



U.S. Coast Guard History Program

Regulations of the Revenue Marine Service, 1871

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

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

The 1871 regulations have four distinct parts:
General Regulations (pages 5 - 51);
List of Forms (pages 52 - 73);
Index (pages 75 - 94)
and a separate Allowance section numbered 1 - 22.

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

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

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

W. R. Wells, II
GMCM, USCG (retired)
Editor.
January 25, 2001.

REVISED REGULATIONS

FOR THE GOVERNMENT OF

THE REVENUE MARINE

OF

THE UNITED STATES.

AUGUST, 1871.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1871.

TREASURY DEPARTMENT, *August, 1, 1871.*

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

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

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

GEO. S. BOUTWELL,
Secretary of the Treasury .

GENERAL REGULATIONS.

ORGANIZATION.

1. All officers of the United States revenue marine service will be appointed by the President of the United States in conformity to law. Their commissions will be countersigned by the Secretary of the Treasury, and sealed with the official seal of the Treasury Department.
2. All persons receiving appointments will immediately take and subscribe the oath prescribed by law, and forward it, with a letter of acceptance, to the Secretary of the Treasury.
3. The pay of all officers will commence from the date of their oath. of office.
4. The following are the ranks and grades of officers in this service, viz:

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

months in a steam-engine manufactory, or else have served not less than that period as an engineer on board a steamer pro-

6 REVENUE MARINE

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

9. Candidates who may exhibit the highest degree of practical experience and professional skill will be given a preference, both in admission and promotion.

10. Any person who shall fail to present himself for examination, after 'having obtained permissions will be considered as having forfeited his right to be examined; and any officer who shall fail to present himself, after having been ordered so to do, (unless for reasons satisfactory to the Department,) will be dropped from the list.

11. If an officer should fail to pass a first examination, and be granted an opportunity to present himself a second time, he will, in case of success, have his position on the register designated by the board, subject, however, to the decision of the Department. But if he should fail in the second examination, he will be dropped from the service.

12. Any person producing a false certificate of age, time of service, or character, or making a false statement to a board of examination, will be dropped immediately.

13. Promotions will in all cases be made according to merit and professional qualification without regard to seniority.

14. The Secretary of the Treasury will detail, by ' written orders, all officers for revenue vessels.

15. Officers, when traveling by order of the Treasury Department, will be entitled to receive ten cents a mile by the shortest mail route, or the reasonable expenses thereof, at the discretion of the Secretary of the Treasury.

16. The Secretary of the Treasury will assign stations to the different revenue vessels, determine the number and rank of officers, rates and number of petty officers, seamen, and others to be employed on board, and designate the collector under whose superintendence each vessel shall be placed.

17. All general orders directions, and instructions, in regard to the duties and movements, repairs, and fitments of all revenue vessels, will be given by the Department, through the collectors of customs under whom the vessels may be placed.

18. The organization of the revenue marine service, and a general outline of the duties of the persons employed in it, are contained in the act (known as the collection act) of 2d March, 1799, particularly in the 98th, 99th, 100th, and 101st sections. But as that service was established for the

REVENUE MARINE 7

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

19. Other duties arise under the supplementary collection acts of 2d March, 1819; 7th May, 1822 ; and 1st March, 1823; the act concerning wrecked vessels, approved 3d March, 1825; and the acts relating to the cutting and removing of timber from the public lands, approved 1st March, 1817, and 2d March, 1833. Further duties are

imposed by the acts prohibiting the slave trade, passed 22d March, 1794, and 15th May, 1820; to all which the particular attention of the officers of the service is directed.

20. All orders relating to the service of revenue vessels, emanating from the President or the Secretary of the Treasury, will be communicated to officers through those collectors having revenue vessels under their superintendence ; and all communications addressed to the Department by the officers on official business must be transmitted through the same channel.

21. Collectors will direct commanders of vessels in regard to special duties in writing; which directions, as well as those from the Department, must be recorded in the letter and order book of the vessel for reference.

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

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

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

UNIFORMS.

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

CONTRACTS.

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

8 REVENUE MARINE.

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

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

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

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

31. No member of Congress collector of customs, revenue officer, or any other person employed or in the service of the United States will be allowed to be concerned, directly or indirectly, in any contract for furnishing provisions, supplies, or outfits, or for supplying or furnishing any article for use on board revenue vessels or boats.

32. Rations or provisions for the crews of revenue vessels will be procured by contract upon bids after due public advertisement in one or more newspapers of the port town, or vicinity, under instruction from the Department.

33. The contractor for furnishing provisions for a revenue vessel will be required to furnish one and one-fourth pounds of fresh beef of good quality, and one pound of green vegetables, per man, for not exceeding an average of two days in each week of the entire period of time for which he contracts to supply the vessel with provisions, in lieu of the allowance of salt pork or salt beef, and the vegetable part of the rations for those days.

34. The vegetables to be furnished to crews of revenue vessels with fresh beef shall consist of Irish potatoes, cabbages, turnips, parsnips, onions, and carrots, or such of them as may be in season, and in such proportions of each as may be required to make good soup.

REVENUE MARINE. 9

35. The ration to be furnished will be the Navy ration, omitting the spirits, viz

36. Rations for revenue vessels will be delivered before the end of each month, unless otherwise directed, for the maximum number of persons authorized and entitled to rations in kind.

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

37. All requisitions for provisions, supplies, repairs, and outfits must be made in triplicate by the captains or commanding officers of revenue vessels, and transmitted to the collector under whose superintendence the vessel may be placed, and, when authorized, will be countersigned by the collector—one copy to be delivered to the contractor who is to provide the articles, and another copy, approved by the collector, to be returned to the commander of the vessel, to guide him in receiving the articles.

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

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

ADVERTISEMENTS.

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

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

10 REVENUE MARINE.

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

BILLS AND VOUCHERS.

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

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

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

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

PURCHASES.

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

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

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

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

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

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

REVENUE MARINE. 11

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

REPAIRS.

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

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

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

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

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

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

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

12 REVENUE MARINE.

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

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

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

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

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

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

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

DISPOSITION OF PROPERTY.

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

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

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

FISCAL MANAGEMENT.

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

REVENUE MARINE. 13

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

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

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

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

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

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

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

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

14 REVENUE MARINE.

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

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

DUTIES OF OFFICERS.

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

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

80. Officers upon the receipt of orders from the Department are expected to obey them with alacrity. Any attempt to procure their revocation or qualification through political or other influence, being regarded as prejudicial to good order and discipline, will incur the serious displeasure of the Department, and a note of the fact will be made upon the roster of officers kept at the Department, opposite the name of the offending party, and will stand to his discredit.

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

82. No officer or other person belonging to the revenue service is permitted or authorized to take out of any seized vessel or prize any money, plate, goods, or any part of her cargo, nor to take or remove any part of her rigging, stores, or outfits, unless it be for the protection or preservation of the same, or unless it should be absolutely

necessary for the immediate use of the vessel making the seizure, (in which latter case it shall be the duty of the commanding officer to have accurate lists. made in detail of all property or articles;) but the whole, without fraud, concealment, or embezzlement, must be brought in and delivered to the proper authorities.

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

REVENUE MARINE. 15

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

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

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

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

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

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

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

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

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

16 REVENUE MARINE.

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

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

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

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

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

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

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

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

REVENUE MARINE. 17

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

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

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

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

the Navy and the surgeon of a marine hospital, who will be invited to constitute such board by the collector of customs, upon the written application of the officer.

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

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

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

107. No person serving on board of a revenue vessel shall be discharged in a foreign port, or sent on board of a vessel fallen in with at sea, unless the vessel fallen in with at sea is in distress and requires additional hands to bring her into port; and in that case the men thus sent will be entitled to their pay as though they had remained on board their own vessel, and also to be reinstated in their former or a better position on rejoining their vessel.

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

18 REVENUE MARINE.

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

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

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

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

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

114. In all cases where revenue vessels employed in assisting vessels in distress may incur any necessary damages or expenses, the owners of the vessels so assisted may be required to indemnify the United States for the same; and to this end the commanding officer shall forward to the collector of the port under whose superintendence he may be,

an accurate estimate of expenses incurred and damages sustained, which the collector will transmit to the Department, with a full statement of all the facts, together with the names of the vessel, the master and consignees at the port to which she may be bound.

115. Each and every petty officer, seaman, boy, fireman, and other person regularly shipped, will be entitled to and receive one entire Navy ration per day in kind while actually engaged in serving on board a revenue vessel, except the grog ration, which will be commuted at the rates fixed by regulation, viz, three cents.

REVENUE MARINE. 19

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

SUPPLIES.

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

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

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

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

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

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

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

20 REVENUE MARINE.

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

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

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

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

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

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

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

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

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

GENERAL INSTRUCTIONS.

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

REVENUE MARINE. 21

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

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

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

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

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

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

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

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

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

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

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

22 REVENUE MARINE.

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

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

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

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

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

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

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

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

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

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

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

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

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

REVENUE MARINE. 23

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 REVENUE MARINE.

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

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

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

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

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

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

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

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

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

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

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

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

184. The holds of all revenue vessels are to be broken out and cleaned at least once in every six months.
185. Both at sea and in port the vessel is to be pumped out dry at least once a day ; and if the vessel make much water, twice a clay.
186. No efforts are to be spared to keep the holds of the vessel dry; water is never to be let into the hold of a revenue vessel, either at sea or in port, except when absolutely necessary.
187. Commanding and other officers are to spare no pains to keep their vessels thoroughly clean and healthy.
188. It is the duty of every commanding or other officer to keep a strict watch over the habits and conduct of all persons under his command, and to spare no pains to promote the health and comfort of all on board.
189. Sunday must be observed on board all revenue vessels in an orderly manner by officers and men. The crew will be assembled for muster and inspection at 10 a. m., and all labor or duty will be reduced

REVENUE MARINE. 25

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

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

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

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

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

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

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

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

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

26 REVENUE MARINE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

REVENUE MARINE. 27

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

SUSPENSION AND ARREST.

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

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

207. When the commanding officer shall suspend, or continue the suspension of an officer, he shall call upon him for an explanation in writing of the complaint made against him, and a list of persons to be questioned, and shall promptly institute an inquiry into the circumstances, in order to regulate his further proceedings. If, after such inquiry, he shall not deem a report to the Department requisite, the officer shall, within ten days, be restored to duty; but when it is a complaint of oppression made by an inferior against a superior officer, and the latter is restored to duty, the commanding officer shall (if it be requested) give in writing his reasons for the restoration, to the officer making the complaint, who shall have the right of appeal to higher authority. If the complainant shall decide to appeal, the commanding officer shall deliver to the collector, for transmission to the Secretary of the Treasury, a full statement of the case, accompanied by the statements of the parties to the controversy.

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

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

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

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

28 REVENUE MARINE.

CAPTAINS OR COMMANDERS OF REVENUE VESSELS.

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

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

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

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

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

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

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

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

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

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

REVENUE MARINE. 29

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

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

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

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

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

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

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

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

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

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

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

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

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

30 REVENUE MARINE.

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

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

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

237. In case of shipwreck without the limits of the United States, the commanding officer shall lose no time in returning to the district to which he may belong, with the officers and crew; to effect which he may dispose of the property saved, or draw bills, as he may deem most advantageous to the public interest. If within the United States, he shall repair to the nearest district; and in all cases make the earliest possible report to the Department.

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

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

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

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

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

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

REVENUE MARINE. 31

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

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

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

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

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

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

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

32 REVENUE MARINE.

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

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

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

OFFICERS COMMANDING STEAM-VESSELS.

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

254. He is to use all possible diligence to make himself acquainted with the principles and construction of the engines, the intention and effect of the various parts of the machinery, the time the engines were constructed, the repairs they may have undergone, the period when the last repairs were made, and when the vessel last received new boilers.

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

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

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

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

REVENUE MARINE. 33

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

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

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

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

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

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

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

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

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

34 REVENUE MARINE.

EXECUTIVE OFFICER.

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

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

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

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

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

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

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

275. He shall immediately report to the commander any defect or deficiency that may come to his knowledge, and which may in any manner endanger the safety or impair the efficiency of the vessel.

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

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

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

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

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

REVENUE MARINE. 35

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

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

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

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

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

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

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

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

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

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

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

OFFICERS OF THE WATCH.

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

36 REVENUE MARINE.

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

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

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

294. He is to see that the subordinate officers of the watch are in their stations and attentive to their duties, and that they muster the men on deck when the other men are relieved from it, and as often afterward as he may judge necessary.

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

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

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

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

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

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

REVENUE MARINE. 37

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

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

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

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

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

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

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

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

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

THE SECOND LIEUTENANT.

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

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

38 REVENUE MARINE.

311. When the stowage of the vessel shall be completed, an entry must be made in the log-book, specifying particularly the quantity and arrangement of the ballast, the number, size, and disposition of the tanks and casks, and

the quantity and storage of provisions and other stores. Accurate plans must also be made of the stowage of the hold, showing the disposition of all the articles, all of which must be inserted on the first page of the log-book.

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

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

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

315. He shall examine the charts of all the coasts which the vessel may visit, note upon them any errors which he may discover, and inform the commanding officer of the same, that he may, if he think them of sufficient importance, report them to the Department.

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

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

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

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

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

REVENUE MARINE. 39

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

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

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

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

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

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

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

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

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

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

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

40 REVENUE MARINE.

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

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

THIRD LIEUTENANTS.

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

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

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

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

BOATSWAIN, GUNNER, AND CARPENTER.

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

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

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

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

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

REVENUE MARINE. 41

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

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

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

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

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

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

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

COMPLEMENTS OF VESSELS.

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

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

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

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

42 REVENUE MARINE.

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

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

ENLISTMENTS.

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

348. No person under the age of twenty-one years shall be entered or shipped to serve on board a revenue vessel without the consent, given in writing, of the parents or guardians of said person, if any such can be found.

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

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

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

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

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

CHIEF ENGINEER.

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

REVENUE MARINE. 43

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

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

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

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

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

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

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

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

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

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

44 REVENUE MARINE.

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

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

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

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

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

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

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

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

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

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

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

REVENUE MARINE. 45

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

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

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

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

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

ASSISTANT ENGINEERS.

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

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

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

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

46 REVENUE MARINE.

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

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

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

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

MILITARY HONORS AND CEREMONIES.

387. When the President of the United States shall visit a vessel of the revenue service, he shall be received with the following honors: The yards or rigging shall be manned, all the officers shall be on deck in full uniform, and a salute

of twenty-one guns shall be fired, with the national ensign hoisted at the main, where it shall be kept till the second salute is concluded. He shall receive the same honors when he leaves the vessel.

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

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

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

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

REVENUE MARINE. 47

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

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

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

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

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

397. The gangway ceremonies shall be as follows

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

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

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

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

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

403. All officers and persons belonging to the revenue service are to salute by touching their hats or caps when they address themselves to or are addressed by an officer on duty, and when they pass near each other-the junior or

inferior in rank to salute first. These official courtesies are to be observed when officers are known, though they may not be in uniform.

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

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

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

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

48 REVENUE MARINE.

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

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

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

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

PILOTAGE.

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

INSPECTING OFFICERS.

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

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

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

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

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

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

REVENUE MARINE. 49

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

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

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

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

RULES TO PREVENT COLLISIONS.

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

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

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

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

a. At the foremast-head a bright, white light, so fixed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz: from right ahead to two points abaft the beam on either aide, and of such a character as to be visible on a dark night, with a clear atmosphere, a distance of at least five miles.

b. On the starboard side a green light, so constructed as to throw a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

c. On the port side a red light, so constructed as to show a uniform, unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port aids, and of such a character as to be visible on a dark night with a clear atmosphere, at a distance of at least two miles.

d. The said green and red side lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

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

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

REVENUE MARINE. 50

ART. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective aides of the vessel, ready for instant exhibition, and shall, on the approach of, or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard aide.

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

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

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

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

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

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

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

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

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

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

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

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

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

REVENUE MARINE. 51

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

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

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

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

1. His own report, that of the pilot, the officer of the deck, and other officers who witnessed the occurrence. These reports and statements are to be exemplified by a diagram, and must contain the courses steered, the point at which the vessel was first seen, the bearing, the time when the engine was slowed, when the vessel was stopped, whether in motion, and if so at what speed at the moment of collision, the direction of the wind, the condition of the weather and atmosphere, what lookouts were placed, what lights were exhibited by both vessels, whether either vessel deviated from the above rules and regulations, whether any blame can attach to any one, and if so, to whom, and any and all other facts bearing upon the subject.
2. Written statements and estimate of damage from officers of the vessel with which the vessel of the United States revenue service collided, if they can be obtained.
3. Survey of the injury to both vessels by United States officers.
4. If the vessel is in charge of a pilot, and the collision has occurred from his acting in violation of the above rules and regulations, the fact must be established in the report, and no pilotage paid to him.

1871 INDEX

U. S. REVENUE CUTTER SERVICE RULES AND REGULATIONS

76

INDEX

A.

	No. of paragraph.
Absence. (See Leaves of absence.)	
from vessels at night not permitted unless	133
on leave, Department to be informed of	234
Abstracts, monthly, full steam be noted in	257
Abuses, correction of	276
Accounts against vessels	110
and bills, not to be kept with merchants	50
Acts of Congress, references to	
concerning carrying lights on vessels at night	229
concerning vessels wrecked	19
flags and ensigns	201
relative to organization of revenue marine service	18.19
relative to removing timber from public lands	19
relative to slave trade	19
Addresses of officers not on duty, Department to be advised of	146
Advances not to be made without authority	76
Advertisements	40,41,42,47
for yearly supplies, when issued	40
in what newspapers inserted	42
Ages of persons shipped	347, 348
Allowance of water	238
Alterations in hull, rigging, &c., not to be made, except	243
deemed necessary, to be reported to Department	243
Ammunition, gunner held responsible for its condition	340
Anchor, boatswain to) have properly secured	336
Anchoring, executive officer to have	288

charge of deck while		
	&c., second lieutenant to superintend	313
Appeals, when allowed		207
Applicants for appointment or promotion. (See Candidates.)		
Appointments:		
	persons receiving, to take the oath	2
	letter of exceptance of, to be forwarded	2
	board of officers to examine candidates	5
	original, third lieutenant and second assistant engineer to be highest grades of	6
	not assured by satisfactory examination	6
	requisites for	7, 8
	preference given to most skillful	9
Arm chest, key of, where kept		289
Arms of vessels to be kept in good order		222
	inspection of	412
Arrest and suspension		205, 211
Articles for public use:		
	certifying officer to be accountable for those received by him	65
	sale of ' to be authorized by Department	66
	furnished vessels in distress, how to be accounted for	113
	furnished revenue vessels not to be condemned, unless	119
	to be accounted for	118
	to be inspected	119
	to whom delivered by contractor	120
	by contractor to be receipted for	120
	condemned by survey returned to contractor	122
	list of, when and to whom furnished	193
	taken from vessels seized, lists of to be delivered to authorities	82
Assistant Engineer. (See Engineers, assistant.)		379-386
Auctions, when allowed		67

76

INDEX.

	No. of paragraph.
Bags, white, to be kept clean	158
Ballast, provisions, &c., second lieutenant to stow in hold	310
Bedding, care of	161
Berth deck to be kept clean and dry	181

	Bids, regulations concerning	27,28,29,30,31
	for repairs	54,55
Bidders <i>for</i> supplies to be furnished		41
lists of articles		
	when of doubtful ability, fact to be reported	55
Bills or invoices to accompany articles		52,120
furnished.		
	how made out	43.45
	and vouchers	43-46
	for labor, materials, and supplies, by whom	
	to be certified.	44
	to be approved by Department before	
	payment .	46
	and accounts, not to be kept with merchants	
	and others	50
	of stations, watch and quarters to be posted	
	tip	216
	no officer to receive money on, if certified by	
	himself	191
	may be drawn in case of shipwreck in foreign	
	waters	237
	to be certified and entered previous to	
	exchange of commanding officer	241
	watch, fire, and cleaning	265
	quarter, fire and station, officers to have	
	correct copies of	282
	quarter, fire, station and mess, executive	
	officer to make out	285
	quarter, fire, station, and mess, to be	
	conveniently placed for inspection of crew,	216, 285
	&C	
	quarter, fire, station, and mess, changes in to	
	be noted	285
	quarter, fire, and for engineer's department,	
	by whom made out	359
Boards of examiners of candidates		5
	of survey, certificate of required with	
	application for sick leave	87
	of whom to consist, in case of sickness of	
	officer	103,104
	certificate of, to accompany application for	
	change of station	103
Boarding, searching, &c., rules for		196 -199
Boats, of vessels to be kept in good		223
condition		
	not to be kept on shore at late hours of the	
	night	179
	crew of, not to be away from vessel at meal	
	times except.	180

	supply of water and provisions and a compass to be taken in certain cases.	280
	sails of, to be kept in readiness for use	280
	strange, coming alongside to be reported	287, 301
	with stores, to be cleared at once	301
	leaving ship, to have proper crews &c.	302
	to be kept in readiness for lowering	305
	to be properly secured by boatswain	336
	officers in, meeting and passing to salute, &c	407
	officers in, inferior to yield to superior	407
	not to remain at gangway or at booms when	407
Boatswain, morning and evening reports of		273, 334
	his duties	329 - 341
	to examine all articles and stores received for his department	329
	to be held responsible for all articles of his department	330
	to report neglect of persons in charge of his stores	332
	to be generally on deck, &c	335
	to examine rigging before 7 1/2 a. m.	336
	to be attentive to working up of junk	337
Books, kind of, kept on revenue vessels		203
	storage capacity to be entered in	311
	shipping to be kept	244
	of requisitions, how kept	191
	bills against vessel to be entered in, upon exchange of commanding officer	241
	for night orders	252
	expenditures of stores entered in	286
	second lieutenant to have charge of	316, 317
	ship's log, second lieutenant to keep	319
	log, quantity of ammunition used to be entered in	339
	inspection of	412
Booms, to be properly secured by boatswain		336
Boxes, of supplies to be marked of		51
Boys, rate of pay, how fixed		106

INDEX.

77

No. of paragraph.

Boys, entitled to one navy ration per day, except	115
---	-----

	entitled to commutation of rations, when attending officers' messes	116
	confinement of, not to exceed one week except	142
	requirements of, for enlistment	347-348
	duties of	349
	to mess with crew	349
Bucket boards, immersion of, when to be noted		373
Buoys, anchor and life, gunner to have charge of		338
Bunkers, capacity of, to be reported		376
	of coal, to be examined on arrival in port	366
	temperature of, to be tested and reported when	369
C.		
Cabinet officers, honors to		389
Cables to be secured below, &c		313
Candidates for appointment or promotion, to be examined		5, 6
	Department reserves right of selection	6
	(as third lieutenant and second assistant engineer) requirements of	7, 8
	or promotion, most skillful to have preference	9
	to forfeit right of examination when producing false certificates or statements, rejected	10, 12
Captain. (See Commanding officer.)		
Carpenter, evening and morning reports of		273
	duties of	329-341
	to examine all articles and stores received for his department	329
	to be held responsible for all articles of his department	330
	to report misconduct of person having charge of his stores	332
	to report to executive officer morning and night	334
	to report to first lieutenant, daily, condition of masts and yards.	341
	to keep hose and pumps ready for use	341
	to keep boats, oars, ladders and gratings in good order	341
	to examine sides and docks and report when caulking is required	341

	amount in bunkers to be examined on arrival in port	366
78	INDEX	
		No. of paragraph
Coal account to be kept of amount expended in aiding distressed vessels		378
	capacity of banker for, to be reported	376
Code, Rogers's Commercial, adopted		409
Collectors of customs to direct in writing special duties of officers		21
	to be furnished Rules and Regulations of Revenue Marine Service	23
	to recommend superintendents of repairs in certain cases.	60, 61
	to pay officers and crew monthly	69
	to retain transcripts as vouchers	70
	duty of, in case of claims for pay of deceased seamen	74, 75
	bills not to pay until authorized by Department	46
	purchase of supplies by	48, 49
	to obtain proposals for repairs	54, 55
	to execute contracts for repairs	56
	to be attentive to repairs of vessels	212
	to furnish certificates of last payment to officers	172
	to keep record of officers " on leave" or "waiting orders"-	174
	to transmit monthly, abstract journals	204
	to admit the sick to marine hospital	246
Collisions, prevention of		413
	lantern to prevent	260
Colors, times for hoisting and flying		143
Combustion, spontaneous, accidents from		258
Commanding officer to superintend repairs		59
	to report officers incapacitated for duty	86
	to forward to Department messages from the enemy	93
	duty of, in case of murder on board	97
	to preserve and transmit papers of seized vessels	101
	may rate and disrate petty officers and crew	108
	to be accountable for all provisions delivered	110
	to examine returns and expenditures, requisitions for supplies, and accounts	110

against vessels	
to account for provisions furnished vessels in distress	113
to forward to collector estimates of expenses incurred while assisting distressed vessels	114
to account for supplies, &c., for their vessels	118
to inspect supplies when delivered	119
to order survey of provisions	125
to allow cook to purchase extras	127
to transmit communications	138
to purchase supplies, when	48, 49
to report needed repairs	53
to give orders for night in writing	151
may permit lights in officers' apartments	167
arrest and suspension by	206
duties of	212
on joining vessel to examine her condition and report	212
held responsible for discipline	213
to be vigilant in boarding and examining vessels	213
to be vigilant	200
to set example of good conduct	214
to suppress dissolute and immoral practices	214
to institute police regulations	215
to post up bills of watch, &c	216
to direct exercises at the guns	217, 220
in reefing, furling, &c	221
to have small arms kept in order	222
to have boats in good condition	223
to keep vessel in good condition for active service	224
to protect sails and rigging from chafing	226
to have lead hove frequently on soundings	227
responsible for the navigation of his vessel	228
to report violation of acts of Congress requiring showing of night lights	229
only, to order reimbursement inflicted	230
to direct kind of clothing to be worn daily	177
to keep vessel in good sanitary condition	187
to watch habits and guard health of crew	187-188
to make requisition for furniture, fitments, &c	190

INDEX.

79

No. of paragraph.

Commanding officer to board suspected vessels	196
to arrest persons violating revenue laws	197
to examine vessels in distress	198
to seize goods landed in violation of law	199
to encourage officers to improve	231
when relieved, to inform successor concerning vessel	232
to deliver property and inventory to successor	240
may grant leaves of absence for one week	234
liberty to crew	235
duty of, in case of shipwreck	236-237
to attend to comfort of crew, &c	239
not to make alteration in vessel, except	24.3
to cause entry in journal of officers reporting	245
to provide for the sick	246
to take soundings when approaching land	248
not to discharge or refuse to receive officers on board	247
to punish officer by suspension only	247
to prohibit smoking, except place designated.	249 - 250
to have fires extinguished when powder is handled	251
to keep a night order book	252
of steam-vessels	253 - 267
on taking command of steamer to acquaint himself with engine, &c	254
on taking command of steamer to acquaint himself with principles of expansion of steam	255
of steamer to note daily the consumption of fuel	256
to supervise the use of coal and the engineer	258-259
to have lanterns lighted at night	260
to provide for extinguishing fires	261
to examine steam log, &c	262
to require engineer to obey deck officer, &c	263
to require watch, fire, quarter, and cleaning bills from the senior engineer	265
to require senior engineer to examine engine daily	266
to give direction to executive officer	270
may take charge of deck	270
to approve journal weekly	203
when absent, executive officer to act	278
depriving an officer of his watch, to report	291

	facts, &c	
	to be informed of changes made on charts	315
	when absent at night, light to be hoisted at peak	402
	to afford facilities to inspecting officers	412
	may authorize exchange of duties among officers	136
Commercial Code, Rogers's, to be used		409
Commutation of rations, grog, to be allowed at three cents		115-116
	allowed to cooks, stewards, and boys	116
Compass for boat at sea		280
Commissions of office to be countersigned by the secretary and sealed with official seal		1
Compensation, concerning		69-77
	commuted grog ration to form part of	116
Complaints, concerning		205-211
	malicious or frivolous, to be punished	140
	separate, to be made for each offense	211
	of crew to inspecting officer	412
Complements of vessels to be determined by Department		342-346
Compliments and testimonials from inferiors to superiors forbidden		152
Complimentary cheering not allowed		406
Conduct on board vessel		134-135
	fraudulent or improper, to be reported .	139
	of crew to be entered in liberty book	203
	dissolute and immoral, to be suppressed	214
	book to be in charge of executive officer	281
Conductors, life buoys, &c., to be kept ready for use		305

80

INDEX.

	No. of paragraph.	
Confinement of petty officers and seamen	142	
	of officers under arrest or suspension	208
Construction and repairs, officers of the service only to superintend, unless	62	
Consuls, foreign, honors to	390	
Contracts to be approved by Department	26	
	how drawn and where deposited	30
	no member of Congress or employee of Government to be interested in	31

	for supplies	47
	for repairs required to be in triplicate stipulations in	56 57.58
Contractors for rations, requirements from		33, 34, 35
Contractor, misconduct of, to be reported. -		139
	disagreement between, and superintendent of work	58
Conversation not allowed with officer of watch		293
Cooks, when to be permitted to purchase for messes		127
	when allowed commutation of rations	116
Correspondence, routine to be observed in forwarding		20,138
Course of vessel, watch officer not to change, unless		298
Courtesies, observance of		403, 404
Crew, to be paid monthly		69
	retention of pay of	69
	to be shipped for one year	105
	rates of pay of, how fixed I	106
	commanding officer to rate	108
	of shipwrecked vessels, to receipt for provisions furnished them	113
	entitled to one navy ration per day, except	115
	not to leave vessel without consent	133
	all hands piped at daybreak	163
	to be exercised in reefing and furling	221
	members of, riot to be transferred	173
	to be mustered at quarters	175
	clothing of	177
	not to be unnecessarily exposed	178-180
	of boats not to be kept away from vessel at meal times	180
	habits and health of, to be guarded	187-188
	to observe the Sabbath	189
	liberty to	235
	issue of rations to	239
	shipping book and muster-roll of	244
	signing of shipping articles by	245
	sick and disabled to be provided for	246
	stations of, oil board ship	272
	messing of, executive officer to have charge of	281

	of boats leaving ship	302
	to be trained in use of guns	306
	of whom to consist	342
	how shipped	343
	deficiency in	345
	to observe official courtesy	404
	inspection of	176-412
	complaints of, to inspecting officer	412
Crimes, punishment for		98
	persons convicted of, not to be shipped	351
Criminals, officers to aid civil authorities in apprehending		170
Cruising grounds, to be designated by Department		22
	of vessels, inspection regarding	412

D.

Death, payments in case or, to whom made .		73-74
	in crew, funeral expenses .	353
Deck, washing and cleaning of .		182
	all hands on, executive officer to have charge of	288
	never to be in charge of officer of less rank than lieutenant	292
	log kept by watch officer of. (See Officer.)	293
Decks, berth to be kept clean and dry		181
Declaration of Independence, celebration of anniversary of		391

INDEX. 81

	No. of paragraph.
Deduction from pay for hospital fund	69
Defects in vessel to be reported	275
Demerit marks against officers	80
Department of officers toward crew	141
Descriptive list to be kept-	281
Description of vessel, when to be furnished	193
Deserters to forfeit all pay due	100
Disasters tor vessels	236
Discharge not allowed until expiration of service	105
	not to be made in foreign ports 107
Discipline, presents and testimonials forbidden	152

	in case of shipwreck	236
	of engine-room, responsibility for	386
	to be inspected	412
Discussion of military or naval movements forbidden in presence of crew.		153
Distilling apparatus		370
Divine worship		189
Draught of water to be noted		373
Drill at small arms and guns		217
	at great guns to be according to ordnance instructions of Navy	218
	at small arms to be according to infantry drill of marine corps	218
	and exercises, general instruction in	217--220
Drunkenness, punishment of		79
Drying clothes, regulations concerning		159
Duplicate pieces of machinery, care of		358
Duties of officers		78-116
	officers commanding steam-vessels	253 - 267
	executive officer	268-290
	officer of watch	291-308
	second lieutenant	309-324
	third lieutenant	325-328
	boatswain, gunner, and carpenter	329-341
	persons serving on revenue vessels	349,350

E.

Economy in consumption of fuel		255
Embezzlement front vessels seized		82
	of public stores	90
Employees not to be sent on board vessels at sea unless		107
	pay of, when on vessel in distress	107
Employees, misappropriation of supplies by		ill
Enemy, intercourse with, forbidden, except		92
	messages from, to be communicated to Department	93
Engine, supervision of repairs on		59
	boiler, &c., officers to have knowledge of	254-256
	to be slowed before stopping	304
	to be worked slowly until way is gathered	304
	condition to be examined by new chief engineer	354

	not to be turned, when stopped, without signal	360
	revolutions to be reported	361
	condition of, to be reported	363
	to be cleaned when steam is discontinued	367
	stopping of, rules as to	383
	boiler, &c., inspection of	412
	room, preservation of good order in	386
Engineers to clean flues, chimney, boiler, &c., and repair, if able		259
	duties of	263
	watch duties of	264
	senior, to submit to commanding officer	265
	watch-bills, &c	265
	to examine engine, &c., daily	266
	to report defects	266
	to give timely notice of wants of department	266
	to examine stores received	266
	shore leave to	267
	to become familiar with cocks, pipes, valves, &c	355
	number of, to be reported	376
	assistant, duty of chief, devolves upon him when	379
	to obey chief, be careful of engines, &c., and report defects	380

82

INDEX.

	No. of paragraph
Engineers, assistant, duties of, under steam	381
of watch, duties of, report of, &c	381, 382
to note hourly in steam log	384
duty in stopping engine	383
to prevent waste of coal and stores	385
senior, on board responsible for good order, &c	386
second assistant, requisites for appointment of a	8
chief, their duties	354-378
to examine machinery, &c., and report	354
to see that stores are provided	356
to provide oat-meal for firemen	357
held responsible for expenditure of coal	358, 364
to make out watch-bills, &c	359
to report neglect of duty	359

not to permit fires to be lighted without consent of commanding officer	360
to report accidents and defects	361
to make daily examination of engine, &c	362
to report condition of engine at setting of watch	363
to supervise steam department	364
to encourage assistants to improve	365
to examine bunkers on arrival in port and report	366
duty as to cleaning engine	367
to instruct firemen to manage engine	368
to cause temperature of coal-bunkers to be tested and reported	369
to have charge of distilling apparatus	370
to keep steam leg	371
to exercise care in arranging stores, use of lights and fires	372
to note draught of water and immersion of bucket-boards	373
to make quarterly report upon machinery	374
to report maximum speed, with data	375
to keep account of fuel expended in aiding - vessels in distress	378
to be informed if engine be stopped	383
to report number of assistants, firemen, and capacity of bunkers	376
to add to report observations on machinery and vessel	377
Enlistments	347-353
Ensign, boats in port to carry	150
of revenue vessels, description of	201
when hoisted in saluting	387, 388
Examination for appointment and promotion	6
forfeiture of right to	10
second on failure to pass first	11
Exchange of duties, were permitted to officers .	136
of station, bills to be certified and entered on books upon	241
Executive officer, and his duties	268 - 290
excused from watch duty, unless	269
time of being on duty	269
to be under direction of commander in management of vessel	270
authority over subordinates	271

to inform himself of the capacity of the men	272
to station the men	272
to require reports from petty officers	273
evening report to commander	274
to report defects	275
to correct abuses and report violations of law	276
to take precautions at opening of magazine	277
to act in absence of commander	278
not to change regulations i of commander	278
duty in regard to keys of store-rooms, &c.	279
to keep at hand provision and water and a compass for boats	280
to keep boats' sails in order	280
to keep muster-rolls, descriptive list, liberty, and conduct books	281
to see that officers have copies of the watch bills, &c	281
instruct their divisions	282

INDEX

83

	No. of paragraph.	
Executive officer; next line officer to supersede him when incapable of doing duty	283	
		to superintend police and general duties 284
		to make out and post bills of watch, quarters, fire, messes, and stations 285
		to control expenditure of stores, enter and economize 286
		to allow no person to leave vessel without permission 287
		duty when strange boats are alongside 287
		to take charge of deck when getting under way, anchoring, &c. 288
		to see that keys are turned in to captain's cabin 289
		not to absent himself from vessel, unless 290
Exercises of crew at guns, small arms, &c -	217	
		at guns, &c., to be entered in log and reported 217
		to be according to Navy Regulations, &c 218
Expansion gear, when used .	255	
Expenditure book, stores entered in	286	
Expenses incurred on account of distressed vessels to be reported to Department	114	
		to be approved by Department before 46

	payment	
Exposure of crew, when unnecessary, forbidden		179
F.		
False representations of misconduct, accountability for		135
Felony at sea		96
	persons convicted of, not to be shipped on revenue vessels	351
Females not allowed to live or mess on board		242
Fires to be extinguished at tattoo, except		144
	every precaution to be taken against	165,261,372
	in galley, when extinguished	166
	to be extinguished when powder is handled	251
	extinguishment of	261,364
	not to be lighted or hauled without consent of commander	360
	chief engineer to take every precaution against	372
	engineer of watch to report condition of means for extinguishment of	382
Fire-bills		265, 285
Fire-screens at opening of magazine		169
Firemen to have one navy ration per day, except		115
	watch duties of	264,267
	watch, fire, and cleaning bills of	265
	to have oat-meal	357
	to be instructed in care of engine	368
	number of, to be reported -	376
Fiscal management		69-77
	year, commencement of	40
Fishing tackle, supply and distribution of		128-129
Fitintmts, how obtained		190
Flags, boats in port to carry revenue ensign		150
	description of, for the revenue service	201
	yellow to be hoisted when	233
	signal to aid communication	409,410
Fog-signals, sounding of		295
Forms, relating to		202
	list of (page)	52
Forts, colors hoisted when passing		143

Fraud on part of superintendent of repairs, how punished	64
and collusion of contractor and others	139
Fuel, economy in consumption of	255
daily consumption to be noted	256
second lieutenant to prevent improper use of	322
third lieutenant not to serve out more than stipulated allowance	327
chief engineer responsible for use of ----	358
amount consumed in aiding vessels to be reported	378
Funeral expenses	353
Furniture not to be appropriated to private use, unless	111
condemnation of	117
to be accounted for by commander	118
for cabin, requisition for	190

84

INDEX.

G.

	No. of paragraph.
Galley fire, when extinguished	166
pipes and cigars not to be lighted at	250
Gambling prohibited	145
Gangway ceremonies	397-401
General Instructions	132-204
Generals, major, &c honors to	390
General quarters, crew to be exercised at semi-monthly	219
Getting under way, executive officer to have charge of	288
Governors of States and others, honors to	389
Grade of officers	4
Gunner, duties of	329, 341
to examine all articles for his department	329
to be responsible for stores in his department	330
to report neglect	332
to report to executive officer morning and evening	334, 273
to have charge of anchor and life buoys	338
to be held responsible for good condition of arms, &c	340
Guns and equipments, care of	340
and gun carriages to be overhauled frequently	225

	duties of officer commanding a division of to be kept in condition for action	306 306
H.		
Hammocks, when to be scrubbed		157
	girt lines to be fitted up when to be lashed and stowed by day to be piped tip at daylight when piped down	159 160 163 164
Health and habits of crew to be guarded		188
Hold ballast, water tanks, &c., to be stowed in		310
Holds, to be kept clean		183,184
	dry	186
Honors and ceremonies		387 - 410
	to President of United States.	387
	to Vice President of United States and others	388-390
	officers of Army, Navy, and marine service	394
	captains and officers of revenue marine service	395,396
	at gangway	397 - 401
Hospital fund, deductions for		69
I.		
Independence day, celebration of		391
Infected ports, visiting of		233
Influence, political, officers forbidden to use		80
Inspecting officer, duties of		412
	detail of by Department	412
Inspections		412
	of discipline	412
	general	176
	of material for repairs	63
Instruments, inspection of		412
Intoxication, shipping while in a state of, forbidden		351
	punishment for	171
Inventory of vessels, when and to whom furnished		193
	of property, forwarded upon exchange of commanders	240
Invoices to accompany articles furnished		52,120
J.		
Jaok-knives to be worn with lanyard		154

Journal, to be kept on board	203
abstract of, transmitted monthly	204
exercise of arms to be noted in	217
abstract, to be made by third lieutenant	325
Junk, boatswain to have worked up	337

INDEX. 85

K.

	No. of paragraph.
Keys of magazine, &c., where kept	289
locker for	279
Knives, jack, to be worn with lanyard	154
sheath, use of forbidden	154

L.

Lamps, spirit, not allowed on board	144
Land, shoals, rocks, &c., to be reported by watch officer	296
Language tending to dissatisfy crew, not allowed	141
Lantern, for convenience of smokers .	250
at night, except	260
Laws, violation of, to be reported	276
Lead to be hove when on soundings at night	2~27
used on soundings	248
Leave of absence, application for in case of sickness	87
length of	88
names of officers on, to be on collector's records	174
com mander may grant for one week	234
for long time only granted by Department	234
Leave to engineers to go ashore.	267
Letters from the enemy to be transmitted to Department	93
Liberty to go on shore, when granted	235
	281
	7
Lieutenant, junior, to superintend serving out of rations	109
to certify list of provisions furnished vessels in distress	113
of watch, duty of	291-308
of a division, duty of	306
second [Lieutenant], duties of	309-324
to superintend stowing of hold	310

	to inspect stowage of hold frequently	312
	to see cables secured below	313
	to see preparations for anchoring, &c., made	313
	to see rigging protected from chafe	314
	to examine charts and make corrections	315
	to have compasses, log, and lead-lines, &c., kept in order.	316
	to ascertain position of vessel when at sea	316
	to have charge of chronometer and instruments, books, charts, &c	316, 317
	to attend to sounding	318
	to warn commanding officer of danger to vessel	318
	to prevent waste of fuel and water	322
	if suspended, to deliver to successor books, &c	323
third [Lieutenant], duties of		325-328
	to write transcript of log	324
	to make weekly and monthly abstracts of journal	325
	to have charge of and be responsible for provisions	326
	to superintend serving out of rations	326
	to make quarterly return of rations	326
	serving out of fuel and water	327
	to perform duties assigned to him by commanding officer	328
Lights to be extinguished at tattoo, except		144
	caution in use of	144
	commander may permit, in officers' apartments	167
	violation of acts concerning the showing of, at night, to be reported.	229
	concealment of	260
	signal, in charge of officer of watch	295
	at peak, if captain be absent, at tattoo	402
	signal, use of, to prevent collisions	413
List of forms (page)		52
Lime, use of, in purifying atmosphere		183
Lockers, chain, to be kept clear		313
Log-book, exercises at arms to be entered on		217
	punishments inflicted to be noted in	230
	full speed of steamers to be entered in	257
	steam, daily examination of	262

	No. of paragraph.
Log-book, dock, watch officer to keep	293
.	
stowage of vessel to be entered in	311
ships, second lieutenant to keep	319 - 324
and slate, all persons belonging to vessels to be entered	320
on items to be entered on	320
alterations after signature	321
third lieutenant to write transcript of	324
entry to be made of ammunition used	339
stearn, wholl and how kept	371
engineer of watch to keep	384
Lookouts, duty of officer of watch concerning	293
 M. 	
Machinery, quarterly report upon condition of	374, 375
observations upon, on chief engineer's reports	374
inspection of	412
Magazine, opening of	169
opening of, precautions at	277
key of, where kept	289
gunner responsible for condition of	340
Mail matter, delivery of, upon arrival in port	156
Masts and yards, carpenters to report condition of	341
Makbes, lucifer, not allowed between decks, unless	165
Materials for repairs, inspection of	63
Medicine chest, when furnished	131
Members 4 of Congress not to be interested in contracts	31
Mending of clothes	162
Messages from enemy to be sent to Department	93
Mesa-bills, making and posting of	285
Messes, utensils for	126
extra supplies for	127
Messing of crew, executive officer to have charge of	281
Military honors and ceremonies	387-410

Ministers of foreign states, honors to	389
Minors, pay of -	67-70
Money, advances of, not allowed, unless	76
receipt of, by officer on bill certified by himself, forbidden	191
Murder	97
Muster-roll, false	91
keeping of and copy of	244, 281
at quarters, times of	175
general	176
of the watch, times of	294
for inspection	412
Mutiny, suppression of	95

N.

Nautical science, improvement in, encouraged	231
Naval officers, honors to	390
Navigation of vessel, responsibility for	228
Navigator, who to be	309
Neglect, by superintendent of repairs, punishment of	64
Newspaper, Secretary to name, for advertising	42
Number and mark on packages of supplies	51

O.

Oath of office to be forwarded	2
Oath to be taken by superintendent of repairs, if not an officer	62
Oat-meal for firemen	357
Obedience to orders required	81
Offenders against United States law, apprehension of	85
Offense to be reported to Department	89
intercourse with the enemy	92
making and signing false pay-roll	91
contemptuous treatment of superiors	95
mutiny	95

INDEX.

87

	No. of paragraph
Offenses, felony on board to be promptly reported	96
felony at sea, confinement of offender	96

	murder	97
	punishment for	98
	if light or trivial, officer not to be suspended	206
	not to be allowed to accumulate without notice to offender	210
	passed unnoticed, not to be revived, except of different character not to be embraced in same charge	210 211
Offensive matter, punishment for publication of		137
Officers, appointed by the President		I
	pay to commence from date of oath	3
	rank and grade	4
	boards to examine	5
	failing to appear for examination, dropped	10
	designation of position on register	11
	failing to pass examination	11
	detail of, by Secretary of the Treasury	14
	traveling expenses of	15
	to have knowledge of revenue laws	18, 19
	transmission of official correspondence of special duties under direction of collector	20 21
	to obtain and wear uniform on duty	24
	not to be interested in contracts	31
	collusion by, when superintending repairs	64
	held responsible for their certificates	65
	to be paid monthly	69
	when paid	71
	to witness payments	71
	pay of deceased	73
	duties of	78 - 116
	not to maltreat men	78
	moral conduct of	79
	to obey orders with alacrity	so
	not to use political influence	80
	duty of, in regard to property on vessels seized	82
	not to receive merchandise on board, except destruction of enemy's property by	83 84
	to prevent destruction of Government property	84
	to apprehend offenders against United States laws	85
	incapacitated to be reported	86
	leave of absence to	88

offenses by, to be reported	89
not to permit waste	90
term of service on a station	102, 103
to be respectful to superiors	134
when permitted to exchange duties	136
publishing libels in newspapers	137
communications from, how transmitted	138
fraud and collusion by, report of	139
not to use language causing dissatisfaction	141
off duty to advise Department of their addresses	146
detached to inform Department of their residence	147
to acknowledge receipt of all orders	148
to inform Department of their obedience of orders	148
when to certify bills	44
purchase of supplies by	48
of the deck, orders for night to be in writing	151
Do not to receive presents	152
not to discuss movements in presence of crew	153
may have lights in apartments when	167
not to turn-in leaving light burning	168
to aid civil authorities	170
to aid in quelling mutiny	170
arrest and suspension of	205
under arrest or suspension may require written statement of charge	207
under arrest or suspension not confined to room unless	208
relieved from suspension, department of	209
exercise in use of arms	217
to exercise crew in reefing, furling, &c	221

88

INDEX

	No. of paragraph.
Officers leaving station to obtain certificate of last payment .	172
not to be transferred without authority of Department	173
names of, on leave or waiting orders to be on collector's records	174
general inspection of	176
not to keep boats on shore late at night	179
to keep vessels in good sanitary condition	187
to observe the Sabbath	189

not to receive money on bills certified by themselves	191
never to be less than two on duty on vessel	195
to improve themselves in nautical science and knowledge of duties	231
when relieved to inform successors concerning the vessel	232
restricted in use of water, when	238
reporting, names to be entered in journal	245
sick and disabled	246
to be admitted on board by commander	247
punishment of	247
commanding steam-vessels	253-267
commanding steam-vessels to acquaint themselves with machinery, &c.	254
of deck, engineer to obey	263
executive. (See Executive officer.)	
subordinate, to be under authority of executive officer	271
to have correct copies of watch, fire, quarter, and station bills .	281
to instruct their divisions of crew	282
next in line to succeed incapable	283
to assist executive, in police of ship	284
of deck to report strange boats	287
of watch	291-308
relieved from watch, rights of	291
of watch, duties on taking charge	293
not to converse	293
to keep deck-log	293
to have watch mustered -	294
to keep lights burning and sound fog-signals	295
to observe rules of the road	295
to report strange vessels, land, change in weather, squadron movements, &c	296
duty as to alteration in steam, sails, &c	297
not to change course except	298
duty in regard to signals	299
to have respect shown officers coming on board	300
of deck to be informed of boats alongside	301
to see boats with supplies cleared at once	301
not to admit on board prohibited articles	301
to see articles sent away properly put into boats	301
to examine boat's crew leaving vessel	302

to take account, of stores received or sent away	303
to have engine slowed before stopping	304
to have conductors, life-buoys, &c., ready	305
commanding division responsible for its efficiency	306
to inform successors of orders	307
to make reports	308
of Army, Navy and marine corps, honors to	393 - 394
of revenue marine service, honors to	395, 396
inferior, to salute superior, first, if known	403
not to omit marks of official courtesy	404
senior to return salute of inferior	405
to require and extend marks of official respect	405
in boat, conduct towards superiors and inferiors	407
inferior, to obey superior	408
to familiarize service with use of signal flags	410
to learn pilot duties	411
inspecting, duties of	412
zeal and conduct of to be inspected.	412
commanding, to facilitate inspecting officer	412
Oil, explosive, not allowed on board	144
Oppression, conduct under	135
forbidden	78
Orders to officers from the Secretary of the Treasury	14
general and instructions, transmitted through collectors	17, .20

INDEX.

89

	No. of paragraph.
Orders, prompt obedience to required	80,81
receipt of, to be acknowledged	148
obedience of, to be reported to department	148
for the night to be in writing	151
for the night, book for	252
under steam, involving dangerous consequences	381
under steam, change of, to insure safety or efficiency	382
obedience to, on all occasions	408
Outfits, riot to be appropriated to private use unless	111
to be accounted for by commanding officer	118
how obtained	190

P.

Packages of supplies to be marked	51
Pass-book, not to lie kept with merchants	50
Passengers Dot permitted on board except	132
Pay, of officer commences from date of oath.	3
officers and crew to receive monthly pay	69
retention of	69
deduction from, for hospital fund	69
of absconded men	69
claims for, in case of death	73,74,75
of deceased persons, collector's duty concerning	75
not to be advanced	75
forfeited by deserters	100
rate of, fixed by Department	106
of men stationed on distressed vessels	107
committed grog ration, to form part of	116
of lietty officers and crew commences from shipment	245
Payment, where made	71
to be witnessed	71
to be made in lawful money	72
certificate of last, to be obtained by officers leaving station	172
Pay roll, how made out	69
making false, punishment for	91
Pennant for revenue vessels, description of	201
Petty officer, retention of pay of	69
rate of pay, how fixed	106
rating or disrating	108
to have one navy ration per day, except	115
confinement of	142
not to be transferred without authority	173
reports from	273
Pilot, soundings taken by, whether he be on board or not	248
Pilotage	411
Pipes and cigars, smoking of	250
Pleasure excursions, revenue vessels not to be used for	132
Police of ship	215, 284
Political influence not to be used	80

Postmaster, mail matter to be delivered to	156
Powder, precautions in handling of	251, 277
Precautions against fire	165
Presents from inferiors to superiors forbidden	152
President of the United States, honors to	387
Prevention of collisions	413
Profane swearing	79
Prohibited articles not to be admitted on board	301
Promotion, examination for	5
preference given to most skillful	9
to be to merit and professional qualifications	13
Seniority not to be regarded in	13
Property, disposition of	66 - 68
when sold at auction	67
no private sale of	68
of seized vessels, care of	82
of distressed vessels may be taken on board	83
destruction of, prohibited	84
of vessel, inventory of, to be transmitted to Department	240

90

INDEX.

	No. of .
Proposals for supplies	27, 28, 29, 30, 31
for supplies to be transmitted to Department	29
prescribed form of	41
for repairs	54, 55
Provisions delivered on board, commander accountable for	110
not to be appropriated to private use, unless	111
not to be removed from vessel for private use, unless.	112
furnished crew of wrecked vessels, how accounted for	113
furnished crew of wrecked vessels, reimbursement for	113
inspection of, by commander	119
survey of damaged	123
condemned at sea, when to be thrown away	124
condemned in port, disposal of	124
second lieutenant to stow in hold	310

	alterations in allowance of, to be entered in log-book	320
	third lieutenant to have charge of inspection of	326 412
Publishing disrespectful matter in newspapers, punishment of .		137
Pumps to be kept ready for use		341
	force, for extinguishment of fires	261
Pumping out, times of		185
Punishment for immoral conduct		79
	for making false pay-roll	91
	for murder	97
	for felony	96
	by whom executed	99, 230
	to be according to law	99, 230
	for publishing disrespectful matter	137
	for making false charges	140
	for intoxication	171
	of officers	247
Purchases to be sanctioned by Department .		47, 52, 77
	of supplies, mode of	49, 50
Q.		
Quarantine, relative to		233
Quarter-bill to be posted up		216, 285
Quarters, general, exercise of crew at		219
R.		
Rank and grade of office		4
Rations, contracts for		32
	description of	33-35
	delivery of	36
	how and by whom served out	109
	allowance of	115
	grog, commutation of	115
	commutation of, when attending officers' messes	116
	fresh, issue of	239
	third lieutenant to superintend serving out of	326
	third lieutenant to make returns of	326
Regulations, violation of, to be reported -		276
	copy of, to be furnished collectors and revenue vessels	23, 24
Repairs, commander to superintend		59

Repairs of engine and boiler, chief engineer to supervise	59
when vessel is not in commission	60, 61
who to superintend	61
frand in, on part of superintendent	64
inspection of materials for	63
to be previously authorized by Department	77
in general	53 - 65
proposals for	54
collector's duty in regard to	212
bill of, to be entered in requisition book	194
Report of misconduct to be made through proper channels	135
of fraud by contractor, officers &c	139
weekly, of vessel to be in duplicate and one to be forwarded	204

INDEX.

91

	No. of paragraph.
Report of alterations needed	243
evening and morning, by petty officers	273
evening, by executive officer	274
of defects, by executive officer	275
of violations of law, to commander	276
quarterly, of chief engineer upon machinery, &c	374, 375
of engineer of watch, at end of watch	382
of inspecting officer	412
Requisitions, how made .	37-39
for rations, how specified	39
commander to examine	110
for furniture, fitments, &c	190
book	194
Residence, officer not on duty to report	146, 147
Department to be advised of change of, by officers	147
Respect to be shown officers coming on board	300
observance of marks of	405
Returns of expenditure, commander to examine	110
Rigging, clothes not to be hung in	159
second lieutenant to prevent chafing of	314
Rising, time of	163
Rogers's Commercial Code to be used	409
Rules and regulations, copy to be furnished collectors and vessels	23, 24

Rules of the road		413
	to prevent collisions	413
S.		
Safety, engineer to reportebango of orders to insure		382
8ails, reefing and furling of, exercises in		221
	for boats to be kept ready for use	280
duty of officer of watch concerning		293, 297
to be protected from chafing		314
Salaries, payment of, to officers and crew .		71
	certificate of last payment, to be obtained when leaving a station	172
Sale of stores to be sanctioned by Department		66
	private, not allowed	68
Salutes		387-392
Saluting		403, 404, 407
Seamen, rate of pay of		106
	entitled to one navy ration per day	115
	confinement of, not to exceed one week, except	142
	deficiency of	345
	not to be discharged in foreign port	107
	pay of, when on board distressed vessels	107
Search of suspected vessels		196
	vessels, rules for	196 - 199
Secretary of the Treasury, to detail officers		14
	to assign stations and complements to vessels	16
	honors to	389
	Assistant, honors to	390
Security when required, in case of claims for pay of deceased persons		75
Seine allowed to vessels		128
Seizure of vessels, duty of commander		101
	of goods landed unlawfully	199
Seniority not to be regarded in promotion		13
Sheath knives, use of, forbidden		154
Shipping book		244
	articles, signing of	245
	heading of, to be read to persons desiring to ship	352
	to conform to law	352

	log, when and how kept	371, 384
	log, engineer of watch to keep	384
	vessels of revenue marine not to be used in towing except	155
	officer commanding, instructions to	253, 267
	in general to carry half-steam	257
	never to be without engineer watch	267
Steward, when entitled to commutation of rations		116
Stores delivered to be examined		121
	condemned to be returned to contractor	122
	for engineers department to be examined by senior engineer	266
	expenditure of, to be under control of commander .	286
	receiving and sending out of	301
	accurate account of, to be kept	303
	account of, to be entered on log, when received	320
	condemned, account of, to be entered in log	320
	sent out, account of, to be entered in log .	320
	engineer's, proper quantity of, to be provided	356
	chief engineer responsible for	358
	chief engineer to examine daily expenditure of	358
	chief engineer to supervise careful use of	364
	arrangement of	372
Store-rooms, keys of, where kept.		279, 289
Stowage of vessel		310, 311
	of hold, accurate plans of, to be made	311
Strange vessel, watch officer to report		296
Sunday, observance of		189
Superintendent of repairs, disagreement between, and contractor		58
	who is to be	62
	to have no interest in contract	62
	to be punished for fraud	64
Supplies		117, 131
	waste and embezzlement of	90
	not to be appropriated to private use except	111
	not to be condemned without authority	117
	to be accounted for by commander	118
	inspection of	119, 121
	to whom delivered by contractor	120
	unfitted for use by age to be surveyed	123
	for messes, cook to purchase extra	127

yearly and temporary, advertisement for	40,41,42
obtained by contract when practicable	47
obtained by open purchase	48, 49

INDEX. 93

	No. of paragraph.
Supplies, how purchase in open market	49
who may furnish	50
packages of, to be marked	51
bill or invoice to accompany	52
receipt for	52
(See also Stores, above.)	
Survey of stores when found to be inferior	122
duplicate to be forwarded to Department	122
of whom board of, to consist	123
of pro-visions, to be ordered by commander	125
of articles worn out	330
of injured stores	331
Suspension and arrest	205, 211
relief from	209
of officer, by commander	247
Suspicion, boarding of vessels upon	196
Swearing, profane, punishment of	79

T.

Tattoo, hours for beating	143
light to be shown at peak at, if captain absent	402
Term of service upon station, length of	102
of crew	105
Testimonials from inferiors to superiors, forbidden	152
Timber on public land	19
Towing, revenue steamers not to be used in, except	155
Transcripts for pay to be retained by collector	70
Transfer of station, must be authorized	173
of command, information to be given successors, in case of	232
Traveling expenses under orders	15

U.

Uniform	25
to conform to regulations	149
persons to wear only that of their proper rank	149

Utensils, for messes 126

V.

Vessels, stations of, to be designated by Department	16
complements of, to be determined by Department	16
when not in commission, a competent person to superintend	60
repairs of, to be first authorized by Department	77
seized, duty of officers in regard to property on	812
revenue, what property allowed on board	83
seized, papers of, to be preserved	101
crows to be shipped for one year	105
property of, not to be appropriated to private use	111
provisions not to be removed from, for private use	112
assisted in distress, to indemnify the United States	114
inspection, of articles for	119, 121
to be allowed fishing seine	128
not to be diverted from legitimate duties	132
crew not to absent themselves from	133
revenue, exchange of courtesies by	143
lights of, when extinguished	144
fires of, when extinguished	144
repairs on, how obtained	53
steam revenue, not to be used in towing except	155
condition of, to be examined by new commander	212
collectors to be attentive to repairs on	212
foreign, to be examined	213
to be kept in efficient condition	224
navigation of, commander responsible for	228
muster of crew of, at quarters	175
cleanliness of	183, 184
furniture and fitments for, how supplied	190
description of	193

94

INDEX.

	No. of paragraph.
Vessels in commission always to have two officers on duty	195
suspected, to be boarded	196

bulk not to be broken, nor cargo landed except	197
in distress to be examined	198
shipwreck of	236, 237
alteration in, not to be made without authority	243
steam, engineer watch on	267
executive officer of	268
working and management of	270
defects in, to be reported	275
when dismantled, all articles to be secured and tallied	333
complements of	342, 346
to be kept on active service except	345
persons on, to perform the usual duty of their position	350
in distress, account of coal expended in aiding, to be kept	376
chief engineer to make observation upon, in report	377
power and qualities of, data to determine to be recorded	384
inspection of	412
Vouchers for pay, collector to retain	70
and bills, how made out	43 - 46

W.

Wages, payment of, to be in lawful money of United States	72
Waiting orders, officer on, to report address	147
Waiting orders, names of officers on, to be on collector's record	174
Ward-room, when lights in, to be extinguished	144
Wash-days	159
Washing of deck, time of	182
Washington, birthday of, celebration of	392
Waste of public stores	90
of coal, stoves, &c., engineer to prevent	385
inspecting officer to inquire into	412
Watch bills	265 - 285
to be posted up	216
Watch duty of firemen and engineers	264
executive officer excused from, except	269
officer.of. (See Officer of watch.)	
each lieutenant to have charge of a	291

	never to be left in charge of officer of less rank-than lieutenant except	292
	duty of officer on taking charge of	293
	duty of subordinate officer of	294
	duty of engineer of. (See Engineer, assistant.)	
Water, for drinking and corking		130
	allowance of, per diem	238
	tanks, to be stowed in bold	310
	waste of, to be prevented	322
	only stipulated allowance to be served out	327
	in boiler, not to be carried to improper density	364
	draught of, to be noted	373
Weather, changes of, to be reported		296
Witnesses of mutiny to assist in suppressing		95
Women, not allowed to mess or live oil board, unless		242
Wreck of revenue vessels		236 - 237
Wrecked vessels, relating to		19
Yards and masts, carpenter to report condition of		341

LIST OF FORMS.

- No. 1-Journal or log-book of United States revenue vessels.
- No. 1, *bis*.-Form of abstract journal of United States revenue vessels.
- No. 1, *tris*.-Form of indorsement of abstract of journal of United States revenue vessels.
- No. 2.-Form of shipping. articles for United States revenue vessels.
- No. 3.-Form of advertisement. for rations.
- No. 4.-Form of agreement for rations.
- No. 5.-Form of advertisement for ship chandlery.
- No. 6.-Form of general contract or agreement.
- No. 6, *bis*.-Form of indorsement for general contract.
- No. 7.-Form of requisition for rations.
- No. 7, *bis*.-Form of requisition for ship chandlery.
- No. 8.-Form of receipt for rations delivered on board United States revenue vessels.
- No. 8, *bis*.-Form of indorsement of rations' receipt of United States revenue vessels.
- No. 9.-Form of muster-roll for United States revenue vessels.
- No. 10.-Form of pay-roll of officers and crew.
- No. 10, *bis*.-Form of indorsement for pay-roll.
- No. 11.-Form of oath of office.
- No. 11, *bis*.-Form of indorsement for oath of office.
- No. 12.-Form of voucher for purchases, repairs, &c., on account of revenue vessels.
- No. 12, *bis*.-Form of indorsement for vouchers for purchases, repairs, &c., on account of revenue vessels.
- No. 13.-Form of return of books, cabin, and ward-room furniture, and miscellaneous articles on board revenue vessels.
- No. 13, *bis*.-Form of indorsement on return of books, cabin, and ward-room furniture, And miscellaneous articles on board revenue vessels.
- No. 14.-Form of requisition for supplies and outfits of all kinds required for the use of revenue vessels.
- No. 14, *bis*.-Form of indorsement on requisitions for supplies and outfits of all kinds required for the use of revenue vessels.
- No. 15.-Form of receipt of the captain or commanding officer of revenue vessels for articles received on board for the use of the vessel.
- No. 15, *bis*.-Form of indorsement on receipt of the captain or commanding officer of revenue vessels for articles received on board for the use of the vessel.
- No. 16.-Form of provision return.
- No. 16, *bis*.-Form of indorsement for provision return.
- No. 17.-Form of description of United States revenue vessels.
- No. 17, *bis*.-Form of indorsement of description of United States revenue vessels.

REVENUE MARINE. 53

No. 1.

Journal or log-book of United States revenue vessels.

The journal or log-book of revenue vessels must be kept according to *civil time*; that is, the day will end at midnight.

While at sea, the position of the vessel, as ascertained by latitude and longitude, must be entered at noon of each day on the log-book. At sea the log-book will be prepared for entering all the usual data in proper columns, viz: Year, month, day, hour, courses steered, distance run each hour, direction of the wind, temperature of the air, temperature of the water, height of barometer, weather, and general remarks.

The general remarks must embrace all occurrences relating to the navigation of the vessel, such as changes of weather, making and shortening sail, loss or damage to spars, sails, boats, &c.; strange sails seen or spoken; all vessels boarded, giving their names, ports of destination and departure, cargo, &c., as well as all matters relating to the execution of the revenue laws. At noon of each day, while at sea, the number of gallons of water expended during the preceding twenty-four hours, with the number of days' supply; and, also, the number of days' supply of provisions remaining on board must be entered in the log-book. The log-book must be written up by watches; the officer of the deck, at the end of his watch, writing the remarks and making a careful examination to see that the courses and rates sailed during his watch have been correctly entered on the log-slate, to which he will sign his name. The port or harbor log should be kept so as to show the events for the entire twenty-four hours. These logbooks may be made of cartridge paper, and ruled to suit circumstances.

No. 1, bis.
 Abstract of the journal of the United States revenue _____, for the month of _____, 18--.

Days of the month.	Days of the week.	Ship's position.	Hours at anchor.	Hours under way.	Hours under canvas.	Hours under steam.	Miles sailed.	Miles steamed.	Coal consumed, in pounds.	Officers present.	Petty officers & crew present.	Rations issued.	Vessels boarded and examined.	Names of vessels seized or reported for violation of law.	Names of vessels in distress, relieved or assisted.	Remarks.
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
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24																
25																
26																
27																
28																
29																
30																
31																
Totals.....																

The foregoing is a correct abstract of the journal of the United States revenue _____, for the month of _____, 18--.
 Approved and respectfully submitted: _____, *Captain*. _____, *Lieutenant*.

No. 1, *tris*.

Form of indorsement of abstract of journal of United States revenue vessels.

<p>UNITED STATES REVENUE MARINE.</p> <hr/> <p><i>Abstract journal of services performed during the month of ———, 18—.</i></p>

—————

No. 2.

Form of shipping articles for United States revenue vessels.

We, the subscribers, do, and each of us doth, hereby agree to and with _____, a captain in the revenue service of the United States, in manner and form following, that is to say:

In the first place, we do hereby agree, in consideration of the monthly wages against each of our names hereunto set, payable at such times and in such proportions as are or may be prescribed by the Secretary of the Treasury of the United States, to enter into the revenue service of the United States, and in due and seasonable time to repair on board such vessels in the said service as we may be ordered to join; and during the term of one year from the date of our respective engagements, unless sooner discharged by proper authority, to the utmost of our power and ability, respectively, to discharge our several duties, and in everything to be conformable and obedient to the lawful commands of the officers who may, from time to time, be placed over us.

Secondly. We do also oblige and subject ourselves, and for that purpose do hereby covenant and agree, to serve during the term aforesaid, and to comply with and be subject to such rules and discipline as are or may be established for the government of the revenue service of the United States.

Thirdly. The said _____, for and in behalf of the United States, doth hereby covenant and agree, to and with the parties who have hereunto severally signed their names, and each of them, respectively, that the said parties shall be paid, in consideration of their services, the amount per month which, in the column hereunto annexed, is set opposite to each of their names, respectively, at such times and in such proportions as are or may be allowed by the general instructions for the government of the revenue service, and that the said parties shall be set at liberty, and the full amount due them respectively shall be punctually paid, at the expiration of the term of their engagements.

Names.	Rating.	Wages per month.	DATE OF ENLISTMENT.			Where enlisted.	WHERE BORN.		PERSONAL DESCRIPTION.							Name of officer witnessing signature.	Remarks.
			Year.	Month.	Day.		City, town, or county.	State.	Age.	Occupation.	Eyes.	Hair.	Complexion.	Height.			
									Years.					Feet.	Inches.		

56 REVENUE MARINE.

No. 3.

Form of advertisement for rations.

COLLECTOR'S OFFICE,
_____, _____, 18--.

Sealed proposals will be received at this office until 12 m. of _____, the ____ day of _____ next, for supplying rations to the crews of United States revenue vessels in this collection district for the fiscal year ending June 30, 18 .

For further particulars apply at this office.

The government reserves the right to reject any or all bids.

_____, Collector

No. 4.

Form of agreement for rations.

This agreement, made the — day of —, in the year of our Lord one thousand eight hundred and —, between —, of —, of the one part, and —, collector of the customs for the district of —, for and in behalf of the United States, of the other part, witnesseth: That the said — hath contracted, and by these presents doth contract and agree to furnish, for the term of one year from the date hereof, on the requisition of the captain of the United States revenue —, countersigned by the said —, to the petty officers and seamen comprising the crew of the said revenue vessel, the rations of provisions, consisting of beef, pork, flour, rice, raisins or dried fruit, pickles or cranberries, bread, sugar, tea, coffee or cocoa, butter, cheese, beans, molasses, and vinegar, of good and wholesome quality, to be approved by the said —, and in such proportions as are allowed in the naval service of the United States, at such times and in such quantities as may from time to time be demanded or required by the commander of said vessel, on requisitions countersigned by the said —.

The said provisions to be contracted for and delivered on board the vessel in good and sufficient casks and vessels, to be provided by the said —, and the contents thereof, as to kind and quantity, distinctly marked on each. It is further understood and agreed between the said parties, that the said — will be bound to furnish, on reasonable notice, as often as may be required by the captain of said revenue vessel, with the approbation of the said —, (not exceeding upon an average one day for each week,) such fresh meat and sound vegetables as may be equivalent to the corresponding parts of the ration allowed in the naval service of the United States.

And the said —, for and in consideration of the foregoing stipulations, and the rations to be delivered to the officers and crew as aforesaid, by the said —, does, on the part and behalf of the United States, contract and agree to pay to the said — the sum of — cents for each and every ration issued and delivered as aforesaid, to be paid quarterly, or at such times as shall be necessary and convenient to enable the said — to fulfill his agreement and the General Instructions for the Government of the Revenue Service, according to their true intent and meaning.

And it is further stipulated and agreed between the said contracting parties that no member of Congress, nor any other person in the service of the United States, is, or shall be, admitted to any part or share in this contract or any benefit to arise therefrom.

In testimony whereof, the parties to this agreement have hereunto set their hands and seals the day and year above written.

— ——. [L. S.]
— ——. [L. S.]

Signed, sealed, and delivered in the presence of—

REVENUE MARINE. 57

No. 5.

Form of advertisement for ship chandlery.

COLLECTOR'S OFFICE,
_____, _____ 18—.

Sealed proposals will be received at this office until 12 m. of _____, the _____ day of _____ next, for supplying ship chandlery for the United States revenue vessels in this collection district for the fiscal year ending June 30, 18 .

Schedules of the articles to be bid for will be furnished on application to this office. The government reserves the right to reject any or all bids.

_____, Collector.

No. 6.

Form of general contract or agreement.

This agreement, made and entered into between _____, of the county of _____, and State of _____, of the first part, and _____, acting for and in behalf of the United States of America, of the second part, witnesseth:

That the part _____ of the first part, in consideration of the matters hereinafter referred to and set out, and of the specifications attached hereto and forming a part of this contract, covenant and agree with the party of the second part to _____, and to conform in every particular to the stipulations and conditions specified in this contract and to the specifications _____ hereto annexed, and which are to be considered as a part of this contract.

The part _____ of the first part agree to _____ the _____ shall be subjected to a rigid inspection by the party of the second part, or his agents appointed therefor, and that this inspection shall be final.

And the party of the second part covenants and agrees to pay to the part _____ of the first part _____.

Provided, however, that in case the party of the second part shall at any time be of opinion that this contract is not duly complied with by the part _____ of the first part, or that it is not in due progress of execution, or that the said part _____ of the first part irregular or negligent, in such case he, the said party of the second part, shall be authorized to declare this contract forfeited, and thereupon the same shall become null, and the part _____ of the first part shall have no appeal from the opinion and decision aforesaid; and the right to except to or question the same in any place or under any circumstances whatever is hereby released by the part _____ of the first part; but the part _____ of the first part shall remain liable to the party of the second part for the damages occasioned to him by the said non-compliance, irregularity, or negligence.

And it is further stipulated and agreed that no member of Congress shall be admitted to any share or part of this contract or agreement, or to any benefit to arise therefrom; and this contract shall be in all its parts subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

And this contract is also expressly understood to be subject to the terms and conditions of the joint resolution of Congress, approved April 14, 1852, containing a proviso in the following terms, viz: "Provided nothing herein contained shall be so construed as to authorize any officer or agent of the United States to bind the United States by contract beyond the amount appropriated by Congress, or to sanction any such contract heretofore made."

And it is further understood and agreed that no collector of customs, revenue officer, nor any other person employed, connected with, or in any way engaged in the civil, military, or naval services of the United States, shall be allowed to contract for labor or materials, or to be interested in this contract, or to receive any benefit to arise therefrom.

Provided, also, that it is expressly understood and agreed that this contract, or any part thereof, shall not be sub-let nor assigned; but that it shall be well and truly carried out and fulfilled in good faith by the above recited part _____ of the first part, and that payment on account thereof shall be made to the aforesaid part _____ of the first part, heirs, executors, or administrators, or to such person or persons as _____ may lawfully authorize by power of attorney to receive the same.

And provided, further, that this contract shall not be binding upon the United States until it shall have been approved.

58 REVENUE MARINE.

And for the true and faithful performance of all and singular the covenants, articles, and agreements hereinbefore particularly set forth, the subscribers hereunto bind themselves, jointly and severally, their and each of their successors, heirs, executors, and administrators.

Thus covenanted, made and agreed by the parties, this — day of —, Anno Domini one thousand eight hundred and —, as witness their hands and seals.

Signed, sealed, and delivered in presence of—

_____. [L. S.]
 _____ [L. S.]
 _____ [L. S.]
 _____ [L. S.]
 _____ [L. S.]

BOND.

Know all men by these presents, that we, _____, are held and firmly bound unto the United States of America, in the full and just sum of _____ dollars, lawful money of the United States, to be paid to the said United States, or to its proper agent or attorney duly authorized to receive the same; to which payment well and truly to be made and done, we bind ourselves and each of us, our and each of our heirs, executors, and administrators, in the whole and for the whole, jointly and severally, firmly by these presents. Sealed with our seals, and dated this — day of —, Anno Domini one thousand eight hundred and —.

The condition of this obligation is such, that if — heirs, executors, and administrators do and shall well and truly execute the contract hereto annexed which — has entered into with _____, for and in behalf of the United States, by which _____, conforming in all respects to said contract, the same being hereto annexed, then the foregoing obligation to be void and of none effect; otherwise, to remain in full force and virtue in law.

Signed, sealed, and delivered in the presence of—

_____. [L. S.]
 _____ [L. S.]
 _____ [L. S.]
 _____ [L. S.]

I certify, that I am acquainted with _____, the suret named and who executed the foregoing writing obligatory, and that — residents of —, and in my opinion sufficient surety for the purposes mentioned in the above bond.

No. 6, bis.

Form of indorsement for general contract.

UNITED STATES REVENUE MARINE. CONTRACT BETWEEN _____ _____ _____ _____ AND THE UNITED STATES OF AMERICA, <i>Dated</i> _____ _____ _____ (IN TRIPLICATE.)

REVENUE MARINE. 59

No. 7.

Form of requisition for rations.

Quantity of rations required for the United States revenue _____, from _____
to _____, 18—, viz:

Petty officers
Seamen and boys
Total required

To _____ :
SIR: You are requested to deliver, agreeably to contract, _____ rations of provisions
on board the revenue _____ on or before _____ at _____ o'clock, the same being
necessary for the public service.

Approved : _____, *Captain.*
_____, *Collector.*

Received, _____, of _____, contractor, the supplies specified in the
above requisition. _____, *Lieutenant.*

No. 7, *bis.*

Form of requisition for ship chandlery.

SIR: There are required for the use of the United States revenue _____ the fol-
lowing articles, the same being necessary for the public service:
Very respectfully,

Approved : _____, *Collector of the Customs,*
District of _____.

I certify that the above-mentioned articles have been received on board the United
States revenue _____, 18—. _____, *Lieutenant.*

60 REVENUE MARINE.

No. 8.

Form of receipt for rations delivered on board United States revenue vessels.

The following is a list of the rations received on board the United States revenue _____ for the _____ ending _____:

Date.	From whom received.	Biscuit.	Beef.	Pork.	Flour.	Rice.	Raisins or dried fruit.	Pickles or cranberries.	Sugar.	Tea.	Coffee.	Cocoa.	Butter.	Cheese.	Beans.	Vinegar.	Molasses.	
		POUNDS.														GALLONS.		

I hereby certify that I have this day received from _____ the above-named articles of provisions for the use of the revenue _____, and that the articles are of good quality, in good condition, and that I delivered two copies of this receipt and certificate to _____, by whom the articles were delivered.

Number of days rationed
 Number of persons rationed.....
 Total number of rations received.
 Price of ration per contract.....

Total cost of rations received _____
 on board\$ _____

No. 8, bis.

Form of indorsement of rations-receipt of United States revenue vessels.

UNITED STATES REVENUE MARINE.

Receipt for rations for the month of _____, 18--.

_____, Contractor.

REVENUE MARINE. 63

No. 10, bis.

Form of indorsement for pay and receipt-roll of the United States revenue vessels.

UNITED STATES REVENUE _____.

PAY-ROLL OF OFFICERS AND CREW

For the month of _____, 18—.

AMOUNT, \$ _____.

(TRIPPLICATES.)

No. 11.

United States Revenue Marine.

OATH OF OFFICE.

I, _____, having been appointed _____, do solemnly, sincerely, and truly _____ that I will diligently and faithfully execute all the duties of _____ to the best of my ability, and in strict conformity to the rules, regulations, instructions, and directions which have been or may be prescribed, and in obedience to all laws that have been or may be passed by Congress for the government and management of the United States revenue service; and, further, I do solemnly _____ that I will support, protect, and defend the Constitution and Government of the United States against all enemies, whether domestic or foreign, and that I will bear true faith, allegiance, and loyalty to the same, any ordinance, resolution, or law of any State convention or legislature to the contrary notwithstanding; and, further, that I do this with a full determination, pledge, and purpose, without any mental reservation or evasion whatsoever; and, further, that I will well and faithfully perform all the duties that may be required of me by law: so help me God.

_____ and subscribed this _____ day of _____, Anno Domini 18—, before me, _____,
_____,
_____;

No. 11, *bis.*

Form of indorsement for oath of office.

UNITED STATES REVENUE MARINE.

OATH OF OFFICE.

Dated _____, 18—.

REVENUE MARINE. 65

No. 12.

Form of voucher for purchases, repairs, &c., on account of revenue vessels.

UNITED STATES _____

To _____, DR.

18—. (*Appropriation for* _____.)

	Dolls.	Cts.

I, _____, do hereby certify that I have performed the services stated in the above account; that I have received the full sum therein charged to my own use and benefit; that I have not paid, deposited, or assigned, nor contracted to pay, deposit, or assign, any part of such compensation to the use of any other person, nor in any way, directly or indirectly, paid or given, or contracted to pay or give, any reward or compensation for my employment or the emoluments thereof.

WITNESS: _____.

66 REVENUE MARINE

I hereby certify that the above-named _____ for the _____; that they were necessary for, and have been or are to be _____; and that the prices charged are just and reasonable.

_____, Captain.

Approved: _____

Received at _____ this _____ day of _____, 18____, of _____, _____ 100 dollars, in full of the above account.

§_____.

(TRIPPLICATES.)

No. 12, bis.

Form of indorsement for vouchers for purchases, repairs, &c., on account of revenue vessels.

UNITED STATES REVENUE MARINE.

— Quarter, 18—.
VOUCHER No—.
_____ Captain.
<i>Appropriation for</i> _____
<i>Name of party</i> _____
<i>Articles</i> _____
<i>Amount, \$</i> —.
(TRIPPLICATES.)

REVENUE MARINE. 67

No. 13.

[Semi-annual, January 1 and July 1.]

Form of return of books, cabin and wardroom furniture, and miscellaneous articles on board revenue vessels.

RETURN of books, blank forms, stationery, furniture, instruments, armament and ammunition, and miscellaneous articles on hand belonging to the United States revenue _____, on the _____, 18—.

Names of articles.	Number or quantity.	Where used or kept.	Present condition.	Necessary or not necessary.	What disposition proposed to be made of unnecessary articles.

_____, Captain.

No. 13, bis.

Form of indorsement on returns of books, cabin and wardroom furniture, and miscellaneous articles on board revenue vessels.

UNITED STATES REVENUE MARINE.

RETURN OF BOOKS, FURNITURE, ETC.,

ON BOARD

THE UNITED STATES REVENUE _____

_____, 18—.

68 REVENUE MARINE.

No. 14.

Form of requisition for supplies and outfits of all kinds required for the use of revenue vessels.

SIR: The following articles, and quantities of each, are required for the use of the United States revenue _____, as per accompanying explanatory letter.

To _____, Esq.,
Collector of Customs at the
Port of _____, Captain.

APPROVED:
_____, Collector ;

No. 14, bis.

Form of indorsement on requisition for supplies and outfits of all kinds required for the use of revenue vessels.

UNITED STATES REVENUE MARINE.

REQUISITION FOR SUPPLIES AND OUTFITS
FOR
THE UNITED STATES REVENUE _____

_____, 18—.

No. 15.

Form of receipt of the captain or commanding officer of revenue vessels for articles received on board for the use of the vessel.

RECEIVED at _____, this _____ day of _____, 18—, from _____, the following articles and quantities, in good order and condition, for the use of the United States revenue _____, under _____ command, in conformity to the approved requisition of the _____ day of _____, 18—, viz:

NOTE.—This receipt will be signed by the officer receiving the articles on board the vessel. Receipts of deliveries to accompany bills.

REVENUE MARINE. 69

No. 15, bis.

Form of indorsement for receipt of captain or commanding officer.

UNITED STATES REVENUE MARINE.

RECEIPT FOR ARTICLES RECEIVED

ON BOARD

THE UNITED STATES REVENUE _____

_____, 18—.

No. 16.

Form of provision return.

Provision return for quarter ending _____, 18—, United States Revenue _____

MONTH.	RECEIVED.													REMARKS		
	Beef, lbs.	Pork, lbs.	Flour, lbs.	Rice, lbs.	Raisins, lbs.	Pickles, lbs.	Biscuit, lbs.	Sugar, lbs.	Tea, lbs.	Coffee, lbs.	Butter, lbs.	Cheese, lbs.	Beans, qts.		Molasses, galls.	Vinegar, galls.
On hand last return...																
.....																
.....																
Total																
	EXPENDED.															
.....																
.....																
Total																
Differences																

I certify the above to be a true and correct return.
_____, 18—.

Approved this _____ day of _____, 18—, at _____.

_____, Lieutenant

_____, Captain

(IN DUPLICATE.)

70 REVENUE MARINE.

No. 16, bis.

Form of indorsement for provision return.

UNITED STATES REVENUE MARINE. PROVISION RETURN. UNITED STATES REVENUE ———— Stationed at ————, For quarter ending ————, 18—.

No. 17.

Form of description of United States revenue vessels.

UNITED STATES REVENUE MARINE.

*Description of the United States revenue ————, and outfits and fixtures on board, on
the ———— day of ————, 18—.*

DESCRIBE THE VESSEL.

Tonnage, by measurement.
Where and when built.
When thoroughly repaired last.
Present condition of the vessel.
How and where employed

DESCRIBE HULL.

Materials of frame.
Fastening, the kind used.
Length between perpendiculars.
Breadth of beam, molded.
Depth of hold from under side of spar-deck to skin alongside keelson.
Length of cabin.
Number of berths in cabin.
Length of berth-deck for sleeping purposes.
Capacity of hold for stowing provisions, water, and fuel.

DESCRIBE THE ENGINE

Kind.
Diameter of cylinder.
Stroke of piston.
Dimensions of air-pump.
Kind of condenser.
Capacity of condenser.
Size of shaft. Kind of wheel.
Diameter of wheel.
Dimensions of buckets.
Dip of buckets.
Pitch of screw.
Maximum number of revolutions per minute.

Size of steam-pipe. Kind of steam-pump, (or donkey.)
Blower engine.
Present condition of engine.
When built.
Where built.
By whom built.
When last repaired.
Where last repaired.

REVENUE MARINE. 71

DESCRIBE THE BOILER.

Number.
Kind. Dimensions:
Number of flues.
Size of flues.
Number of tubes.
Diameter of tubes.
Number of furnaces.
Fire surface, (feet.)
Number of grate-bars.
Kind of grate-bars.
Kind of safety-valve.
Maximum pressure the boiler is capable of.
Diameter of smoke-stack.
Height of smoke-stack.
Height of steam-chimney.
Kind of felting.
Present condition of boiler.
When built.
Where built.
By whom built.
When last repaired.
Where last repaired.

COAL BUNKERS.

Number.
Capacity of, (in tons.)

DIMENSIONS, &c., OF SPARS, RIGGING, &c.

BOWSPRIT.

Length outboard.
Diameter at stem.
Diameter at cap.
Rigging.

JIB BOOM.

Length.
Diameter at heel.
Diameter at bowsprit cap.
Diameter at end.
Rigging.

FOREMAST.

Length above the deck.
Diameter at heel.
Diameter at deck.

Diameter at cap.
Rigging.

FORE-TOPMAST.

Length.
Diameter at heel.
Diameter at upper end.
Rigging.

MAINMAST.

Length above the deck.
Diameter at step.
Diameter at deck.
Diameter at cap.
Rigging.

MAIN-TOPMAST.

Length.
Diameter at heel.
Diameter at upper end.
Rigging.

72 REVENUE MARINE.

FORE-GAFF.

Length.
Diameter.
Rigging.

MAIN BOOM.

Length.
Diameter at inner end.
Diameter at the outer end.
Rigging

MAIN GAFF.

Length.
Diameter.
Rigging.

NUMBER AND NAMES OF SAILS, AND KIND OF CANVAS.

NUMBER OF AWNINGS, AND KIND OF CANVAS.

NUMBER OF WIND SAILS, AND KIND OF CANVAS.

NUMBER OF TARPAULINS, AND SIZES.

NUMBER OF GRATINGS FOR HATCHES.

HOLD, APARTMENTS IN, ETC.

Ballast, kind and number of tons.
Water tanks, number and capacity.
Water casks, number and sizes.
Quantity of water carried when full.
Quantity of provisions and fuel carried when full.
Room for freight, (in barrels.)
Any other remarks.

NUMBER AND WEIGHT OF ANCHORS.

LENGTH AND SIZE OF CHAINS

KIND OF WINDLASS.

NUMBER AND DESCRIPTION OF BOATS, RIG, FIXTURES, ETC
GALLEY, FIXTURES, ETC., ETC.
CABIN FIXTURES AND FURNITURE.

Number of berths

MISCELLANEOUS ARTICLES NOT ENUMERATED ELSEWHERE ON THIS
RETURN.

RECOMMENDATIONS AND GENERAL REMARKS IN REGARD TO THE VESSEL
AND HER DUTIES.

REVENUE MARINE. 73

No. 17, bis.

Form of indorsement of description of United States revenue vessels

UNITED STATES REVENUE MARINE. <i>Description and Inventory</i> OF THE UNITED STATES REVENUE ————, Stationed at ————, —————, 18—. (IN TRIPLICATE.)

[This description and inventory is to be made out, in triplicate, in June of each year, and also immediately after extensive repairs have been made on, or large outfits furnished to, the vessel, signed by the captain, and one copy sent to the Treasury Department, one copy to the collector of customs under whose superintendence the vessel may be, and the other retained on board the vessel.]

1871 ALLOWANCES
U. S. REVENUE CUTTER SERVICE RULES AND REGULATIONS

ALLOWANCES
ESTABLISHED FOR VESSELS
OF THE
UNITED STATES REVENUE MARINE.
AUGUST, 1871.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1871

TREASURY DEPARTMENT, *August 1, 1871.*

The following tables exhibit articles of equipment and stores allowed vessels of the revenue marine, according to class, in addition to their original equipment of spars, rigging, sails, awnings, boats, anchors, cables, hawsers, and permanent fixtures.

Articles of equipment are marked E, and those known as stores, or such as are liable to expenditure by use, are marked S in the column of remarks. The quantities set opposite the latter are considered amply sufficient for one year, and care must be observed that such articles required by monthly requisitions do not exceed in the aggregate for the year the quantities specified in the tables.

No requisition will be made for any article not included in the tables, except by special permission previously obtained from the Secretary of the Treasury. Steamers of 350 tons and over are rated first-class vessels, of 250 tons and over, second-class, and 75 tons and over as third-class vessels of 250 tons, first class; 180 tons, second class, and 120 tons, third class.

GEO. S. BOUTWELL
Secretary of the Treasury

ALLOWANCES OF THE UNITED STATES REVENUE MARINE.

Articles.	Steamers.			Sailing vessels.			Remarks.
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
NAVIGATORS' DEPARTMENT.							
Barometer, aneroid	1	1		1	1	1	E.
Beacons, buoys and day-marks of the coast of the United States.	1	1	1	1	1	1	E.
Blank forms abstract log	12	12	12	12	12	12	S.
Blunt's Coast Pilot	1	1		1	1	1	E.
Bowditch's Navigator	1	1		1	1	1	E.
Book, Light-houses of United States.	1	1		1	1	1	E.
Book, log	1	1		1	1	1	S.
Book, Nautical Almanac	1	1		1	1	1	S.
Book, Mercantile Navy List	1	1		1	1	1	E.
Brightly's Digest Revenue Laws	1	1	1	1	1	1	E.
Binnacles, complete	*	*	1	1	1	1	E.
Commercial Code	1	1	1	1	1	1	E.
Commercial signals, sets of	1	1	1	1	1	1	E.
Compasses, azimuth	1			1			E.
Compasses, standard	1	1		1	1	1	E.
Compasses, (liquid,) steering	1		1	1	1	1	E.
Compasses, (dry,) steering			1				E.
Compasses, (dry,) spare	1	1	1	1		1	E.
Compasses, boat	2	2	1	2	2	2	E.
Compasses, tell-tale	1	1		1	1	1	E.
Chronometers							If necessary in the judgment of the Department.
Charts							To correspond with station and service.
Dividers	2	2	1	2	1	1	E.
Glasses, spy							
Glasses, binocular, (or marine)	1	1	1	1	1	1	E.
Gunner's scale .	1	1		1	1	1	E.
Lanterns, side, sets	1	1		1	1	1	E., red and green.
Lanterns, masthead	1	1	1				E.
Lanterns, signal, sets	1	1	1	1	1	1	E., red. white, and green.
Leads, deep-sea, 30 lbs.	1	1		1	1	1	E.
Leads, drift, 25 lbs.	1	1		1	1	1	E.

Leads, Band, 7 lbs.	2	2	1	2	2	2 E.
Leach, hand 9 lbs.	2	2	1	2	2	1 E.
Lead lines, 1 1/4, deep-sea	1	1		1	1	1 S., 100 fathoms.
Lead lines, coasting	1	1		1	1	1 S., 50 fathoms.
Lead limes, hand	2	2	1	2	2	2 S., 25 fathoms.
Log lines and chips	1	1		1	1	1 S.
Log glasses, 14 seconds	1	1		1	1	1 E.
Log glasses, 28 seconds	1	1		1	1	1 E.
Log reels	1	1		1	1	1 E.
Log slates, double	2	2		12	2	1 E. (Pencils, see stationary)
Logs, patent	1	1		1		
Mathematical instruments, sets	1	1		1	1	1 E., at moderate price.
Octant	1	1		1	1	1 E.
Parallel riders, 18 inches						

*Steamers with pilot-houses will be allowed a binnacle on quarter-deck if required.

6

ALLOWANCES OF THE UNITED STATES REVENUE MARINE. -- Con't.

Articles.	Steamers.			Sailing vessels.			Remarks.
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
NAVIGATORS' DEPARTMENT. -- Con't							
Quadrant	2	1		1	1		1 E.
Relieving tackles	2	2					E.
Signal halyard, sets .	2	2	1	2	2		2 S.
Signal oil, gallons	40	30	20	40	30		30 S.
Speaking trumpets.	1	1	1	1	1		1 E.
Speaking trumpets, hand.	1	1		1	1		1 E.
Thermometer, air	2	2	1	2	2		2 E.
Thermometer, water	1	1		1	1		1 E.
Time-piece, deck	1	1	1	1	1		1 E., marine clock.
Tide tables, coast survey	1	1	1	1	1		1 S.
Wheel ropes, sets of	1	1	1	1	1		1 S., For vessels only fitted to steer with them

Dimensions of revenue ensigns and pennants, Union jacks, &c.

Number of kind.	Ensigns.			Narrow pennants.			Jacks		Signal pennants of all kinds.		Remarks.
	Hoist.	Whole	Length	Hoist.	Whole	Length	Hoist.	Length.	Hoist.	Length.	

	length. of union.				length. of union.				Feet.	Feet.
	Ft. In.	Feet.	Feet.	Inches.	Feet.	Ft. In.	Feet.	Feet.		
1	10 0	16	8	6	30	7 6	5	7	2	5
2	7 6	12	6	5	20	5 0				
3	5 0	8	4	4	9	2 3				(*)
4	2 6	4	2	3	6	1 6				Boat

* Storm ensign and night pennant.

Revenue ensigns are to have sixteen perpendicular stripes, alternate red and white, beginning with the red at the luff. In upper quarter, next the head, is the union, composed of the coat of arms of the United States in dark blue on a white field, eight-sixteenths of the length of the flag, or to the first edge of the fourth red stripe from the luff, and extending down the hoist half way. The whole depth of the ensign is to be ten-sixteenths of the whole length.

Narrow pennants are to have the union composed of thirteen blue stars on a white field, one fourth the length of the pennant, the remaining three-fourths of its length to be alternate red and white stripes, as in the ensign, ending in red in the narrow part of the taper.

Meal pennants, red, two feet hoist, and six feet long, tapering to a point in the fly.

7

Allowance of revenue ensigns and pennants, &c., according to their numbers in foregoing table.

	Number or kind.	Ensigns	Narrow pennants.	Jacks	Signal pennants, sets.
For first and second-class steamers and sailing vessels-	1	1	1	1	1
Do -----	2	2	2	2	
Do-----	3	2	2	2	
Do-----	4	2	1	1	
For third-class steamers and sailing vessels	1			1	1
Do-----	2	1	1		
Do-----	3	2	2		
Do-----	4	1	1		
For tugs	3	2	2		

The above allowance of ensigns and narrow pennants is for one year. Jacks and signal pennants should be made to last five years. Meal pennants may be renewed when required. The national union jack will be hoisted on Sundays and holidays, or for a pilot. and Mexico.

Each revenue vessel will be supplied with a national ensign and pennant corresponding in size to No. 2 revenue ensign and pennant; also, boat ensign and pennant corresponding with same in revenue marine. First and second-class steamers and sailing vessels will be supplied with one set of foreign ensigns, corresponding in size to No. 2 revenue, of the following foreign countries: Great Britain, France, North Germany, (or Prussia,) Russia, Spain, Denmark, Norway, Austria, Italy, Brazil,

Allowances of the United States Revenue Marine.

Articles.	Steamers.			Remarks.
	1st Class	2d Class	3d Class.	
ENGINEERS' DEPARTMENT.				
Anvils	1	1	E.	
Axes, handled	2	2	1 E.	
Balances, spring	1	1	E.	
Baskets for coaling	12	12	S.	
Blades for fire hose, spare	2	2	2 S.	
Blocks, iron, with falls	2	2	E.	
Bolts with nuts and washers	100	75	50 S.	
Borax pounds	1/2	1/2	1/4 S.	
Borings, cast iron do	20	10	5 S.	
Box for lamp and oil feeders	1	1	1 E.	
Bricks, Bristol	5	5	4 S.	
Bricks, fire .				S. As may be necessary according to form of boiler.
Brushes, flue				S. One for each furnace.
Brushes, tube boxes, with iron rods.	3	3	2 S.	Tubuler boilers.
Buckets, fire	5	5	4 E.	
Buckets coal passing, &c., sheet-iron	2	2	1 E.	
Crank-pin brasses	1	1	1 E.	Spare set.

8

Allowances of the United States Revenue Marine-Continued..

Articles.	Steamers.			Remarks.
	1st Class	2d Class	3d Class.	
ENGINEERS' DEPARTMENT-Cont'd.				
Calipers, ordinary	1	1	1 E.	
Calking tools S.	4	4	3 E.	
Center punches S.	1	1	1 E.	
Chalk, white pounds	1	1	1 S.	
Charcoal bushels	3	2	1 S.	
Chisels, cape	4	4	2 E.	
Chisels, cold.,	4	4	2 E.	
Compasses, spring.	1	1	1 E.	
Coal bags, No. 1 canvas	24	24	12 S.	
Copper bolts S. pounds	10	10	3 S.	
Drills, assorted	6	6	6 E.	
Drip pans for oil tanks and feeders	2	2	2 E.	
Drill brace, ratchet	1	1	1 E.	

Drill brace, crank	1	1	1	E.
Emery, assorted pounds	1	1	1	S.
Emery cloth reams	2	2	1	S.
Files. assorted	10	8	5	S.
File handles	5	5	3	S.
Fire tools. sets	1	1	1	S. Consisting of 1 slice bar, hoe and pick, to every 2 furnaces.
Follower bolts do	1	1	1	S. Spare set for steam piston.
For smith's, and tools complete	1	1	1	E.
Gaskets, 1/4-inch gum, spare set	1	1	1	S. For each man-hole, hand-hole, and mud-hole plate.
Gaskets, 1/8-inch gum, spare set	2	2	2	S. For cylinder man-hole.
Gauge sticks	1	1	1	E.
Gauge syphon	1	1	1	E.
Glass, ground ----- pounds	1	1		S.
Grate bars and patterns -----set	1/2	1/2	1/2	E. Spare.
Grindstones, mounted	1	1	1	E.
Hack-saws	1	1	1	E.
Hammers, chipping	1	1	1	E.
Hammers, riveting	1	1	1	E.
Hammers, smith's	1	1	1	E.
Hammers, copper	1	1	1	E.
Hose, rubber -----feet	200	150	100	E.
Hand-vises	1	1	1	E.
Hatchets, handled	1	1	1	E.
Hammer-handles	3	3	3	S.
Hydrometer, Metal	1	1	1	E.
Hydrometer, glass	3	3	3	S.
Indicators	1	1	1	E.
Iron, bar ----- pounds	150	150	150	S.
Iron, sheet and plate -----do	100	100	50	S.
Jack-screw, 18 inches long	1	1	1	E.
Lamps, astral or solar				E. Sufficient to light engine-room properly.
Lamps, hand	4	3	2	E.
Lamps, swivel				E. 1 for each steam-gauge.
Lamp chimneys	6	6	6	S.
Lamp-wick, ordinarypounds..	3	3	3	S.
Lamp-wick, stationary lamps, gross.	1	1	1	S.
Lanterns, globe, with fenders	3	3	2	E.
Lanterns, for shaft alley	1	1		E.
Lead, pig	1	1		S.

Allowances of the United States Revenue Marine-Continued.

Steamers.

Articles.	1st class.	2d class.	3d class.	Remarks.
ENGINEERS' DEPARTMENT Cont'd.				
Lead, pipe, assorted -----pounds	20	20	10	S.
Lead, sheet -----do	40	40	20	S.
Log slate	2	2	1	S.
Nails, assorted ----- do	8	8	6	S.
Oat meal -----do				S. As may be necessary in warm weather.
Oil, sperm----- gallons	20	20	15	S. For beam-engine.
Oil, lard -----do	100	75	50	S.
Oil cans, copper or iron	1	1		E.
Oil feeders, assorted	3	3	2	E.
Oil measures ----- sets	1	1	1	E. From 1/2 gallon to pints.
Oil tank.-----40 gallons.	1	1	1	E.
Packing-cotton -----pounds	10	10	5	S.
Packing, Tucks, rubber -----do	25	25	12	S. Assorted.
Packing-yarn, hemp ----- do	25	25	12	S.
Packing-hooks, steel	3	2	2	E.
Reamer-screws, assorted	3	2	2	S.
Rivets, boiler ----- pounds				S. As may be necessary.
Rosin ----- do	3	3	3	S.
Rods, iron for gauge-cocks				E. One for each boiler.
Rotten-stone -----pounds	3	3	1	S.
Rules, 2 feet folding.	1	1	1	E.
Sal ammoniac -----pounds	5	5	3	S.
Sail needles ----- dozen	2	2	2	S.
Sealing tools for tubers	8	8	4	E.
Scaling tools for chisel bars	6	4	2	E.
Scaling tools for hammers	8	8	5	E.
Scaling tools for scrapers	10	8	5	E. Made from old files.
Sewing palms	1	1	1	E.
Shears, tinman's	1	1	1	E.
Sheet rubber, ----- pounds	20	15	10	S.
Sheet rubber, ----- do	20	15	10	S.
Scoops, steel	3	3	2	E.
Springs for piston, spare set	1	1	1	S.
Sledges, handled	1	1	1	E.
Soap, salt-water, boxes	6	6	4	S.
Soldering iron and furnace	1	1	1	E.
Soft solder ----- pounds	6	5	4	S.
Sole-leather ----- sides	1	1	1	S.
Square, iron	1	1	1	E.

Steel, assorted ----- pounds	20	15	10	S.
Steelyards	1	1	1	E.
Sticks, packing, assorted	4	4	4	E.
Tallow ----- pounds	200	200	150	S.
Tallow, tanks for	1	1	1	E. Forty pounds.
Tallow, brass kettles for	1	1	1	E.
Tacks, No. 1 iron ----- papers	3	3	2	S.
Tacks, No. 1 copper ----- do	3	3	2	S.
Taps, stocks and dies complete	1	1	1	E.
Thermometers. Ordinary	1	1	1	E.
Thermometers, for salinometers	3	3	3	E.
Twine, hemp or cottonballs ---- balls.	4	3	2	S.
Tubes, engine reservoir -----glass	2	2	2	E. For surface condensers only
Tubes, water-gauge ----- do	3	3	3	E.
Vise and bench	1	1	1	E.
Washers, iron, assorted				S. One for each spare bolt.
Waste or wiping stuff ----- pounds	240	240	240	S.

10

Allowances of the United States Revenue Marine-Continued.

Articles.	Steamers.			Remarks.
	1st class	2d class..	3d class.	
ENGINEERS' Department -- Con'td				
Wire, iron ----- pounds	4	3	2	S.
Wire, copper ----- do	15	10	5	S.
Wood, pine, seasoned --- cords	12	12	10	S.
Wrenches, " S," assorted	2	2	2	E.
Wrenches, pawl or ratchet	1	1	1	E.
Wrenches, screw, assorted	3	3	3	E.
Wrenches, slide or key	1	1	1	E.
Wrenches, socket	2	2	2	E.
Wrenches, tap	2	2	1	E.
Wrenches, boiler	1	1	1	E.
Wrenches. wheel or hook	1	1	1	E. For side-wheel steamers.
Wheel-buckets, spare	6	6	6	E. For side-wheel steamers.
Wheel-bolts and washers	25	25	25	E. For side-wheel steamers.
Wheel-plates and washers	50	50	50	E. For side-wheel steamers.

Articles.	Steamers.			Sailing vessels.			Remarks.
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
BOATSWAINS' DEPARTMENT.							
Axes, handled	4	3	2	4	3		3 E.
Bags							One for each person on berth deck.
Bristles, ----- ounces	1/4	1/4		1/4	1/4	1/4	S.
Bricks, Bath	10	8	6	10	8		8 S.
Beeswax ----- pounds	3	3	1	3	3		3 S.
Brushes, scrubbing	14	12	8	14	12		12 S.
Brushes, tar	2	1	1	2	1		1 S.
Brooms, hickory	18	12	8	18	12		12 S.
<i>Corn Brooms</i>	48	36	36	48	36	36	<i>[Ed. Note. This entry was hand written in the original.]</i>
Blocks							As may be necessary.
Blocks, spare	12	10		12	10		10 E.
Bunting, red ----- pieces	1	1	1/4	1	1		1 S.
Bunting, white ----- do	1	1	1/4	1	1		1 S.
Bunting, blue, -----do	1/2	1/2	1/4	1/2	1/2	1/2	S.
Call, Silver	1	1		1	1		1 E.
Canvas, No.2 ----- yards							As may be necessary.
Canvas, No. 4 ----- do							As may be necessary.
Canvas, No. 5 ----- do							As may be necessary.
Canvas, No.6 ----- do							As may be necessary.
Canvas, old							As may be necessary.
Cordage, 6-thread pounds	40	20	10	40	20		20 S.
Cordage, 9-thread	40	20	10	40	20		20 S.

11

Allowances of the United States Revenue Marine-Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
BOATSWAINS' DEPARTMENT-Cont'd.							
Cordage, 12-thread -----fathoms	80	50	10	80	50	50	S.
Cordage, 15-thread ----- do	100	75		100	75	75	S.
Cordage, 18-thread ----- do	100	75		100	75	75	S.
Cordage, 1i-inch ----- do	100	75		100	75	75	S.
Cordage, 11-inch ----- do	80	50	20	80	50	50	S.
Cordage, 2-inch ----- do	100	75	20	100	75	75	S.
Cordage, 21-inch ----- do	80	50	30	80	50	50	S.

Cordage, 24-inch ----- do	80	50	30	80	50	50 S.
Cordage, 21 inch ----- do	75	40		75	60	60 S.
Cordage, 3-inch ----- do	75	40		75	60	60 S.
Cordage, 3 1/4 -inch ----- do	75	40		75	40	40 S.
Cordage, 3 1/2-inch.----- do	75	40		75	40	40 S.
Cordage, 3 3/4-inch ----- do	75	40		75	40	40 S.
Cordage, 4-inch ----- do	50	30		50	30	30 S.
Cordage, 4 1/2-inch ----- do	30	20		30	20	20 S.
Cordage, 5-inch ----- do	30	20		30	30	20 S.
Chimneys, glass, for lamps	8	6	6	8	6	6 S.
Fish-hook for anchor	1	1	1	1	1	1 S.
Fids, rigging, set	1	1		1	1	1 E.
Grains	1	1		1	1	1 E.
Harpoon	1	1		1	1	1 E.
Hanks, iron, spare	8	6		8	6	6 E.
Hanks, wood, spare	8	6		8	6	6 E.
Hooks and thimbles	12	12		12	12	12 E.
Hooks, sister	12	12		12	12	12 E.
Hooks, fishing, assorted	40	40	20	40	40	40 S.
Hatchets	1	1	1	1	1	1 E.
Hambroline ----- pounds	50	40	20	50	40	40 S.
Houseline ----- do	50	40	20	50	40	40 S.
Hammocks						E. 2 for each person on berth deck.
Hammock clews						E. 2 for each person on berth deck.
Hammock lashing						S. 1 for each hammock.
Hammers.	1	1	1	1	1	1 E.
Junk ----- pounds	750	500	100	750	500	500 S.
Jacks, or rigging screws	1	1		1	1	1 E.
Knives, shoemaker's	1	1		1	1	1 E.
Lanterns	2	2		2	2	2 E.
Leather ----- sides	2	2		2	2	2 S.
Lines, fishing	40	40	20	40	40	40 S.
Marline ----- pounds..	50	40		50	40	40 S.
Marline-spikes, spare	6	4	2	6	4	4 S.
Mallets, serving	3	2		3	2	2 E.
Mauls, top	1	1	1	1	1	1 E.
Needles, sail	20	15	10	20	15	15 S.
Palms, mounted	4	4	2	4	4	4 E.
Pins, block.	10	10		10	10	10 S.
Pincers	1	1		1	1	1 E.
Ratline, 15-thread ----- pounds	40	30		40	30	30 S.
Ratline, 12-thread ----- do	40	30		40	30	30 S.
Salt-water soap ----- boxes	12	12	6	10	10	8 S.
Seizing stuff, 4-thread --- pounds..	20	20	10	20	20	20 S.

Seizing stuff, 6-thread ----- do	20	20	10	20	20	20 S.
Spun yarn, 2-yarn ----- do	20	20	10	20	20	20 S.
Spun yarn, 3-yarn ----- do	20	20		20	20	20 S.

12

Allowances of the United States Revenue Marine-Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
BOATSWAINS' DEPARTMENT-Cont'd.							
Spun yarn, 4-yarn ----- pounds	20	20	20	20	20	20 S.	
Seine	1	1	1	1	1	1 E.	
Sheaves, assorted	8	6		8	6	6 S.	
Shovels	1	1		1	1	1 E.	
Scrapers	6	6	3	6	6	6 E.	
Spades	1	1		1	1	1 E.	
Twine, seine ----- pounds	5	5		5	5	5 S.	
Twine, whipping ----- do	6	5		5	5	5 S.	
Twine, sewing ----- do	6	5		5	5	5 S.	
Twine, cotton -----do	5	5		5	5	5 S.	
Thread, shoe	1	1		1	1	1/2 S.	
Thimbles, assorted	10	8		10	8	8 S.	
Tallow ----- pounds	20	15	10	20	20	15 S.	
Tar ----- barrels.	1/2	1/4		1/2	1/2	1/4 S.	
Trucks, leading	8	8		8	8	8 S.	
CARPENTERS' DEPARTMENT.							
Adzes, handled	1	1		1	1	1 E.	
Adzes, hollow	1	1		1	1	1 E.	
Augers, patent, assorted	6	6		6	6	4 E.	
Awls, brad	4	4		4	4	4 E.	
Awls, wire	2	2		2	2	2 E.	
Axes, broad	1	1		1	1	1 E.	
Axes, wood	2	2		2	2	2 E.	
Bars, capstan, spare	1	1		1	1	1 E.	
Bars, crow	1	1		1	1	1 E.	
Battens, hatch, set	1	1		1	1	1 E.	
Belaying pins, spare.	8	6		8	6	6 S.	
Bolts, drift, steel-pointed	2	2	1	2	2	1 S.	
Bolts, eye, assorted	8	6		8	6	6 S.	
Bolts, ring, assorted	8	6		8	6	6 S.	

Bevel, steel, tongue	1	1		1	1	1 E.
Boxes, pump, composition, set	1	1		1	1	1 E.
Brace and bits, full sets	1	1		1	1	1 E.
Brands, ship 's name	1	1		1	1	1 E.
Brushes, dusting	1	1		1	1	1 E.
Brushes, paint	12	10	8	12	12	10 S.
Brushes, sash-tool	4	4	2	4	4	4 S.
Brushes, varnish	1	1	1	1	1	1 S.
Brushes, whitewash	2	2	1	2	2	1 S.
Bars, copper, assorted ---- pounds	1	1	1/2	1	1	1 E. For boats and light work.
Carpenters' work-bench	1	1		1	1	1 E. Portable.
Carpenters' pencils	3	2		3	2	2 S.
Chalk ----- pounds	5	5	2	5	5	3 S.
Chisels, cold	2	1	1	2	1	1 E.
Chisels, firmer, assorted	8	6		8	6	6 E. Handled.
Chisels, socket	1	1		1	1	1 E.
Cocks, brass	2	2		2	2	1 E.
Compasses, carpenters'	1	1	1	1	1	1 E.
Conductors, lightning copper sets	1	1	1	1	1	1 E.
Copper bolts, assorted ---- pounds	4	4		4	4	4 S.
Copper, sheets	8	6	2	8	6	6 S.
Diamond, glaizers'	1	1		1	1	1 E.

13

Allowances of the United States Revenue Marine---Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
CARPENTERS' DEPARTMENT- Cont'd.							
Fenders, cork		3	3	3	3	3	3 E. Lanyards attached.
Fenders, wood		3	3	3	3	3	3 E.
Files, cross-cut, saw		2	2	1	2	2	2 S.
Files, fine, saw		2	2	1	2	2	1 S.
Files, hand-saw		2	2	1	2	2	1 S.
Files, rat-tail		1	1		1	1	1 S.
Funnels, with copper nozzles		1	1	1	1	1	1 E.
Gauges, carpenters'		1	1		1	1	1 E.
Gimlets, nail, assorted		2	2	1	2	2	2 E.
Gimlets, spike, assorted		2	2		2	2	2 E.
Glass, panes of.	15	10	6	15	10	10	10 S.
Glue, pounds of		1	1	1/2	1	1	1 S.

Gouges, firmer, assorted, handled	2	2		2	2	2 E.
Hammers, claw, handled	2	2	1	2	2	1 E.
Hammers, riveting	1	1	1	1	1	1 E.
Hammers, wrench, handled	1	1		1	1	1 E.
Hatchets	1	1		1	1	1 E.
Hinges, brass butt, assorted	5	3	2	5	3	2 S.
Hinges, iron butt, assorted-	8	6	2	8	6	6 S.
Hooks, boat and staffs, spare	4	4	1	4	4	2 S.
Hooks and staples	4	4	2	4	4	4 S.
Hooks,beef	1	1	1	1	1	1 E.
Hooks, hammock, spare	6	6		6	6	6 E.
Irons, calking.	3	3		3	3	3 E.
Knives, drawing	1	1		1	1	1 E.
Knives,putty	1	1	1	1	1	1 E.
Kettles, glue	1	1	1		1	1 E.
Lamps	2	2	1	2	2	2 E.
Lamp-feeders	1	1	1	1	1	1 E.
Lamp-wick, wove ----- gross	1/2	1/2	1/4	1/2	1/2	1/2 S.
Lamp-yarn ----- pounds	5	5	2	5	5	3 S.
Lamp-black	5	5	2	5	5	5 S.
Lanterns	3	3	1	3	3	3 E.
Lead, sheet ----- pounds	50	50	20	50	40	40 S.
Leather, pump ----- sides	2	2	1	2	2	2 S.
Lime, slacked ----- barrels	2	2	1/2	1	1	1 S.
Lime, chloride-of ----- pounds	10	10	5	10	10	5 S.
Lines, chalk	1	1	1	1	1	1 E.
Locks, door	4	3	2	4	3	3 S.
Locks, iron, for chests	4	3	2	4	3	3 S.
Locks, iron, for drawers	4	3	2	4	3	2 S.
Locks for lockers	4	3	2	4	3	2 S.
Locks, pad, brass and iron	3	3	2	4	3	2 S.
Lumber, feet of, surface measure						S.
ash plank, 2-inch.	40	30		40	30	30 S.
ash boards, 1-inch	100	50		100	50	50 S.
white-pine boards, 1-inch	100	100		100	100	75 S.
white-oak boards, 1-inch	40	40		40	40	40 S.
white-oak plank, 3-inch	40	30		40	30	30 S.
plank, yellow-pine 3-inch	40	40		40	40	40 S.
yellow-pine plank, 4-inch .	30	30		30	30	30 S.
Mallets, calking, handled	1	1		1	1	1 E.
Mallets, handled	1	1		1	1	1 E.
Mauls, pin, handled	1	1		1	1	1 E.
Measures, copper, sets	1	1	1	1	1	1 E.

These quantities may be kept on board, & such other kinds or quantities may be allowed as are actually required for repairs by the ship's carpenter.

Allowances of the United States Revenue Marine---Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
CARPENTERS' DEPARTMENT- Cont'd.							
Nails, copper and iron							S. Of such sizes and quantities as may be actually required.
Oakum ----- pounds	40	40		40	40	30	S. Or as required.
Oars, sets							1/2 set for each boat.
Oil, lamp ----- gallons	50	50	20	40	40	30	S.
Oil, linseed							See Paints.
Paper, sand, assorted sheets	12	8	6	12	8	8	S.
Pintles and braces, rudder, boat							Spare set for each boat.
Pitch							As may be required.
Planes, beading	1	1	1		1	1	E.
Planes, molding	3	2	3		2	2	E.
Planes, jack	1	1	1		1	1	E.
Planes, jointers', short	1	1	1		1	1	E.
Planes, match	1	1	1		1	1	E.
Planes, plow and bitts	1	1	1		1	1	E.
Planes, rabbet	1	1	1		1	1	E.
Planes, smoothing	1	1	1		1	1	E.
Pump for water-tank	1	1	1	1	1	1	E.
Pump gears							1 set for each pump.
Pinchers, nail, steel	2	1	1		1	1	E.
Pinchers, nail, spike	1	1	1		1	1	E.
Rasps, wood	1	1	1		1	1	E.
Rings, clinch	5	5	5		5	5	S.
Rivets, copper, for boats pounds	3	3	3		3	3	S.
Rods, sounding	1	1	1	1	1	1	E.
Rosin pounds	10	10		10	10	10	S.
Rowlocks composition							1/2 set for each boat.
Rules, 2-feet.	1	1	1	1	1	1	E.
Saws, compass	1	1	1		1	1	E.
Saws, cross-cut	1	1	1		1	1	E.
Saws, hand	1	1	1		1	1	E.
Saws, sash	1		1				E.
Saws, set	1	1	1		1	1	E.
Saws, tenon							E.

Saws, wood	1	1	1	1	1 E.
Shears, hand	1	1	1	1	1 E.
Screws, bench	1	1	1	1	1 E.
Screws, brass, assorted ----- gross	1/2	1/2	1/2	1/2	1/2 S.
Screws, clamp, wood	1	1	1	1	1 E.
Screws, iron, assorted ----- gross	1	1	1	1	1/2 S.
Screw-drivers, handled	2	2	2	2	2 E.
Spikes, copper, assorted --- pounds	6	6	6	6	5 S.
Spikes, copper, assorted	10	10	10	10	10 S.
Spoke-shaves,	1	1	1	1	1 E.
Sprigs, iron, ----- pounds	1	1	1	1	1/2 S.
Squares, iron	1	1	1	1	1 E.
Squares, trying	1	1	1	1	1 E.
Squillgees, handled	10	8	5	10	8 S.
Staples, iron, assorted	8	8	8	8	8 S.
Stones, grind	1	1	1	1	1 E.
Stones, oil.	1	1	1	1	1 E.
Tacks, copper ----- pounds	1	1	1/2	1	1 S.
Tacks, iron ----- do	2	1	1/4	2	1 S.

14

Allowances of the United States Revenue Marine---Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
CARPENTERS' DEPARTMENT-							
Cont'd.							
Tape, measuring	1	1	1	1	1	1 E.	
Tin, sheets of	8	8		8	8	6 S.	
Tool-chest	1	1	1	1	1	1 E.	
Vises, bench	1	1		1	1	1 E.	
Vises, hand	1	1		1	1	1 E.	
Wire, copper, small ----- pounds	2	2	1	2	2	1 S.	
Wrenches, monkey	1	1	1	1	1	1 E.	
Wrenches, shifting.	1	1	1	1	1	1 E.	
<i>Paints, oils, &c.</i>							
Black paint ----- pounds	200	200	100	175	150	100 S.	Ground in oil.
White lead ----- do	300	300	100	200	175	150 S.	Ground in oil.
White zinc ----- do	100	75	50	75	50	50 S.	Ground in oil.
Red lead ----- do	75	50	40	20	20	15 S.	Side-wheel steamers, add 25

						pounds.	
Vermilion ----- do	1	1	1/4	1	1	1/2 S.	
Yellow ocher ----- do	50	50	20	40	30	20 S.	Where decks are painted only.
Yellow chrome ----- do	1	1	1/2	1	1	1/2 S.	
Japan varnish ----- gallons	2	1	1/2	1	1	1/2 S.	
Copal varnish ----- do	1	1	1/4	1/2	1/2	1/4 S.	
Shellac varnish ----- do	3	2	1/2	1	1	1/2 S.	
Litharge ----- pounds	15	10	5	10	8	5 S.	
Linseed oil- gallons	30	25	10	20	20	20 S.	
Turpentine, spirits of	10	8	2	10	8	5 S.	
Paint buckets	6	6	4	6	6	6 S.	
Putty ----- pounds	30	25	10	20	20	15 S.	
Lamp-black ----- do	10	8	3	8	8	5 S.	
Brushes							See Carpenters' department, page 12.
Limber, burnt ----- pounds	8	8	3	5	3	3	

Turpentine and all other inflammable material should be securely stored in tanks in paint room, and never, under any circumstances, in the neighborhood of engines and boilers. All vessels to be painted inside and outside every spring, and once outside in the fall. Hulls to be black. White ribbons around hull or painted ports will not be permitted.

16

Allowances of the United States Revenue Marine---Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
GUNNERS' DEPARTMENT.							
Adzes, copper		1	1		1	1	1 E.
Ammunition for great guns							S. 50 rounds for each.
Ammunition for rifles							S. 60 rounds for each.
Ammunition for pistols							S. 40 rounds for each.
Arm chest		1	1	1	1	1	1 If there is no armory.
Belts, waist		28	24	12	24	24	20 E.
Breech-sights							E. 1 for each gun.
Boring-bits							E. 1 for each gun.
Breachings, complete.							E. 1 for each gun.
Cartridge-boxes, rifle		16	12	6	12	12	10 E.
Cartridge-boxes, pistols		12	12	6	12	12	10 E.
Cartridge-bags, spare		20	20	10	20	20	20 S. For cannon.

Cartridge-bag formers	1	1	1	1	1	1 E.
Chocking-quoins						E. 2 for each gun.
Cutlasses	12	12	6	12	12	10
Drum and fife	1	1		1	1	1 E.
Fire-works						
Blue lights	12	12	6	12	12	12 S.
Red lights	12	12	6	12	12	12 S.
White lights	12	12	6	12	12	12 S.
Portfires	12	12	6	12	12	12 S.
Rockets and staves	18	12	6	12	12	12 S.
Flannel, cylinder ----- yards	6	6		6	6	6 S.
Flashpans	1	1		1	1	1 S.
Handspikes, roller						E. 1 for each gun.
Handspikes, ordinary						E. 1 for each gun.
Irons, hand	20	15	6	15	12	12 E.
Irons, leg	20	15	6	15	12	12 E.
Lantern, copper.	1	1		1	1	1 E.
Ladles, shot						E. 1 for each gun.
Locks, pad, brass	1	1		1	1	1 E.
Locks, percussion						E. 1 for each gun.
Lock strings ----- fathoms	3	2		3	2	2 E.
Match-rope ----- do	2	1		1	1	1 E.
Match-stock	1	1		1	1	1 E.
Measures, copper ----- sets	1	1		1	1	1 E. Half gallons to pints.
Pistols	12	12	6	12	12	10 E.
Powder, cannon ----- pounds	50	40		50	40	40 S.
Powder, priming ----- do	25	20		25	20	10 S.
Powder, tanks						E. As may be required and suitable to magaz
Passing-boxes, leather						E. 1 to each gun.
Primer-boxes, leather						E. 2 to each gun.
Priming-wires						E. 1 to each gun.
Primers, percussion						S. As may be required
Rattles, for boarders, band	2	2		2	2	2 E.
Rattles, for boarders, fixed	1	1		1	1	1 E.
Rammers						E. 1 to each gun.

17

Allowances of the United States Revenue Marine---Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	

GUNNERS' DEPARTMENT -- Con'td

Rifles	16	12	6	12	12	10	E.
Sponges with caps							E. 1 to each gun.
Screw-drivers, rifles	16	12	6	12	12	10	E.
Screw-drivers, pistols	12	12	6	12	12	10	E.
Sticks, single	6	6	4	6	6	4	E.
Sticks, wiping	6	6	2	6	6	4	E.
Scissors, lamp	1	1		1	1	1	E.
Scoops, copper	2	2		12	2	2	E. Two sizes.
Scabbards, cutlass	16	12	6	12	12	10	E.
Shells, blind							E. 50 for each gun.
Shot, round							E. 50 for each gun if required.
Tompions and wads							E. 1 to each gun.
Tackles							E. 1 set to each gun.
Thumb-stalls							E. 2 to each gun.
Vent-guards							E. 1 to each gun.
Wicks, cotton, ----- pounds	2	2		2	2	1	S.
Wrenches for tanks	2	2		2	2	1	E.
Worms							E. 1 to each gun.
Yarn, woolen ----- pounds	2	2		2	2	1	S.

The batteries of the different vessels will be designated from time to time by the Secretary of the Treasury.

18

ALLOWANCES FOR CABIN, WARD-ROOM, AND STEERAGE.

The articles enumerated in the following tables will be supplied to vessels on first going into commission, and all losses by breakage or otherwise, (except in case of disaster to the vessel,) must be sustained.

All China or queensware must be according to patterns furnished by Mattresses, bedding, and table linen will be replenished every five years if found necessary.

Galley and kitchen furniture and equipments will be supplied when ever necessary.

Allowances of the United States Revenue Marine.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
CABIN FURNITURE, ETC.							
Baskets, dish, tinned	1	1	1	1	1	1	
Blankets ----- pairs	2	2	2	2	2	2	Each berth.
Bell	1	1	1	1	1	1	Hand or hung.
Bed-spreads	2	2	2	2	2	2	Each berth.
Casters ----- set	1	1	1	1	1	1	
Candles ----- boxes	5	5	3	5	4	4	S. Yearly allowance.
Carver and fork	1	1	1	1	1	1	
Candlesticks	2	2	1	2	2	2	Plated.

Coal-hod, galvanized iron	1	1	1	1	1	1	1	When stove is allowed.
Carpet, Wilton	1	1		1	1		1	With crumb cloth.
Chairs	4	4	2	4	4		2	
Chairs, arm.	1	1		1	1		1	
Camp-stools	4	4	2	4	4		4	
Curtains, rep, Terry ----- set	1	1	1	1	1		1	For each berth.
Cups and saucers	12	12	6	6	6		6	
Dish-covers, block tin	4	4	2	3	3		2	
Dust-pan and brush	1	1	1	1	1		1	
Dishes, sugar	2	1	1	1	1		1	
Dishes, pickle S.	2	2	2	2	2		2	
Dishes, dinner, assorted	4	4	3	4	3		3	
Dishes, vegetable	3	3	3	3	3		3	
Forks, dinner	12	12	6	6	6		6	Plated.
Forks, dessert	12	12	6	6	6		6	Do.
Foot-baths	1	1	1	1	1		1	
Glasses, wine	12	12	6	6	6		6	
Goblets and tumblers	12	12	6	6	6		6	
Glasses, looking	1	1	1	1	1		1	Each state-room also
Gravy boats	2	2	1	2	2		1	
Knives, dinner	12	12	6	6	6		6	Steel handled, plat'd.
Knives, dessert	12	12	6	6	6		6	Do.
Lamp, hanging or stand	1	1	1	1	1		1	
Mattresses, hair	1	1	1	1	1		1	For each berth.
Medicine-chest	1	1	1	1	1		1	
Napkins _ _	12	12	12	12	12		12	
Pot, coffee, Britannia	1	1	1	1	1		1	

19

Allowances of the United States Revenue Marine.--Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
CABIN FURNITURE, ETC.- Continued.							
Pot, tea, Britannia	1	1	1	1	1	1	
Pot, milk	1	1	1	1	1	1	
Pitcher and wash-basin	1	1	1	1	1	1	Each state-room, with soap-trays and brush boxes.
Pitcher, water	1	1	1	1	1	1	
Pitcher, ice, and tray	1	1	1	1	1	1	

Pillows, (1 feather and 1 shuck)	2	2	2	2	2	2 Each berth.
Pillow-cases	4	4	4	4	4	4 Do.
Plates, dinner	12	12	12	6	12	12
Plates, soup	12	12	12	6	12	12
Plates, breakfast	12	12	12	6	12	12
Plates, tin	6	6	6	4	6	6
Salt-cellars, glass, individual	12	12	12	6	6	6
Snuffers and tray, plated	1	1	1	1	1	1
Spoons, table, plated	12	12	12	6	12	6
Spoons, tea, plated	12	12	12	6	12	6
Spittoons	2	1	1	1	1	1
Slop-jars	1	1	1	1	1	1
Stove and pipe	1	1	1	1	1	1 When necessary.
Sheets, muslin	6	6	6	6	6	6 For each berth.
Table, extension	1	1	1	1	1	1
Table-cover, cloth.	1	1	1	1	1	1
Table-cloths, damask	4	4	4	4	4	4
Towels, damask	12	12	6	12	12	12
Tureen and ladle, block-tin.	1	1	1	1	1	1
Waiters, Japan	2	2	2	1	2	2 24 and 12 inch.

Note.-Candles will be issued by the commanding officer according to his judgment, but the yearly allowance is not to be exceeded.

WARD-ROOM FURNITURE, ETC.

Baskets, dish, tinned	1	1	1	1	1	
Blankets ----- pairs	1	1	1	1	1	1 For each berth.
Bell	1	1	1	1	1	
Bed-spreads	2	2	2	2	2	2 2 For each berth.
Casters, set.	1	1	1	1	1	
Carver and fork	1	1	1	1	1	
Candlesticks	2	2	2	2	2	
Coal-hods, galvanized iron	1	1	1	1	1	1 When stove is allowed.
Chairs, cane-seat	8	8	6	6	6	
Camp-stools	6	6	4	4	4	
Curtains, rep ----- sets	1	1	1	1	1	1 For each berth.
Cups and saucers	12	12	12	12	12	
Dish-covers, tin	4	4	3	3	3	
Dishes, sugar	2	2	2	1	1	
Dishes, pickle	2	2	2	2	2	
Dishes, dinner, assorted	4	4	3	3	3	
Dishes, vegetable	3	3	3	3	3	
Forks, dinner	12	12	12	12	12	12 Plated.

Forks, dessert 12 12 12 12 12 Do.
 When a third-class steamer has a ward room her allowance will be proportionate.

20

Allowances of the United States Revenue Marine.--Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
WARD-ROOM FURNITURE, ETC.- Con.							
Glasses, wine	12	12		12	12	12	Pressed glass.
Goblets or tumblers	12	12		12	12	12	Do.
Glasses, looking	1	1		1	1	1	Each state-room also.
Gravy-boats	2	2		2	2	1	
Knives, dinner	12	12		12	12	12	Steel-handled, plated.
Knives, dessert	12	12		12	12	12	Do.
Lamp, hanging or stand .	1	1		1	1	1	
Lamp, hanging, state-room.							1 for each stateroom
Mattresses, hair	1	1		1	1	1	For each berth.
Oil-cloth	1	1		1	1	1	\$1 50 per yard.
Pot, coffee, Britannia	1	1		1	1	1	
Pot, tea, Britannia	1	1		1	1	1	
Pot, milk	1	1		1	1	1	
Pitcher and wash-basin	1	1		1	1	1	For each state-room, with soap trays and brush-boxes.
Pitcher, water	2	1		1	1	1	Queensware.
Pillows	1	1		1	1	1	For each berth.
Pillow-cases, muslin	4	4		4	4	4	Do.
Plates, dinner	12	12		12	12	12	
Plates, soup	12	12		12	12	12	
Plates, breakfast	12	12		12	12	12	
Slop-jars							1 each state-room.
Salt-cellars, glass	2	2		2	2	2	
Snuffers and tray	1	1		1	1	1	
Spoons, table	12	12		12	12	12	Plated.
Spoons, tea	12	12		12	12	12	Do.
Stove and pipe	1	1		1	1	1	When necessary.
Sheets, muslin	6	6		6	6	6	For each berth.
Table, extension	1	1		1	1	1	
Table-cover	1	1		1	1	1	Cotton and worsted.
Table-cloths, damask	4	4		4	4	4	
Time-piece	1	1		1	1	1	

Towels, damask.	6	6	6	6	6	For each berth.
Tureen and ladle, block-tin	1	1	1	1	1	
Waiters, Japan	2	2	2	2	2	12 and 24 inch.
Water-cooler	1	1	1	1	1	

STEERAGE FURNITURE, ETC.

Bowls, queensware	4	4	2	4	4	4
Cups and Saucers, stoneware	6	6	4	6	6	4
Coffee-pot, tin	1	1	1	1	1	1
Camp stools, canvas seats	4	4	2	4	4	3
Forks, buck-handled	6	6	4	6	6	4
Knives, buck-handled	6	6	4	6	6	4
Lamp	1	1	1	1	1	1
Plates, dinner, stoneware	6	6	4	6	6	4 Or tin.
Spoons, table, iron	6	6	6	6	6	6
Spoons, tea, iron	6	6	6	6	6	6
Table	1	1	1	1	1	1 Standing or hanging

When a third-class steamer has a ward room her allowance will be proportionate.

>

t Or spring candlestick,
hanging.

Allowances of the United States Revenue Marine.--Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
STEERAGE FURNITURE-Continued.							
Mattresses, husk							1 to each berth.
Pillows, husk							Do.
BERTH-DECK.							
Balances, spring	1	1	1	1	1	1	1 For master-at-arms.
Cups, tin	26	20	10	18	14	12	Or one for each man.
Forks, iron, wood-handled	26	20	10	18	14	12	Or one for each man.
Knives, iron, wood-handled	26	20	10	18	14	12	Or one for each man.
Plates, tin	26	20	10	18	14	12	Or one for each man.
Mess-pans, assorted	3	3	10	3	3	3	For each mess.
Mess-cloths	1	1	1	1	1	1	For each mess.
Chopping tray and knife	1	1	1	1	1	1	For each mess.
Coffee-mill, large	1	1	1	1	1	1	
Coffee-kettles, 1 gallon	1	1	1	1	1	1	For each mess.
Lantern	1	1	1	1	1	1	
Measures, tin, 1/4-pint to gallon, set	1	1	1	1	1	1	For master-at-arms.
Steelyards	1	1	1	1	1	1	For master-at-arms.
GALLEY FURNITURE, ETC.							

Axes, handled .	1	1	1	1	1	1 E.
Candle-stands, tin	2	2	2	2	2	2 E.
Coffee-mill	1	1	1	1	1	1
Chopping-dish, wood	1	1	1	1	1	1 E.
Cleaver, small.	1	1	1	1	1	1 E.
Colander and pan	1	1	1	1	1	1
Griddles.	1	1	1	1	1	1 E.
Galley-stove, complete	1	1	1	1	1	1 E. With spare plates and fire-bricks for repairs.
Gridirons	1	1	1	1	1	1 E.
Kettles, tea, copper	1	1	1	1	1	1 E.
Kettles, tea, iron	1	1	1	1	1	1 E. Enameled inside.
Ladles	1	1	1	1	1	1 E.
Lamps	1	1	1	1	1	1 E.
Pans, bake	3	3	2	3	3	2 E.
Pans, frying	2	2	2	2	2	2 E.
Pans, stew	3	3	2	3	3	2 E.
Pans, sauce	2	2	1	2	2	2 E.
Pokers	1	1	1	1	1	1 E.
Pots, iron	2	2	1	2	2	1 E.
Pots, coffee	1	1	1	1	1	1 E.
Shovel	1	1	1	1	1	1 E.
Spoons, large iron	2	2	1	2	2	2 E.
Tinder-box and steel	1	1	1	1	1	1 E.
Tongs	1	1	1	1	1	1 E.
Tormentors	1	1	1	1	1	1 E.

STATIONERY, BOOKS,
BLANKS, ETC.

Books, blank ----- 2 quires.	4	3	1	4	3	3 S. Letter, order, &c
Books, blank ----- 1 quire	4	3	1	4	3	3 S. Expenditure and receipts.
Books, log, sea	1	1	1	1	1	1
Books, log, engineer's	1	1	1	1	1	1
Books, boarding	4	3	1	4	33	S.
Books, shipping-articles	1	1	1	1	1	1 S.
Books, muster-roll	1	1	1	1	1	1 S.

Allowances of the United States Revenue Marine.--Continued.

Articles.	Steamers.			Sailing vessels			Remarks,
	1st class.	2d class.	3d class.	1st class.	2d class.	3d class.	
STATIONERY, BOOKS, BLANKS, ETC-Con.							
Books, pay-roll	1	1	1	1	1	1	1 S.
Books, general requisition .	1	1	1	1	1	1	1 S.

Books, engineers' requisition	1	1	1	1	1	1 S.
Books, ration requisition.	1	1	1	1	1	1 S.
Books, inventory	1	1	1	1	1	1 S.
Blanks, muster-roll.	12	12	12	12	12	12 S.
Blanks, pay-roll	12	12	12	12	12	12 S.
Blank, requisition	12	12	12	12	12	12 S.
Blanks, requisition, engineers'	12	12	12	12	12	12 S.
Blanks, requisition, rations,	12	12	12	12	12	12 S.
Blanks, property returns	12	12	12	12	12	12 S.
Blanks, ration returns	12	12	12	12	12	12 S.
Envelopes, official	200	200	100	200	200	200 S.
Envelopes, letter	200	200	100	200	200	200 S.
Ink, black ----- quart bottles	1	1	1	1	1	1 S.
Ink, carmine ----- 4 oz. bottles	2	1	1	1	1	1 S.
Inkstands	2	2	1	2	2	2 S.
Paper, foolscap ----- ream	1	1	1/2	1	1	1 S.
Paper, letter ----- do	1	1	1/2	1	1	1 S.
Paper, note ----- do	1	1	1/2	1	1	1 S.
Paper, cartridges ----- do	1/4	1/4	1/8	1/4	1/4	1/4 S.
Paper, blotting ----- sheets	12	12	6	12	12	12 S.
Pens, steel ----- gross	1	1	1/2	1	1	1 S.
Penholders ----- dozen	1	1	1/2	1	1	1 S.
Pencils, lead.----- do	1	1	1/2	1	1	1 S.
Red tape rolls	6	6	4	6	6	6 S.
Seal, (ship's name)	1	1	1	1	1	1 E. Brass, of moderate cost, for sealing hatches.
Sealing wax. ----- pounds	2	2	1	2	2	2 S. For sealing hatches.

*Last Updated on 1/16/01
By Bill Wells*

