



Revenue Cutter Shipboard Regulations, 1833

The following was taken verbatim from an 1833 document entitled "Sailors Account Book" and in it Revenue Cutter Captain David P. Augur, the commanding officer of the Revenue Cutter *Dexter*, lists his shipboard "regulations" for his officers. It provides a unique insight into life aboard a cutter in the 1830s.

System as it relates to general duty can only be preserved by a strict unanimity & harmony among the officers. And that each officer may know what is expected of him I have thought it advisable to adopt the following regulations viz.

Article 1

It is requested and particularly recommended that such system as may be adopted by the 1st Lieut in carrying on duty under the sanction of the Capt will be as implicitly followed by the officers as the nature of the business will permit.

Art 2d

The 1st Lieut is considered a day officer. When in port, he is to superintend the general duties of the cutter and see that she is at all times kept in complete order for any service she may be required to perform. He is to take charge of the deck when ever all hands are called to perform any particular duty. He is to be informed of all boats coming to or going from the cutter. During the absence of the 1st Lieut the 2d is to perform all his duties.

Art 3

No officer or other person will leave the vessel without permission from the Capt or Commanding Officer. When ever the seamen ask for liberty it will be their duty to apply to the 1st Lieut and his to advise with the Capt that such liberty may be given as they together may think best

Art 4

At all times when under way and all hands on deck the 1st will take his station aft with the Capt. The 2d Lieut on the forecastle the 3d between the mast & attend to such duty as may be in those places required. The Capt will work the vessel when ever he thinks proper. And when he does, or when he wishes the 1st Lieut to work her or to giver orders from the quarter deck it will be his duty to inform him of his intentions.

Art 5

When at sea and but one watch on deck It will be the duty of the officer of the watch to notify the Capt when ever he thinks it advisable to shorten or make sail who will take charge of the deck and the officer will attend to duty forward. The three heavy sails will not be reduced without orders from the Capt.

Art 6

The officer having the morning Watch is requested to see that the berth deck is properly cleaned and once a week the scuttles taken up & passed on deck with the spare rigging & sails and what ever else may be in the way of a thorough cleaning.

Art 7

When at sea the officer having the charged of the 1st watch will see that the lights on the berth deck are extinguished at 9 o'clock and no light will be allowed after that time except in stormy weather when the men may be allowed a light to turn out & in. In port the lights to be extinguished at 9 o'clock.

Art 8

The officer having the morning watch is requested to have the rigging Mast head & spars examined by 7 o'clock & if any defect is found, report it to the first Lieut who will report it to the Capt. All communication from the men to the Capt will be made through the 1st Lieut and all indulgences from him to them.

Art 9

No flogging will be allowed and punishment inflicted without the consent of the Capt. No allowance of Liquor stopped but by the order of the 1st Lieut & when ever he stops the allowance of any man it will be his duty to inform the Capt his reasons for so doing. As respects punishment the laws of the Navy will be adheard [sic] to as strictly as the nature of the Revenue Service will permit.

Art 10

The Officers are particularly requested to carry on ships duty without resorting to the indecent and highly improper practice of profane swearing and are also requested to use their influence to stop it among the men.

