of our Lord one thousand nine hundred and _____.

Deputy Collector.

* This certificate to be stricken out on the original.

(Form 710A.)

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION—SHIPPING SERVICE.

(Insert "Certified copy of" when such is the case.)
CREW LIST

Of the American _____ (insert rig)
_____ (insert name of vessel).

Master.

Dated: Customhouse, port of _____,
_____, 191—.

No. 8.

(Cat. No. 1440.)

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

(Art. 165, Customs Regs., 1908, and act Feb. 9, 1905.)

LIST OF PASSENGERS.

(Under "The passenger act, 1882," and act Feb. 9, 1905.)

I, _____, master of the _____, do solemnly, sincerely, and truly _____ that the following list or manifest, subscribed by me, and now delivered by me to the collector of customs of the port of _____, is a full and perfect list of all the passengers taken on board the said vessel at _____, from which port said vessel has now arrived; and that on said list is truly designated the name of each passenger, age (if a child of eight years or under), sex, married or single, location of compartment or space occupied during the voyage (if the passenger be other than a cabin passenger), whether a citizen of the United States, number of pieces of baggage, and the name, age, and cause of death of each deceased passenger, as required by the "passenger act of 1882," as amended by the act of February 9, 1905. So help me God.

Master.

Sworn to this _____, 19—, before me.

Collector.

List or manifest of all passengers taken on board the _____, whereof _____ is master, from _____, _____ net tons register.

No.	Names.	Age of child if 8 years or under.		Sex.	Married or single.	*If passenger, other than cabin passenger, location of compartment or space occupied. (Specify whether forward, amidship, or aft, and what compartment or space, and deck.)	Whether citizen of the United States.	No. of pieces of baggage.	Date and cause of death.
		Yrs.	Mths.						

* To be used for immigrants, or passengers other than cabin, only.

No. 9.

(Treasury Department. Customs Cat. No. 7529.)

OUTWARD FOREIGN MANIFEST.

Report and manifest of the cargo laden at the port of _____ on board the _____ (flag),
 _____ (rig), _____ (name), _____ tons, whereof _____ is master, bound for _____:
 _____, 191—.

Marks, shipping or otherwise.	Numbers.	Packages and contents, with articles fully described.	Quantities, pounds, gallons, etc.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Country of ultimate destination.
				Value of domestic merchandise.	Value of foreign merchandise, free.	Value of foreign merchandise from bonded warehouse.	Value of foreign merchandise, not from bonded warehouse, which has paid duties.	Value of foreign merchandise on the passage (in transitu) from one foreign country to another.	

MASTER'S OATH ON CLEARING OUTWARD.

District of _____, port of _____.

I, _____, master of the _____, bound from the port of _____ to _____, do solemnly, sincerely, and truly swear that the manifest of the cargo on board the said _____, now delivered by me to the collector of this port, and subscribed with my name, contains according to the best of my knowledge and belief, a full, just, and true account of all the goods, wares, and merchandise now actually laden on board the said vessel, and of the value thereof, and the foreign places or countries in which the same are truly intended to be landed, and if any other goods, wares, or merchandise shall be laden or put on board the said _____ previous to her departure from this port, I will immediately report the same to the said collector. I do also swear that I verily believe that the duties on all foreign merchandise therein specified have been paid or secured according to law, and that no part thereof is intended to be reloaded within the United States; and that if by distress or other unavoidable accident it shall become necessary to reland the same, I will forthwith make a just and true report thereof to the collector of customs of the district wherein such distress or accident may happen. And said cargo is truly intended to be landed in the port of _____. So help me God.

Sworn to before me this _____ day of _____, 191—.

_____,
Master.

_____,
Deputy Collector.

(Customs Cat. No. 7529.)

No. _____. District of _____. Port of _____.

OUTWARD FOREIGN MANIFEST.

Flag, _____; rig, _____; name, _____;
 net tonnage, _____; tons. _____, mas-
 ter. For _____, 191—. Cargo,
 _____; ballast, _____; passengers, No.
 _____.

No. 10.

(Treasury Department. Customs Cat. No. 7535. C. D., May 26-15.)

COASTING MANIFEST.

Manifest of the whole cargo laden on board the _____, whereof _____ is master, burden, _____ tons; bound from _____ for _____ and way ports, _____, 191—:

Marks.	Numbers.	Packages and contents.	Quantity.	Value.	By whom shipped.	Residence of shipper.	To whom consigned.	Residence of consignee.
.....
.....
.....

I, _____, master of the _____, of _____, do swear to the truth of this manifest, and that, to the best of my knowledge and belief, all the goods, wares and merchandise of foreign growth or manufacture therein contained were legally imported, and that the duties thereon have been paid, or secured according to law.

Master.

Sworn and subscribed to before me this _____ day of _____, 191—.

Deputy Collector.

I, _____, master of the _____, of _____, do swear that the certified manifest which I now exhibit contains a true account of the articles composing the whole cargo of the said _____, which

now are, or at any time have been, on board the said _____ from the time of her departure from the port of _____, from whence she first sailed, excepting such articles as have been taken on board in the district of _____ and described in the within manifest, and that no part thereof has been landed therefrom excepting such as is stated in the within manifest as having been landed in the said district.

Master.

PORT OF _____.

Sworn and subscribed to before me this _____ day of _____, 191—.

Deputy Collector.

(Customs Cat. No. 7535.)

COASTING MANIFEST.

No. 11.

(Cat. No. 1378.)

THE UNITED STATES OF AMERICA.

DEPARTMENT OF COMMERCE—BUREAU OF NAVIGATION.

CLEARANCE OF VESSEL TO A FOREIGN PORT.

(Art. 133, Customs Regulations, 1908; section 4201, Revised Statutes.)

DISTRICT OF _____,
PORT OF _____.

These are to certify all whom it doth concern:

That _____, master or commander of the _____, burden _____ tons, or thereabouts, mounted with _____ guns, navigated with _____ men, _____ built, and bound for _____, having on board _____, hath here entered and cleared his said vessel, according to law.

Given under our hands and seals, at the customhouse of _____, this _____ day of _____, one thousand nine hundred _____, and in the _____ year of the Independence of the United States of America.

Naval Officer.

Collector.

[Extracts from "An act to remove certain burdens on the American merchant marine, and encourage the American foreign carrying trade, and for other purposes," approved June 26, 1834.]

ABOLITION OF CONSULAR FEES FOR SERVICES TO VESSELS AND SEAMEN—COMPENSATION OF CONSULAR OFFICERS.

SEC. 12. That on and after July first, eighteen hundred and eighty-four, no fees named in the tariff of consular fees prescribed by order of the President shall be charged or collected by consular officers for the official services to American vessels and seamen. Consular officers shall furnish the master of every such vessel with an itemized statement of such services performed on account of said vessel, with the fee so prescribed for each service, and make a detailed report to the Secretary of the Treasury of such services and fees, under such regulations as the Secretary of State may prescribe; and the Secretary of the Treasury shall allow consular officers who are paid in whole or in part by fees such compensation for said services as they would have received prior to the passage of this act: *Provided*, That such services, in the opinion of the Secretary of the Treasury, have been necessarily rendered; and a sum sufficient for the payment of such compensation, when thus adjusted by the Secretary of the Treasury, is hereby appropriated out of any money in the Treasury not otherwise appropriated.

CERTIFICATE OF SERVICES BY CONSULAR OFFICERS.

SEC. 13. That sections forty-two hundred and thirteen of the Revised Statutes be amended so as to read as follows:

"SEC. 4213. It shall be the duty of all masters of vessels for whom any official services shall be performed by any consular officer, without the payment of a fee, to require a written statement of such services from such consular officer, and, after certifying as to whether such statement is correct, to furnish it to the collector of the

district in which such vessels shall first arrive on their return to the United States; and if any such master of a vessel shall fail to furnish such statement, he shall be liable to a fine of not exceeding fifty dollars, unless such master shall state under oath that no such statement was furnished him by said consular officer. And it shall be the duty of every collector to forward to the Secretary of the Treasury all such statements as shall have been furnished to him, and also a statement of all certified invoices which shall have come to his office, giving the dates of the certificates, and the names of the persons for whom and of the consular office by whom the same were certified."

TARIFF OF AMERICAN CONSULAR FEES.

(To be posted in a conspicuous place in consular offices.—Section 1731, Revised Statutes.)

To take effect November 1, 1906.

(As amended by Executive orders of December 21, 1903, and June 7, 1907.)

Tariff of fees prescribed by order of the President to be charged by consular officers of the United States. All consular charges must be in strict accordance with this tariff and be collected in gold or its equivalent. No fee or compensation will be collected for any service not covered by this tariff.

(The fees in this tariff are not prescribed for American vessels and seamen, because they are exempted by law from the payment of consular fees. Consular agents will make the fees in this tariff the basis of collection from the Treasury for services to such vessels. Foreign-built vessels, unregistered, owned by American citizens, are not exempt from the payment of the fees prescribed herein.)

MISCELLANEOUS SERVICES.

1. Certificate to invoice, including declaration, in triplicate or quadruplicate, covering either importations or transit shipments, including any additional declaration or certificate not otherwise provided for which is required by law or regulations for use in connection with the entry of the wares or the forwarding of the same in bond.....	\$2.50
2. Invoice of returned American goods.....	1.00
3. Extra certificates and declarations as above described, including immigrant's oath (Form No. 124) or declaration for books and household effects under \$100 in value (Form No. 215) when issued without an invoice certificate, each.....	1.00
4. Certificate to extra copies of invoices, each.....	1.00
5. Certificate of disinfection, in triplicate or quadruplicate.....	2.50
6. Landing certificate, including oaths of master and mate, and the complete execution of the certificate.....	2.50
7. Sealing cars coming from Canada or Mexico, for each manifest in quadruplicate with the consul's certificate, including sealing of each car, vessel, bale, barrel, box, or package.....	1.00
8. Issuing a passport—Form No. 9 (or extending a passport).....	1.00
9. Visiting a passport—Form No. 10.....	1.00
10. Visiting a Chinese passport or certificate.....	1.00
11. Marriage certificate, in duplicate, Form No. 87.....	1.00
12. For taking into possession the personal estate of any citizen who shall die within the limits of a consulate, inventorying, selling, and finally settling and preparing or transmitting, according to law, the balance due thereon, \$2 for each \$100 or value or fraction thereof. If part of such estate shall be delivered over before final settlement, \$1 for each \$100 of value or fraction thereof to be charged on the part so delivered over as is not in money; and \$2 for each \$100 of value or fraction thereof on the gross amount of the residue. If among the effects of the deceased are found certificates of foreign stock, loans, or other property, \$1 for each \$100 of value or fraction thereof on the amount thereof. No charge will be made for placing the official seal upon the personal property or effects of such deceased citizen, or for breaking or removing the seals.	
13. For each certificate of protection, semsar, or certificate of employment issued at Tangier.....	2.00

SERVICES TO VESSELS AND SEAMEN.

14. Bill of health, in duplicate*.....	5.00
15. Supplemental bill of health, in duplicate*.....	2.50
16. For receiving and delivering ship's register and papers including consular certificates, as prescribed in Forms Nos. 13 and 14, \$1 for each 100 tons or fraction thereof, registered measurement (net), of the vessel for which the service is performed, if under 1,000 tons; but for American vessels running regularly by weekly or monthly trips, or otherwise, to or between foreign ports, this tonnage fee will not be charged for more than four trips in a year; and tonnage fees shall not be exacted for any vessel touching at or near ports in Canada on her regular voyage from one port to another within the United States, unless some official service required by law shall be performed.	
17. And for every additional 100 tons net or fraction thereof.....	.50
18. Shipping or discharging seamen, including the certificates thereof attached to crew list and shipping articles and given to seamen.....	2.00

19. Authentication of copies of protests or other necessary documents for vessels or seamen not otherwise provided for.....	\$2.00
20. Preparation and acknowledgment for vessels or seamen of any oath or declaration for which a form is given in the Consular Regulations, or a similar necessary service not otherwise provided for.....	2.00
21. Preparation and execution for vessels or seamen of any certificate for which a form is given in the Consular Regulations, or similar necessary service not otherwise provided for.....	2.00
22. Orders or letters for vessels or seamen for which forms are given in the Consular Regulations, or other similar necessary service not otherwise provided for.....	2.00
23. Recording, when necessary, for vessels or seamen any document covered by the provisions of the Consular Regulations, for every hundred words or fraction thereof.....	.50
24. Noting marine protest—Form No. 37.....	2.00
25. Extending marine protest—Form No. 38.....	3.00
If it exceed two hundred words, for every additional one hundred words.....	.50
26. Protest of master against charterers or freighters—Form No. 39.....	2.00
27. Clearance when issued by the consul, as at free ports.....	2.00
28. Attending an appraisal of vessel's goods or effects, for each day's attendance.....	5.00
29. Attending sale of vessel's goods, for each day's attendance during which the sale continues.....	5.00
30. Attendance at a shipwreck, or for the purpose of assisting a ship in distress, or of saving wrecked goods or property, over and above traveling expenses, whenever the consul's interposition is required by the parties interested, for each day.....	5.00

NOTARIAL AND OTHER SERVICES.

31. Administering an oath and certificate thereof (no fee for the affidavit of temporary stay of owner of sealskin garment entering the United States from Canada).....	2.00
32. Administering oath and preparing passport application.....	1.00
33. Acknowledgment of a deed or power of attorney, or similar service, including one or more signatures, with certificate thereof, for each copy.....	2.00
34. Administering any and all oaths required to be made by pensioners and their witnesses in the execution of their pension vouchers, or by persons presenting claims for pensions or increase of pensions and their witnesses, or certifying to the competency of a local official before whom the same were executed.....	No fee.
35. Acknowledgments connected with the transfer of United States bonds.....	No fee.
36. Administering oaths to or taking acknowledgments of officials or employees of the United States Government, in connection with their official business or accounts.....	No fee.
37. For rendering notarial services to officials of foreign governments who render gratuitously reciprocal courtesies to American diplomatic and consular officers.....	No fee.
38. Certifying to official character of a foreign notary or other official.....	2.00
39. For taking depositions, executing commissions or letters rogatory, where the record of testimony, including caption and certificate, does not exceed 500 words.....	10.00
For each additional 100 words or fraction thereof.....	.50
The foregoing fee shall cover the administration of the oath and all services of the consul as commissioner, but shall not include services of clerk, stenographer, or typewriter, which shall be additional at the rate prescribed herein for copying.	
40. Copies (carbon copies to be charged for at the same rate as originals):	
For the first hundred words or fraction.....	.50
For every additional hundred words or less.....	.25
41. Translations; for every 100 words or fraction.....	1.00
42. Additional fee for all services contemplated by fees numbered 31, 32, 33, 38, 39, when rendered elsewhere than at the consular office at the request of the interested parties, for each hour or fraction thereof.....	1.00
In connection with any service rendered outside of the consular office at the request of private individuals, the exact amount of the expenses actually and necessarily incurred by the person rendering the service shall be collected from the persons for whom the service is performed in addition to the fee or fees prescribed therefor and a note of the amount shall be made on the margin of the fee book and fee return opposite the entry of the service and fee; but no amount in excess of the fee or fees prescribed and such actual and necessary expenses shall be charged or accepted.	
43. Recording unofficial documents in consulate upon request:	
For the first hundred words or fraction.....	.50
For every additional hundred words or less.....	.25
44. Any and all services indicated in the above tariff and performed upon written orders of the Department of State for the official use of the Government of the United States.....	No fee.

*Foreign war vessels are exempt from the payment of fees for bills of health.

No. 12.

(Treasury Department. U. S. Public Health Service. Form 1964.)

THE UNITED STATES OF AMERICA.

PORT SANITARY STATEMENT, U. S. PUBLIC HEALTH SERVICE.

PORT OF ———.

Vessel: ———. Bound from ——— to ———. Number of cases of and deaths from the following-named diseases reported during the two weeks ending ———, 191—:

Diseases.	Number of cases.	Number of deaths.	Remarks. (Any condition affecting the public health existing in the port to be stated here, including operations in rodent examination and extermination.)
Cerebrospinal meningitis (epidemic)			
Cholera, Asiatic			
Diphtheria			
Measles			
Plague			
Poliomyelitis (acute anterior poliomyelitis)			
Scarlet fever			
Smallpox			
Typhoid fever			
Typhus fever			
Yellow fever			
Total			

Vessel last fumigated at ———, ———, 19—.

Given under my hand and seal this ——— day of ———, 191—.

[SEAL.]

_____,
Surgeon, U. S. Public Health Service.

No. 13.

CANAL ZONE.

ORIGINAL BILL OF HEALTH.

I, _____ (the person authorized to issue the bill, at the port of _____), do hereby state that the vessel hereinafter named clears from the port of _____ under the following circumstances:

Name of vessel, _____; nationality, _____; rig, _____; master, _____; tonnage, gross, _____; net, _____; iron or wood, _____; number of compartments for cargo, _____; for steerage passengers, _____; for crew, _____; name of medical officer, _____.

Number of officers, _____; of crew, including petty officers, _____; of passengers, first cabin, _____; second cabin, _____; steerage, _____; officers' families, _____; total number of persons on board, _____.

Passengers destined for the Canal Zone or the city of Panama or Colon: _____ first cabin, _____ second cabin, _____ steerage.

Previous port, _____.

Number of cases of sickness, and character of same, during last voyage, _____.

Number of cases of sickness, and character of same, while vessel was in this port, _____.

Vessel engaged in _____ trade, and plies between _____ and _____.

Nature, sanitary history, and condition of cargo, _____. Source and wholesomeness of water supply, _____.

Source and wholesomeness of food supply, _____. Sanitary history and health of officers and crew, _____.

Sanitary history and health of passengers, cabin, _____. Sanitary history and health of passengers, steerage, _____.

Sanitary history and condition of their effects, _____.

Location of vessel while in port—wharf, _____; open bay, _____; distance from shore, _____.

Time vessel was in port, _____. Character of communication with shore, _____.

Sanitary condition of vessel, _____. Sanitary measures, if any, adopted while in port, _____.

Sanitary condition of port and vicinity, _____. Prevailing diseases at port and vicinity, _____.

Malaria, _____ deaths during month of _____.

Number of cases and deaths from the following-named diseases during the past two weeks ending _____.

Diseases.	Number of cases.	Number of deaths.	Remarks. (Any condition affecting the public health existing in the port of departure or vicinity to be here stated. When there are no cases or deaths, entry to that effect must be made.)
Yellow fever.....
Asiatic cholera.....
Cholera nostras or cholerae.....
Smallpox.....
Typhus fever.....
Plague.....
Leprosy.....

I hereby certify that the vessel has complied with the quarantine rules and regulations of the Panama Canal, and that the vessel leaves this port bound for _____, Canal Zone, or _____, Republic of Panama, via _____.

Given under my hand and seal this _____ day of _____, 191-.

[SEAL.]

(Signature of consular officer.) _____

[SEAL.]

Port of _____
 Name of vessel, _____
 Name of master, _____
 From _____ to _____
 Date of issue, _____

CANAL ZONE.
 BILL OF HEALTH.

No. 14.

CANAL ZONE.

SUPPLEMENTAL BILL OF HEALTH.

PORT OF _____.

Vessel: _____. Bound from _____ to _____, Canal Zone, or _____, Republic of Panama.

Sanitary condition of port and vicinity, _____; prevailing diseases at port and vicinity, _____; malaria, _____ deaths during month of _____.

Number of cases and deaths from the following-named diseases during the past two weeks, ending _____.

Diseases.	Number of cases.	Number of deaths.	Remarks. (Any condition affecting the public health existing in the port to be stated here. When there are no cases or deaths entry to that effect must be made.)
Yellow fever.....
Asiatic cholera.....
Cholera nostras or cholerae.....
Smallpox.....
Typhus fever.....
Plague.....
Leprosy.....

Number and sanitary condition of passengers and crew landed at this port: First cabin, No., _____; sanitary history and condition, _____; second cabin, No., _____; sanitary history and condition, _____; steerage, No., _____; sanitary history and condition, _____; crew, No., _____; sanitary condition and history, _____.

NOTE.—If any passenger or member of crew disembarked on account of sickness, state disease.

Number and sanitary condition of passengers and crew taken on at this port, and sanitary condition of effects: First cabin, No., _____; sanitary condition and history, _____; second cabin, No., _____; sanitary condition and history, _____; steerage, No., _____; sanitary condition and history, _____; passengers destined for the Canal Zone or the city of Panama or Colon: _____ first cabin; _____ second cabin; _____ steerage; crew, No., _____; sanitary conditions and history, _____; sanitary condition of effects, _____; total passengers on board, _____; total crew on board, _____; sanitary measures, if any, adopted while in port, _____; location of vessel while in port: Wharf, _____; open bay, _____; distance from shore, _____; time vessel was in port, _____; character of communication with shore, _____; nature, sanitary history, and condition of cargo taken on at this port, _____.

(Cancel Form A, B, or C, as the case requires.)

Form. (Form A will be used at intermediate ports where the vessel does not enter.)

- A. To the best of my knowledge and belief— } no quarantinable disease has ap-
- B. I have satisfied myself that— } peared aboard since leaving _____.
- C. Since leaving _____, the following quarantinable disease has appeared on board, _____, and I certify that the necessary sanitary measures have been taken.

I certify also that with reference to the passengers, effects, and cargo taken on at this port, the vessel has complied with the quarantine rules and regulations of the Panama Canal.

Given under my hand and seal this _____ day of _____, 191—.
[SEAL.] (Signature of consular officer.) _____,

[Indorsement.]

CANAL ZONE.

SUPPLEMENTAL BILL OF HEALTH.

Port of _____.
Name of vessel, _____.
Name of master, _____.
From _____ to _____.
Date of issue, _____.

No. 15.

(Form No. —.)

RADIO PERMIT.

Permission is hereby given to the master of S. S. _____ to hoist and connect the antenna two hours before sailing and to break the seals on the radio apparatus after leaving this port.

_____,
Collector.

No. 16.

(Cat. No. 1386. Art. 148, Customs Regulations of 1908.)

PERMIT TO PROCEED COASTWISE TO LADE FOR A FOREIGN PORT.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
OFFICE OF COLLECTOR OF CUSTOMS, PORT OF _____,

_____, 19—.
_____, master of the _____, of _____, having _____, as the law directs, that there are not laden on board the said vessel any articles or cargo whatever other than sea stores, and the cargo specified upon the manifest now exhibited, permission is hereby granted to the said vessel to proceed from this port to _____, in the district of _____, and State of _____, to finish lading outward cargo. Any merchandise laden on the vessel at this port, for export in her, will _____ (write "not," if necessary) be included in the export returns to the Treasury Department from this office.

Given under my hand, at the customhouse, this _____ day of _____, 19—.
Fees: \$2 for foreign vessel.

_____,
Deputy Collector.

No. 17.

(Cat. No. 1385.)

PERMIT ALLOWING VESSEL TO PROCEED TO ANOTHER DISTRICT WITH HER MERCHANDISE DESIGNATED FOR SUCH DISTRICT, UNDER SECTION 2779, REV. STAT.

(Art. 146, Customs Regulations of 1908.)

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
OFFICE OF COLLECTOR OF CUSTOMS, PORT OF _____,

_____, 19—.
_____, master of the _____, from _____, having entered the said vessel according to law, permission is hereby given said vessel to proceed to the port of _____ with her cargo specified for that port, as per certified copy of manifest attached hereto.

_____,
Collector of Customs.

_____,
Naval Officer.

No. 18.

(Cat. No. 1384. Art. 167, Customs Regulations of 1915.)

PERMIT ALLOWING VESSEL TO PROCEED TO ANOTHER PORT WITH
RESIDUE OF CARGO UNDER ORIGINAL MANIFEST.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
OFFICE OF COLLECTOR OF CUSTOMS, PORT OF _____,
_____, 191—.

_____, master of the _____, from _____, having entered the said vessel according to law, and landed a part of its cargo agreeably to a permit for that purpose, permission is hereby given said vessel to proceed to the port of _____ with her original manifest of cargo for that port.

_____,
Naval Officer.

_____,
Collector of Customs.

No. 19.

(Treasury Department. Customs Cat. No. 3221. Art. 114, C. R. 1908. C. F. C., Feb. 16-14.)

CERTIFICATE ON VESSEL PROCEEDING UNDER SECTION 2779, R. S., TO
ANOTHER DISTRICT TO DISCHARGE CARGO.

UNITED STATES CUSTOMS SERVICE,
PORT OF _____, COLLECTOR'S OFFICE,
_____, 191—.

This is to certify that the within is a true copy of the report and manifest of the cargo of the _____, whereof _____ is master, from ¹ _____, entered at this port on _____, 191—, as exhibited on oath or affirmation by the said master; that no part of said cargo, as expressed in such manifest, has been unladen or landed at this port, except that portion destined to this port; ² and that bond, as the law directs, has been executed at the port of ³ _____; ² and, being free of duty, no bond has been executed at the port of ³ _____ for delivery of the residue cargo at ⁴ _____.

Witness our hands and seals this _____ day of _____, 191—.

_____,
Deputy Naval Officer.

_____,
Deputy Collector.

¹ Specify all foreign ports at which inward cargo was laden; and, if this is not the first domestic port of arrival, state via _____ (naming all domestic ports in the order of the vessel's arrival).

² Strike out all the line not applicable.

³ Specify the first domestic port of arrival (see T. D. 30681).

⁴ Specify all domestic ports to which the vessel is destined.

APPENDIX III.
SHIP'S PAPERS, FOREIGN.

AUSTRIA.

Papers evidencing nationality:

- Patente sovrana (royal license).
- Scontrino ministeriale (certificate of registry).

Other papers carried:

- Giornale di navigazione (official log book).
- Scartafaccio, giornale di navigazione cotidiano (ship's log book).
- Ruolo dell' equipaggio (muster roll).
- Manifest of cargo and bills of lading.
- Bill of health.
- Charter party, if the vessel is chartered.

BRAZIL.

Papers evidencing nationality:

- Carta de registro (certificate of registry).
- Passé especial (passport issued as to a national vessel).

Other papers carried:

- Passport.
- Muster roll.
- Manifest of cargo.
- Bills of lading.

DENMARK.

Evidence of nationality:

- Certificate of nationality and registry (sometimes provisional if issued by governor of foreign possession or by consul).
- The letters D. E. (Dansk Eiendom) burnt into the main beam in the after part of the main hatchway.

Papers carried other than that above mentioned:

- Royal passport, in Latin, with translation, available only for the voyage for which it is issued, unless renewed by attestation.
- Certificate of ownership.
- Build brief (certificate of build).
- Admeasurement brief.
- Burgher brief (certificate that the master has burgher rights in some town of the kingdom).
- Muster roll.
- Charter party, if the vessel is chartered.

FRANCE.

Papers evidencing nationality:

- L'acte de propriété de navire.
- L'acte de francisation.
- Le rôle d'équipage.

Other papers which must be carried under the provisions of the code de commerce:

Congé.

Les connaissements et chartes parties.

Les procès-verbaux de visite.

Les acquits de paiement ou à caution.

Manifests of cargo, fittings and stores.

GERMANY.

Papers evidencing nationality:

Schiffs Certificat.

Flaggen Attest.

Certificate of nationality.

Attestation of flag.

Other papers carried:

Messbrief (certificate of measurement).

Beilbrief (builder's certificate).

See-pass (sailing license).

Journal (ship's log book).

Muster-rolle (muster roll).

Charter party, if the vessel is chartered.

GREAT BRITAIN.

Paper evidencing nationality: Certificate of registry, or provisional certificate granted by a consul resident in a foreign country to a vessel brought there. The provisional certificate is good for six months from date of issue. A pass granted to a vessel before registration, enabling her to go from one port to another within the British dominions, has also the force of a certificate.

Other papers carried:

Official log book.

Ship's log book.

Shipping articles.

Muster roll.

Bill of health.

Manifest of cargo.

Bills of lading.

Charter party, if the vessel is chartered.

ITALY.

Papers evidencing nationality:

Atto di nazionalità (certificate of nationality).

Scontrino ministeriale (certificate of registry).

Other papers carried:

Patente sovrana (royal license).

Giornale di navigazione (official log book).

Scartafaccio, giornale di navigazione quotidiano (ship's log book).

Ruolo dell' equipaggio (muster roll).

Bill of health.

Manifest of cargo.

Bills of lading.

Charter party, if the vessel is chartered.

NETHERLANDS.

Zeebrief (sailing license).
 Bijlbrief (certificate of ownership).
 Meetbrief (certificate of tonnage).
 Journal (ship's log book).
 Mouster-rol (muster roll).
 Manifest of cargo.
 Bills of lading.
 Charter party, if the vessel is chartered.

NORWAY.

Paper evidencing nationality: Nationalitetsbreviis (certificate of nationality).

Other papers carried:

Bùlbrev (certificate of build).
 Maalebrev (certificate of measurement).

N. B.—The bùlbrev and the maalebrev need not be carried by vessels bought in foreign ports for two years after purchase.

Journale (ship's log book).
 Charter party, if the vessel is chartered.
 Manifest of cargo.
 Bills of lading.
 Mandskabliste (muster roll).

PORTUGAL.

Papers with which a vessel must be provided:

Pasaporte de navegacion.
 Acta de propiedad del buque.
 Rol.
 Conocimientos.
 Recibos de fletes y despacho.
 A copy of the code of commerce.

RUSSIA.

Evidence of nationality:

Patent authorizing the use of the Russian flag.
 The fact that the master and half the crew are Russian.

N. B.—The patent is not conclusive in itself because it can be granted, though it is not commonly granted, to foreign ships.

Papers which must be carried by Russian ships:

The patent above mentioned.
 Beilbrief (builder's certificate).
 Customhouse passport.

Other papers carried:

Ship's log book.
 Muster roll.
 Charter party, if the vessel is chartered.

SPAIN.

Paper evidencing nationality: La patente ó pasaporte de navegacion.

Other papers carried:

El rol del equipage y lista de pasajeros.
 Testimonio de la escritura de propiedad de la nave.
 Contrato de fletamento.
 Conocimientos, facturas y guias de la carga.

SWEDEN.

A passport from a chief magistrate or commissioner of customs.

Bilbref (builder's certificate).

Mätebref (certificate of measurement).

Fribref (certificate of registry).

Journalen (ship's log book).

Folkpass or ajömansrubla (muster roll).

Charter party, if the vessel is chartered.

