

Status: This is the original version (as it was originally enacted).

SCHEDULES.

FIRST SCHEDULE

Sections 24, 31, 37, 65.

PART I

[The Forms in this Part of the Schedule owe subject to alteration from time to time by the Commissioners of Customs, with the consent of the Board of Trade.]

FORM A.—BILL OF SALE.

Official No.	Name of Ship.	No., Date, and Port of Registry.			
No., Date, and Port of previous Registry (if any).					
Whether British or Foreign built.	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled.	Where built.	When built.	Name and Address of Builders.	
No. of Decks	Head - - -	Length from fore part of Stem, under the bowsprit, to the aft side of the Head of the Stern-post		Feet.	Tenths.
No. of Masts	Framework and description of vessel	Length at quarter of depth from top of weather deck at side amidships to bottom of keel			
Rigged - -	No. of Bulkheads	Mainbreadth to outside of Plank			
Stern - -	No. of water ballast tanks and their capacity in tons	Depth in Hold from Tonnage Deck to Ceiling at Midships			
Build - -		Depth in Hold from Upper Deck to Ceiling at Midships in the case of three Decks and upwards			
Galleries -		Depth from top of Beam amidships to top of Keel			
		Depth from top of Deck at side amidships to bottom of Keel			
		Round of Beam			
		Length of Engine Room, if any			

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PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel - tons. Ditto per inch immersion at same depth - - - - - tons.

PARTICULARS OF ENGINES (if any).

No. of Engines.	Description.	Whether British or Foreign made.	When made.	Name and Address of Makers.	No. of and Diameter of Cylinders.	Length of Stroke.	N. H. P., I. H. P., Speed of Ship.
	Engines.		Engines.	Engines.			
	Boilers.		Boilers.	Boilers.			
	Number - - -						
	Iron or Steel - - -						
	Pressure when loaded						

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck - - -		On account of Space required for Propelling Power - - -	
Closed-in Spaces above the Tonnage Deck, if any:		On account of Spaces occupied by Seamen or Apprentices, and appropriated to their use, and certified under the regulations scheduled to this Act. These Spaces are the following, viz.:	
Space or Spaces between Deck -		On account of space used exclusively for accommodation of master, for the working of the helm, the capstan and the anchor gear, or for keeping the charts, signals, and other instruments of navigation, and boatswains stores, and for space occupied by donkey engine and boiler, and in case of sailing ships for space used for storage of sails -	
Poop - - - - -			
Forecastle - - - - -			
Round house - - - - -			
Other closed-in Spaces, Spaces for Machinery, Light and Air, if any			
		Cubic Metres.	
Gross Tonnage - - -			
Deductions as per Contra - - -			
Registered Tonnage - - -		Total Deductions - - -	

* "I" or "we."
 † "Me" or "us."
 ‡ "I" or "we."
 § "Myself and my" or "ourselves and our."
 ¶ "His," "her," or "their."
 ¶ "I" or "we."
 ** If there be any subsisting Mortgage, or outstanding Certificate of Mortgage, add "save as appears by the Registry of the said Ship."
 NOTE.—A Purchaser of a Registered British Vessel does not obtain a complete title until the Bill of Sale has been recorded at the Port of Registry of the Ship; and neglect of this precaution may entail serious consequences.

in consideration of the sum of _____ paid to† _____ by _____ the receipt whereof is hereby acknowledged, transfer _____ shares in the ship above particularly described, and in her boats, guns, ammunition, small arms, and appurtenances, to the said _____.

Further‡ _____ the said _____ for \$ _____ heirs covenant with the said _____ and|| _____ assigns, that¶ _____ have power to transfer in manner aforesaid the premises herein-before expressed to be transferred, and that the same are free from incumbrances** _____.

In witness whereof _____ ha _____ hereunto subscribed _____ name _____ and affixed _____ seal this _____ day of _____ One thousand eight hundred and _____.

Executed by the above-named _____ }
 in the presence of _____ }

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[Insert description of ship and particulars as in Bill of Sale.]

i. TO SECURE PRINCIPAL SUM AND INTEREST.

(^a) _____ the undersigned _____
in consideration of _____ this day lent to (^b) _____
by _____ do hereby for (^c) _____ and (^d) _____
heirs covenant with the said _____ firstly
That (^a) _____ or (^d) _____ heirs, executors, or adminis-
trators, will pay to the said _____ the said sum
of _____ together with interest thereon at the rate
of _____ per cent. per annum on the _____ day of _____
next; and secondly, that if the said principal sum is not paid on the
said day (^a) _____ or (^d) _____ heirs, executors, or
administrators, will, during such time as the same or any part
thereof remains unpaid, pay to the said _____
interest on the whole or such part thereof as may for the time being
remain unpaid, at the rate of _____ per cent. per annum, by
equal half-yearly payments on the _____ day of _____
and _____ day of _____ in every year; and for better
securing to the said _____ the repayment in manner
aforesaid of the said principal sum and interest (^a) _____ hereby
mortgage to the said _____ shares, of which
(^e) _____ the Owner _____ in the Ship above particularly
described, and in her boats, guns, ammunition, small arms, and
appurtenances. Lastly, (^a) _____ for (^c) _____ and
(^d) _____ heirs, covenant with the said _____
and _____ assigns that (^a) _____ ha _____ power
to mortgage in manner aforesaid the above-mentioned shares, and
that the same are free from incumbrances (^f) _____.

In witness whereof (^a) _____ ha _____ hereto subscribed
(^d) _____ name _____ and affixed (^d) _____ seal
this _____ day of _____ One thousand eight hundred
and _____
Executed by the above-named _____ }
in the presence of _____ }

(^a) "I" or "we."
(^b) "Me" or "us."
(^c) "Myself" or "our-
selves."
(^d) "My" or "our."

(^e) "I am" or "we
are."
(^f) Insert the day
fixed for payment of
principal as above.
(^g) If any prior in-
cumbrance add, "save
as appears by the
Registry of the said
Ship."

NOTE.—The prompt reg-
istration of a Mort-
gage Deed at the Port
of Registry of the Ship
is essential to the
security of the Mort-
gagee, as a Mortgage
takes its priority from
the date of production
for registry, not from
the date of the instru-
ment.

ii. TO SECURE ACCOUNT CURRENT, &C.

Whereas (^a) _____
Now (^b) _____ the undersigned _____
in consideration of the premises for (^c) _____ and (^d) _____
heirs, covenant with the said _____ and (^e) _____
assigns, to pay to him or them the sums for the time being due on
this security, whether by way of principal or interest, at the times
and manner aforesaid. And for the purpose of better securing to the
said _____ the payment of such sums as last
aforesaid, (^b) _____ do hereby mortgage to the said _____
shares, of which (^f) _____ the Owner _____ in the Ship
above particularly described, and in her boats, guns, ammunitions,
small arms, and appurtenances.
Lastly, (^b) _____ for (^c) _____ and (^d) _____ heirs,
covenant with the said _____ and (^e) _____ assigns
that (^b) _____ ha _____ power to mortgage in manner aforesaid
the above-mentioned shares, and that the same are free from incum-
brances (^g) _____.

(^a) Here state by way
of recital that there is an
account current between
the Mortgagor (describ-
ing him) and the Mort-
gagee (describing him);
and describe the nature
of the transaction so as
to show how the amount
of principal and interest
due at any given time is
to be ascertained, and
the manner and time of
payment.
(^b) "I" or "we."
(^c) "Myself" or "our-
selves."
(^d) "My" or "our."
(^e) "His" or "their."
(^f) "I am" or "we
are."
(^g) If any prior in-
cumbrance add, "save
as appears by the
Registry of the said
Ship."

NOTE.—The prompt reg-
istration of a Mort-
gage Deed at the Port

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In witness whereof ^(a) _____ ha _____ hereto subscribed
^(b) _____ name _____ and affixed ^(b) _____ seal _____
 this _____ day of _____ One thousand eight hundred
 and _____

of Registry of the Ship is essential to the security of the Mortgage, as a Mortgage takes its priority from the date of production for registry, *not from the date of the instrument.*

^(a) "I" or "we."

^(b) "My" or "our."

Executed by the above-named
 in the presence of _____ }

FORM C.—TRANSFER OF MORTGAGE.

[To be indorsed on the original mortgage.]

^(a) "I" or "we." ^(a) _____ the within-mentioned _____ in con-
^(b) "Me" or "us." sideration of _____ this day paid to ^(b) _____
^(c) "Him" or "them." by _____ hereby transfer to ^(c) _____ the
^(d) "I" or "we." benefit of the within written security. In witness whereof
^(e) "My" or "our." ^(d) _____ ha _____ hereunto subscribed ^(e) _____ name _____
 and affixed ^(e) _____ seal _____, this _____ day
 of _____ One thousand eight hundred and _____

Executed by the above-named
 in the presence of _____ }

PART II

*Documents of which the forms are to be prescribed by the
 Commissioners of Customs and sanctioned by the Board of Trade.*

- Certificate of surveyor.
- Declaration of ownership by individual owner.
- Declaration of ownership on behalf of a corporation as owner.
- Certificate of registry.
- Provisional certificate.
- Declaration of ownership by individual transferee.
- Declaration of ownership on behalf of a corporation as transferee.
- Declaration of owner taking by transmission.
- Declaration by mortgagee taking by transmission.
- Certificate of mortgage.
- Certificate of sale.
- Revocation of certificate of sale or mortgage.

SECOND SCHEDULE

Sections 77, 78, 81, 85.

Measurement of Tonnage.

Rule I.

Measurement of ships to be registered and other ships of which the hold is clear. Lengths.

- (1.) Measure the length of the ship in a straight line along the upper side of the tonnage neck from the inside of the inner plank (average thickness) at the side of the stem to the inside of the midship stem timber or plunk there, as the ease may be (average thickness), deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in, the thickness of the deck, and also what is due to the rake of the stern timber in one third of the round of the beam; divide the length so taken into the number of equal parts required by the following table, according to the class in such table to which the ship belongs:—

TABLE.

Class 1. Ships of which the tonnage deck is according to the above measurement 50 feet long or under, into 4 equal parts :
Class 2. Ships of which the tonnage deck is according to the above measurement above 50 feet long and not exceeding 120, into 6 equal parts:
Class 3. Ships of which the tonnage deck is according to the above measurement above 120 feet long and not exceeding 180, into 8 equal parts :
Class 4. Ships of which the tonnage deck is according to the above measurement above 180 feet long and not exceeding 225, into 10 equal parts:
Class 5. Ships of which the tonnage deck is according to the above measurement above 225 feet long, into 12 equal parts :

Transverse areas.

- (2.) Then the hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of the ship at each point of division of the length as follows :—Measure the depth at each point of division, from a point at a distance of one third of the round of the beam below the tonnage deck, or, in case of a break, below a line stretched in continuation thereof, to the upper side of the floor timber at the inside of the limber strake, after deducting the average thickness of the ceiling which is between the bilge planks and limber strake (subject, however, to the provisions of this Act in the case of a ship constructed with a double bottom for water ballast) ; then if the depth at the midship division of the length do not exceed sixteen feet, divide each depth into four equal parts; then measure the inside horizontal breadth at each of the three points of division, and also at the upper and lower points of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement ; number these breadths from above (i.e., numbering the upper breadth one, and so on down to the lowest breadth) ; multiply the second and fourth by four, and the third by two; add these products together, and to the sum add the first breadth and the fifth; multiply the -quantity thus obtained by one third of the common interval between the breadths, and the product shall be deemed the transverse area; but if the midship depth exceed sixteen feet, divide each depth into six equal parts instead of four, and measure as before directed the horizontal breadths at the five points of division, and also at the upper and lower points of the depth ; number them from above as before ; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the seventh multiply the quantity thus obtained by

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one third of the common interval between the breadths, and the product shall be deemed the transverse area.

Computation from areas.

- (3.) Having thus ascertained the transverse area at each point of division of the length of the ship as required by the above table, proceed to ascertain the register tonnage under the tonnage deck in the following manner :—Number the areas respectively 1, 2, 3, &c., No. 1 being at the extreme limit of the length at the bow, and the last No. at the extreme limit at the length at the stern ; then, whether the length be divided according to the table into four or twelve parts as in classes 1 and 5, or any intermediate number as in classes 2, 3, and 4, multiply the second and every even numbered area by four, and the third and every odd numbered area (except the first and last) by two ; add these products together, and to the sum add the first and last if they yield anything; multiply the quantity thus obtained by one third of the common interval between the areas, and the product will be the cubical contents of the space under the tonnage deck ; divide this product by one hundred, and the quotient, being the tonnage under the tonnage deck, shall be deemed to be the register tonnage of the ship subject to any additions and deductions under this Act.

In case of decks above the tonnage deck.

- (4.) If the ship had a third deck, commonly called a spar deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows:—Measure in feet the inside length of the space at the middle of its height from the plank at the side of the stem to the lining on the timbers at the stern, and divide the length into the same number of equal parts into which the length of the tonnage deck is divided its above directed ; measure (also at the middle of its height) the inside breadth of the space at each of the points of division, also the breadth at the stem and the breadth at the stern , number them successively 1, 2, 3, &c. commencing at the stem ; multiply the second and all the other even numbered breadths by four, and the third and all the other odd numbered breadths (except the first and last) by two ; to the sum of these products add the first and last breadths; multiply the whole sum by one third of the common interval between the breadths, and the result will give in superficial feet the mean horizontal area of the space; measure the mean height of the space, and multiply by it the mean horizontal area, and the product will be the cubical contents of the space ; divide this product by one hundred, and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage of the ship ascertained as aforesaid. If the ship has more than three decks, the tonnage of each space between decks above the tonnage deck shall be severally ascertained in manner above described, and shall be added to the tonnage of the ship ascertained as aforesaid.

Poop, deck house, forecastle, and any other closed-in space.

- (5.) If there be a break, a poop, or any other permanent closed-in space on the upper deck, available for cargo or stores, or for the berthing or accommodation of passengers or crew, the tonnage of that space shall be ascertained as follows :—Measure the internal mean length of the space in feet, and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at each end and the other at the middle of the length ; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one third of the common interval between the breadths, the product will give the mean

horizontal area of the space ; then measure the mean height, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of the space, and shall be added to the tonnage under the tonnage deck ascertained as aforesaid. Provided that no addition shall be made in respect of any building erected for the shelter of deck passengers, and approved by the Board of Trade.

Rule II.

Measurement of ships not requiring registry with cargo on board and ships which cannot be measured under Rule I. Length. Breadth. Girting of the ship.

- (1.) Measure the length on the uppermost deck' from the outside of the outer plank at the stem to the outside of the stern post, deducting therefrom the distance between the outside of the stern post and the rabbet of the stern post at the point where the counter plank crosses it; measure also the greatest breadth of the ship to the outside of the outer planking or wales, and then, having first marked on the outside of the ship on both sides thereof the height of the upper deck at the ship's sides, girt the ship at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the ship on the one side to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken add half the main breadth; square the sum ; multiply the result by the length of ship taken as aforesaid ; then multiply this product by the factor .0018 (eighteen ten-thousandths) in the case of ships built of wood, and .0021 (twenty-one ten-thousandths) in the case of ships built of iron, and the product shall be deemed the register tonnage of the ship, subject to any additions and deductions under this Act.

Poop, deck house, forecastle, and other closed-in spaces on upper deck.

- (2.) If there be a break, a poop, or other closed-in space on the upper deck, the tonnage of that space shall be ascertained by multiplying together the mean length, breadth, and depth of the space, and dividing the product by 100 and the quotient so obtained shall be deemed to be the tonnage of the space, and shall be added to the tonnage of the ship ascertained as aforesaid.

Rule III.

Measurement of allowance for engine room space in steamships.

- (i.) Measure the mean depth of the space from its crown to the ceiling at the limber strake, measure also three, or, if necessary, more than three breadths of the space at the middle of its depth, taking one of those measurements at each end, and another at the middle of the length; take the mean of those breadths; measure also the mean length of the space between the foremost and aftermost bulkheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; multiply together these three dimensions of length, breadth, and depth, divide the product by 100 and the result shall be deemed the tonnage of the space below the crown ; then find the cubical contents of the space or spaces, if any, above the crown aforesaid, which are framed in for the machinery or for the admission of light and air, by multiplying together the length, depth, and breadth thereof; add such contents to the cubical contents of the space below the crown ; divide the sum by 100; and the result shall (subject to the provisions hereinafter contained) be deemed to be the tonnage of the space.

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- (ii.) If in any ship in which the space for propelling power is to be measured the engines and boilers are fitted in separate compartments, the contents of each shall be measured severally in like manner, according to the above rules, and the sum of their several results shall be deemed to be the tonnage of the said space.
- (iii.) In the case of screw steamers in which the space for propelling power is to be measured, the contents of the shaft trunk shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk, and dividing the product by 100.
- (iv.) If in any ship in which the space aforesaid is to be measured any alteration be made in the length or capacity of the spaces or if any cabins be fitted in the space, the ship shall be deemed to be a ship not registered until remeasurement.

Rule IV.

Measurement of open ships.

- IV In ascertaining the tonnage of open ships the upper edge of the upper strake is to form the boundary line of measurement, and the depths shall be taken from an athwartship line, extended from upper edge to upper edge of the said strake at each division of the length.

THIRD SCHEDULE

Section 83.

TABLE OF MAXIMUM FEES TO BE PAID FOR
 THE MEASUREMENT OF MERCHANT SHIPS.

	£	s.	d.
For a ship under 50 tons register tonnage	1	0	0
For a ship from 50 to 100 tons register tonnage	1	10	0
For a ship from 100 to 200 tons register tonnage	2	0	0
For a ship from 200 to 500 tons register tonnage	3	0	0
For a ship from 500 to 800 tons register tonnage	4	0	0
For a ship from 800 to 1,200 tons register tonnage	5	0	0
For a ship from 1,200 to 2,000 tons register tonnage	6	0	0

	£	s.	d.
For a ship from 2,000 to 3,000 tons register tonnage	7	0	0
For a ship from 3,000 to 4,000 tons register tonnage	8	0	0
For a ship from 4,000 to 5,000 tons register tonnage	9	0	0
For a ship from 5,000 and upwards tonnage	10	0	0

FOURTH SCHEDULE

Section 97.

TABLE OF MAXIMUM FEES TO BE PAID BY APPLICANTS FOR EXAMINATION.

For Certificates as Masters and Mates.

	£	s.	d.
Certificate as Master	2	0	0
Certificate as Mate	1	0	0

For Certificates as Engineers.

Certificate as first-class engineer	2	0	0
Certificate as second-class engineer	1	0	0

FIFTH SCHEDULE

Section 200.

REGULATIONS TO BE OBSERVED WITH RESPECT TO ANTISCORBUTICS.

Furnishing of Anti-Scorbutics.

- (1) The anti-scorbutics to be furnished shall be lime or lemon juice, or such other anti-scorbutics (if any) of such quality, and composed of such materials, and packed and kept in such manner as Her Majesty by Order in Council may direct.
- (2) , No lime or lemon juice shall be deemed fit and proper to be taken on board ship, for the use of the crew or passengers thereof, unless it has been obtained from n bonded warehouse for and to be shipped as stores.
- (3) Lime or lemon juice shall not be so obtained or delivered from a warehouse as aforesaid, unless—

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- (a) it is shown, by a certificate under the hand of an inspector appointed by the Board of Trade, to be proper for use on board ship, the certificate to be given upon inspection of a sample, after deposit of the lime or lemon juice in the warehouse; and
 - (b) it contains fifteen per cent. of proper and palatable proof spirit, to be approved by the inspector or by the proper officer of customs, and to be added before or immediately after the inspection thereof ; and
 - (c) it is packed in such bottles at such time and in Such manner and is labelled in such manner as the Commissioners of Customs may-direct.
- (4) If the lime or lemon juice is deposited in a bonded warehouse, and has been approved as aforesaid by the inspector, the spirit, or the amount of spirit necessary to make up fifteen per cent., may be added in the warehouse, without payment of any duty thereon; and when any spirit has been added to any lime or lemon juice, and the lime or lemon juice has been labelled as aforesaid, it shall be deposited in the warehouse for delivery as ship's stores only, upon such terms and subject to such regulations of the Commissioners of Customs as are applicable to the delivery of ship's stores from the warehouse.
- (5) The lime or lemon juice with which a ship is required by this Act to be provided shall be taken from the warehouse duly labelled as aforesaid, and the labels shall remain intact until twenty-four hours at least after the ship has left her port of departure on her foreign voyage.

Serving out of Anti-Scorbutics.

- (6) The lime or lemon juice shall be served outwith sugar (the sugar to be in addition to any sugar required by the agreement with the crew).
- (7) The anti-scorbutics shall be served out to the crew so soon as they have been at sea for ten days; and during the remainder of the voyage, except during such time as they are in harbour and are there supplied with fresh provisions.
- (8) The lime or lemon juice and sugar shall be served out daily at the rate of an ounce each per day to each member of the crew, and shall be mixed with a due proportion of water before being served out.
- (9) The other anti-scorbutics, if any, provided in pursuance of an Order in Council shall be served out at such times and in such quantities as the Order in Council directs.

SIXTH SCHEDULE

Sections 79 and 210.

REGULATIONS TO BE OBSERVED WITH RESPECT
 TO ACCOMMODATION ON BOARD SHIPS.

- (1) Every place in a ship occupied by seamen or apprentices, and appropriated to their use, shall be such as to make the space which it is required by the Second Part of this Act to contain available for the proper accommodation of the men who are to occupy it, and shall be securely constructed, properly lighted and ventilated, properly protected from weather and sea, and as far as practicable properly shut off and protected from effluvium which may be caused by cargo or bilge water.

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- (2) A place so occupied and appropriated as aforesaid shall not authorise a deduction from registered tonnage under the tonnage regulations of this Act unless there be in the ship properly constructed privies for the use of the crew, of such number and of such construction as may be approved by the surveyor of ships.
- (3) Every place so occupied and appropriated as aforesaid shall, whenever the ship is registered or re-registered, be inspected by one of the surveyors of ships under this Act, who shall, if satisfied that the same is in all respects such as is required by this Act, give to the collector of customs a certificate to that effect, and if the certificate is obtained, but not otherwise, the space shall be deducted from the register tonnage.
- (4) No deduction from tonnage as aforesaid shall be authorised unless there is permanently cut in a beam, and cut in or painted on or over the doorway or hatchway of every place so occupied and appropriated, the number of men which it is constructed to accommodate, with the words " Certified to accommodate seamen."
- (5) Upon any complaint concerning any place so occupied and appropriated as aforesaid, a surveyor of ships may inspect the place, and if he finds that any of the provisions of this Act with respect to the same are not complied with he shall report the same to the chief officer of customs at the port where the ship is registered, and thereupon the registered tonnage shall be altered, and the deduction aforesaid in respect of space disallowed, unless and until it be certified by the surveyor, or by some other surveyor of ships, that the provisions of this Act in respect of the place are fully complied with.

Maximum Fees for Inspection.

- (6) The fee for each visit to the ship shall not exceed ten shillings.
- (7) The aggregate amount of the fees for any such inspection shall not exceed one pound, whatever be the number of separate visits.
- (8) When the accommodation is inspected at the same time with the measurement of the tonnage, no separate fee shall be charged for the inspection.

SEVENTH SCHEDULE

Section 244.

CONSTITUTION OF LOCAL MARINE BOARDS.

Elections.

Constitution of local marine board.

- 1 A local marine board shall consist of the following members; viz.,—
 - (a) The mayor or provost and the stipendiary magistrate, or such of the mayors or provosts and stipendiary magistrates of the place (if more than one) as the Board of Trade appoint:
 - (b) Four members appointed by the Board of Trade from among persons residing or having places of business at the port or within seven miles thereof:
 - (c) Six members elected by the owners of such foreign-going ships and home trade passenger ships as are registered at the port.

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- 2 The election shall be held on the twenty-fifth day of January one thousand eight hundred and ninety-six, and on the twenty-fifth day of January in every third succeeding year, and the appointments shall be made within one month after the elections.
- 3 Upon the conclusion of that month and the constitution of a new board, the functions of the then existing board shall cease, and the board, consisting of the members then newly elected and appointed, shall take its place.
- 4 A casual vacancy happening in the intervals between the general elections and appointments, by death, resignation, disqualification, or otherwise, shall be filled up within one month after it happens ; and every person elected or appointed to fill a casual vacancy shall continue a member until the next constitution of the new board.
- 5 The mayor or provost shall fix the place and mode of conducting elections, and also, in the case of casual vacancies, the day of election, and shall give at least ten days notice thereof.
- 6 The Board of Trade may decide any question raised concerning any election.

Registry and Votes of Electors.

- 7 Owners of foreign-going ships and of home trade passenger ships registered at the port shall have votes at the election as follows; namely,—
 Every registered owner of not less than 250 tons in the whole of such shipping shall at every election have one vote for each member for every 250 tons owned by him, so that his votes for any one member do not exceed ten.
- 8 The qualification of electors shall be ascertained as follows :—
- (a) In the case of a ship registered in the name of one person that person shall be deemed the owner:
 - (b) In the case of a ship registered in distinct and several shares in the names of more persons than one the tonnage shall be apportioned among them as nearly as may be in proportion to their respective shares, and each of them shall be deemed the owner of the tonnage so apportioned to him :
 - (c) In the case of a ship or shares of a ship registered jointly without severance of interest in the names of more persons than one the tonnage shall, if sufficient either alone or together with other tonnage, if any, owned by the joint owners, to give a qualification to each of them, be apportioned equally between or among the joint owners, and each of them shall be deemed the owner of the equal share so apportioned to him ; but if it is not so sufficient the whole of the tonnage shall be deemed to be owned by such one of the joint owners resident or having a place of business at the port or within seven miles thereof as is first named on the register:
 - (d) In making any such apportionment any portion of the tonnage may be struck off so as to produce a divisible amount:
 - (e) The whole amount of tonnage so owned by each person, whether in ships or shares of or interests in ships, shall be added together, and if sufficient, shall constitute his qualification.
- 9 The chief officer of customs in the port shall, with the assistance of the Registrar-General of Shipping and Seamen, on or before the twenty-fifth day of December in the year one thousand eight hundred and ninety-five, and in every third succeeding year, make out an alphabetical list of the persons entitled by this Act to vote at the election, containing the name and residence of each such person, and the number

- of votes to which he is entitled, and shall sign the list, and shall cause a sufficient number of copies thereof to be printed, and shall cause copies thereof to be fixed on or near the doors of the custom house of the port for two entire weeks next after the list has been made, and shall keep two copies of the list, and permit the same to be perused by any person, without payment, at all reasonable hours during those two weeks.
- 10 The mayor or provost of the port, or such of them, if more than one, as is or are for the time being so appointed as aforesaid, shall, at least twenty days before the twenty-fifth day of January one thousand eight hundred and ninety-six, and in each succeeding third year, nominate two justices of the peace (in this schedule referred to as the revisors) to revise the list.
- 11 The revisors shall, between the eighth and fifteenth days of January, both inclusive, in the year in which they are so nominated, revise the list at the custom house of the port, or in some convenient place near thereto, to be hired, if necessary, by the said chief officer.
- 12 The revisors shall give three clear days notice of the revision by advertising the same in some local newspaper, and by affixing a notice thereof on or near to the doors of the custom house.
- 13 The revisors shall make the revision by inserting in the list the name of every person who chums to have his name inserted therein and gives proof, satisfactory to the revisors, of his right to have his name so inserted, and by striking out therefrom the name of every person to the insertion of whose name an objection is made by any other person named in the list who gives proof satisfactory to the revisors that the name objected to ought not to have been inserted therein.
- 14 The decision of the revisors with respect to every such claim or objection shall be conclusive.
- 15 The revisors shall, immediately after the revision, sign their names at the foot of the list so revised.
- 16 The list so revised shall be the register of voters at elections for three years from the twenty-fifth day of January then next ensuing inclusive to the twenty-fourth day of January inclusive in the third succeeding year.
- 17 The revised list, when so signed, shall be delivered to the mayor or provost as aforesaid, who shall, if necessary, cause a sufficient number of Copies thereof to be printed, and shall cause a copy thereof to be delivered to every voter applying for the same.
- 18 The chief officer shall, if required, for the assistance of the revisors in revising the list, produce to them the books containing the register of ships registered at the port; and the Registrar-General of Shipping and Seamen, if required, shall also produce or transmit - to them such certified extracts or returns from the books in his custody as may be necessary for the same purpose.
- 19 The revisors shall certify the expenses properly incurred by the chief officer in making and printing the list and in the revision thereof, and the Board of Trade shall pay the same, and also all expenses properly incurred by the mayor or provost in printing the same, or in any election ; and the Board of Trade may disallow any items of any of those expenses in their opinion improperly incurred.
- 20 Every person whose name appears on the revised list and no other person, shall be qualified to vote at the election on the twenty-fifth day of January next after the

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revision, and at any election for a casual vacancy held at any time between that day and the next ordinary triennial election.

Qualification of Members.

- 21 Every male person who is, according to the revised list, entitled to a vote, shall be qualified to be elected a member, and no other person shall be so qualified; and if any person elected ceases after election to be an owner of such quantity of tonnage as would entitle him to a vote he shall no longer continue to act or be considered a member, and thereupon another member shall be elected in his place.

Application to Corporations.

- 22 A corporation owning a ship shall be entitled to be registered in like manner as any individual, with the substitution of the office of the corporation for the, residence of the individual. The vote of such corporation shall be given by some person whom the corporation may appoint in that behalf, and that person shall be qualified to be elected a member, and if the corporation ceases after his election to be an owner of such quantity of tonnage as entitles the corporation to be registered as a voter, that person shall cease to be a member and another member shall be elected in his place.

EIGHTH SCHEDULE

Section 254.

Particulars to be registered by Master of a Ship concerning a Birth at Sea.

Date of birth.

Name (if any) and sex of the child.

Name and surname, rank, profession, or occupation of the father.

Name and surname, and maiden surname of the mother.

Nationality and last place of abode of the father and mother.

Particulars to be registered by Master of a Ship concerning a Death at Sea.

Date of death.

Name and surname.

Sex.

Age.

Rank, profession, or occupation.

Nationality, and last place of abode.

Cause of death.

NINTH SCHEDULE

Sections 277, 360.

PART I

Maximum Fees to be paid for Passenger Steamer's Certificate.

	£	s.	d.
For passenger steamers not exceeding 100 tons	4	0	0
Exceeding 100 tons and not exceeding 300 tons	6	0	0
Exceeding 300 tons and not exceeding 600 tons	8	0	0
And for every additional 300 tons above 600 an additional	2	0	0

PART II

Maximum Fees for Survey of Emigrant Ships.

	£	s.	d.
For an ordinary survey of the ship, and of her equipments, accommodation, stores, light, ventilation, sanitary arrangements, and medical stores	10	0	0
For a special survey	15	0	0

TENTH SCHEDULE

Sections 292, 367.

Regulations as to number of Persons carried on Emigrant Ships.

- (1) An emigrant ship shall not carry under the poop or in the round house or deck house or on the upper passenger deck, a greater number of steerage passengers than in the

proportion of one statute adult to every fifteen clear superficial feet of deck allotted to their use.

- (2) An emigrant ship shall not carry on the lower passenger deck a greater number of steerage passengers than in the proportion of one statute adult to every eighteen clear superficial feet of deck allotted to their use.
- (3) Provided, that if the height between the lower passenger deck and the deck immediately above it is less than seven feet, or if the apertures (exclusive of side scuttles) through which light and air are admitted together to the lower passenger deck are less in size than in the proportion of three square feet to every one hundred superficial feet of that deck, the ship shall not carry a greater number of steerage passengers on that deck than in the proportion of one statute adult to every twenty-five clear superficial feet thereof.
- (4) An emigrant ship, whatever be her superficial space of decks, shall not carry a greater number of steerage passengers on the whole than in the proportion of one statute adult to every five superficial feet clear for exercise, on the upper deck or poop, or on any round house or deck house which is secured and fitted on the top with a railing or guard to the satisfaction of the emigration officer at the port of clearance.
- (5) In the measurement of the passenger decks, poop, round house or deck house, the space for the hospital, and the space occupied by that part of the personal luggage of the steerage passengers which the emigration officer permits to be carried there, shall be included.

ELEVENTH SCHEDULE

Section 293.

REGULATIONS AS TO THE ACCOMMODATION FOR STEERAGE PASSENGERS.

Construction of Passenger Decks.

- (1) The beams supporting the passenger decks shall form part of the permanent structure of the ship. They shall be of adequate strength in the judgment of the emigration officer at the port of clearance, and shall be firmly secured to the ship to his satisfaction.
- (2) The passenger decks shall be at least, one inch and a half thick, and shall be laid and firmly fastened on the beams continuously from side to side of the compartment in which the steerage passengers are berthed.
- (3) The height between that part of any deck on which steerage passengers are carried and the deck immediately above it shall not be less than six feet.

Berths.

- (4) There shall not be more than two tiers of berths on any one deck. The interval between the floor of berths and the deck immediately beneath it shall not be less than six inches. The interval between each tier of berths and between the uppermost tier and the deck above it shall not be less than two feet six inches.
- (5) The berths shall be securely constructed and of dimensions not less than six feet in length and eighteen inches in breadth for each statute adult, and shall be sufficient

in number for the proper accommodation of all the steerage passengers contained in the lists of passengers by this Act required to be delivered by the master of the ship.

- (6) No part of any berth shall be placed within nine inches of any watercloset erected in the between-decks.
- (7) All male steerage passengers of the age of fourteen years and upwards (except those who occupy berths with their wives) shall to the satisfaction of the emigration officer at the port of clearance be berthed in the fore part of the ship in a compartment divided off from the space appropriated to the other steerage passengers by a substantial and well-secured bulkhead without opening into or communicating with any adjoining steerage passenger's berth, or, if the ship is fitted with enclosed berths, in separate rooms.
- (8) Not more than one steerage passenger, except in the case of husband and wife, or females, or children under the age of twelve years, shall be placed in or occupy the same berth.
- (9) Berths occupied by steerage passengers during the voyage shall not be taken down until forty-eight hours after the arrival of the ship at the port of final discharge, unless all the steerage passengers have voluntarily quitted the ship before the expiration of that time. The master of the ship shall alone be liable to a fine for breach of this regulation.

Hospitals.

- (10) Sufficient space shall be set apart in every emigrant ship for use exclusively as a hospital for the steerage passengers, properly divided off, to the satisfaction of the emigration officer at the port of clearance.
- (11) The space set apart for a hospital shall be under the poop or in the round house, or in any deck house which shall be properly built and secured to the satisfaction of the emigration officer at the port of clearance, or on the upper passenger deck, and not elsewhere.
- (12) The space so set apart shall contain not less than eighteen clear superficial feet for every fifty steerage passengers whom the ship carries; and shall be fitted with bed-places, and supplied with proper beds, bedding, and utensils to the satisfaction of the emigration officer at the port of clearance, and shall throughout the voyage be kept so fitted and supplied.

Privies.

- (13) Every emigrant ship shall be provided to the satisfaction of the emigration officer at the port of clearance with at least two privies, and with two additional privies on deck for every one hundred steerage passengers on board, and in ships carrying as many as fifty female steerage passengers with at least two waterclosets under the poop or elsewhere on the upper deck to the satisfaction of the emigration officer for the exclusive use of women and young children. The privies shall be placed in equal numbers on each side of the ship, and need not in any case exceed twelve in number.
- (14) All such privies and waterclosets shall be firmly constructed and maintained in a serviceable and cleanly condition throughout the voyage, and shall not be taken down until the expiration of forty-eight hours after the arrival of the ship at the final port

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of discharge, unless all the steerage passengers quit the ship before the expiration of that time.

- (15) The master of the ship shall alone be liable to a fine for breach of the regulations as to privies.

Light and Ventilation.

- (16) Every emigrant ship shall be supplied with such provision for affording light and air to the passenger decks as the circumstances of the case may, in the judgment of the emigration officer at the port of clearance, require, and if there are as many as one hundred steerage passengers on board shall be supplied with an adequate and proper ventilating apparatus, to be approved by such emigration officer and fitted to his satisfaction.
- (17) The steerage passengers shall have the free and unimpeded use of the whole of each hatchway situated over the space appropriated to them, and over each such hatchway there shall be erected such a boobyhatch or other substantial covering as will, in the opinion of the emigration officer, afford the greatest amount of light and air, and of protection from wet, which the case will admit.

TWELFTH SCHEDULE

Section 298.

WATER AND PROVISIONS.

Water and provisions shall be issued to the steerage passengers according to the following dietary scales; (that is to say)

Water.

Three quarts daily to each statute adult, exclusive of the quantity necessary, for cooking any article issued under this schedule in a cooked state.

Provisions.

Weekly, per statute adult:—

	SCALE A.		SCALE B.	
	For Voyages <i>not exceeding</i> 84 Days for Sailing Ships or 50 Days for Steamships of Ships having Steam Power in aid of Sails.		For Voyages <i>exceeding</i> 84 Days for Sailing Vessels or 50 Days for Steamships or Ships having Steam Power in aid of Sails.	
	lbs.	ozs.	lbs.	ozs.
Bread or biscuit, not inferior to navy biscuit	3	8	3	8
Wheaten flour	1	0	2	0
Oatmeal	1	8	1	0

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	SCALE A. For Voyages <i>not exceeding</i> 84 Days for Sailing Ships or 50 Days for Steamships of Ships having Steam Power in aid of Sails.		SCALE B. For Voyages <i>exceeding</i> 84 Days for Sailing Vessels or 50 Days for Steamships or Ships having Steam Power in aid of Sails.	
Rice	1	8	0	8
Peas	1	8	1	8
Beef	1	4	1	4
Pork	1	0	1	0
Butter		—	0	4
Potatoes	2	0	2	0
Sugar	1	0	1	0
Tea	0	2	0	2
Salt	0	2	0	2
Mustard	0	0 ½	0	0 ½
Pepper (white or black), ground	0	0 ¼	0	0 ¼
Vinegar		One gill.		One gill.
Preserved meat			1	0
Suet			0	6
Raisins			0	8
Lime juice			0	6
				(See below)

Substitutions.

Substitutions at the following rates may, at the option of the master of any emigrant ship, be made in the above dietary scales, as follows; (that is to say,)

1 ¼ lb. of soft bread baked on board	for	{ 1 lb. of flour, or 1 lb. of biscuit, or 1 ¼ lb. of oatmeal, or 1 lb. of rice, or 1 lb. of peas.
1 lb. of preserved meat	for	1 lb. of salt pork or beef.
1 lb. of flour or of bread or biscuit, or ½ lb. of beef or of pork }	for	{ 1 ¼ lb. of oatmeal, or 1 lb. of rice, or 1 lb. of peas.
1 lb. of rice	for	1 ¼ lb. of oatmeal, or vice versa.
¼ lb. of preserved potatoes	for	1 lb. of potatoes.

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10 oz. of currants	for	8 oz. of raisins.
3 ½ oz. of cocoa or of coffee, roasted and ground }	for	2 oz. of tea.
¾ lb. of treacle	for	½ lb. of sugar.
1 gill of mixed pickles	for	1 gill of vinegar.

Provided that the substituted articles are set forth in the contract tickets of the steerage passengers.

Regulations as to Lime Juice.

Lime Juice.

When the ship is not in the Tropics, it shall not be obligatory to issue lime juice, but lime juice may be issued at the discretion of the medical practitioner on board, or if there is no such medical practitioner, at the discretion of the master.

Regulations as to Messes and Issue of Provisions.

- (1) Steerage passengers may be divided into messes, but a mess shall not consist of more than ten statute adults.
- (2) Members of the same family, whereof one at least is a male adult, shall be allowed to form a separate mess.
- (3) Water and provisions according to the above scales shall be issued daily before two o'clock in the afternoon to the head person for the time being of each mess, on behalf and for the use of the members thereof.
- (4) The first of the issues shall be made before two o'clock in the afternoon of the day of embarkation to such of the steerage passengers as are then on board.
- (5) Such provisions as require to be cooked shall be issued in a properly cooked state.

THIRTEENTH SCHEDULE

Section 301.

Conditions for Carriage of Horses and Cattle in Emigrant Ships.

- (1) The animals shall not be carried below any deck on which steerage passengers are berthed, nor in any compartment in which steerage passengers are berthed, nor in any adjoining compartment, except in a ship built of iron, and of which the compartments are divided off by watertight bulkheads extending to the upper deck.
- (2) Clear space on the spar or weather deck shall be left for the use and exercise of the steerage passengers, at the rate of at least ten superficial feet for each statute adult.
- (3) No greater number of steerage passengers shall be carried than in the proportion of fifteen to every one hundred tons of the ship's registered tonnage.
- (4) In emigrant ships of less than five hundred tons registered tonnage not more than two head of large cattle shall be carried, nor in emigrant ships of larger tonnage more than one additional head of large cattle for every additional two hundred tons of the ship's

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proceeds to sea, the master, together with the owner or charterer, or in the event of the owner or charterer being absent, or being the master, one other good and sufficient person, approved by the chief officer of customs at the port of clearance, shall enter into a joint and several bond to the Crown, in the sum of two thousand pounds :

Now the condition of this obligation is such, that if the ship whereof the above bounden _____ is master, bound to _____ is in all respects seaworthy,⁽³⁾ [and if the said ship shall call at the port of _____ and there shall be shipped on board at such port pure water for the use of the steerage passengers, sufficient in quantity to afford an allowance of three quarts daily to each statute adult for the period of _____ days on the voyage from such port to the final port or place of discharge of such ship,] and if (notwithstanding any fine by the said Act imposed, and whether the same may have been sued for and recovered or not) all and every the requirements of the said Merchant Shipping Act, 1894, (except such of them as relate exclusively to passage brokers and emigrant runners) and of the Board of Trade acting under the said Act, and of any Order of Her Majesty in Council relating to “emigrant ships” and now in force, shall in all respects be well and truly performed⁽⁴⁾ [and if the master for the time being of the said ship shall submit himself, in like manner as a British subject being the master of a British emigrant ship, to the jurisdiction of the tribunals in _____ Majesty’s possessions abroad, empowered by the said Act to adjudicate on offences committed against the said Act,] and if moreover all fines, and forfeitures which the master of such ship may be adjudged to pay for or in respect of the breach or nonfulfilment of any of such requirements as aforesaid shall be well and truly paid, and if all expenses incurred by a Secretary of State or governor of a British possession or British consular officer under the said Act shall also be well and truly paid, then this obligation to be void, otherwise to remain in full force and virtue.

⁽³⁾ The clause within brackets is to be inserted only when the ship is to call at an intermediate port to take in water as provided in Part III. of the Merchant Shipping Act, 1894.

⁽⁴⁾ This clause to be inserted only in the case of a foreign emigrant ship proceeding to any British possession.

† Insert names and addresses in full of the witnesses.
 § Certificate to be signed by the chief officer of customs and forwarded with the bond to the colony, according to s. 319 of the Act.

Signed, sealed, and delivered by the above bounden _____ and _____ in the presence of † _____

§ [I hereby certify, that the above bond was duly signed, sealed, and delivered according to the law of the United Kingdom by the said _____ master of the said ship _____ and by the said (other obligor).]

(Signature) _____ } Chief Officer of Customs for the port of _____
 (Date) _____ 18 _____ of _____

FORM II. FORM OF PASSENGERS LIST.

Ship's Name.	Master's Name.	Tons per Register.	Aggregate Number of Superficial Feet in several Compartments set apart for Steerage Passengers.	Total Number of Statute Adults, exclusive of Master, Crew, and Cabin Passengers, which the Ship can legally carry.	Where bound.

I hereby certify, that the provisions actually laden on board this ship are sufficient, according to the requirements of Part III. of the Merchant Shipping Act, 1894 for _____ statute adults for a voyage of _____ days.
 (Signature) _____ Master.
 Date _____ 18 _____

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NAMES AND DESCRIPTIONS OF PASSENGERS.

Ports of Embarkation.	Number of Contract Tickets.	Names of Passengers.	Profession, Occupation, or Calling of Passenger.	ENGLISH.						SCOTCH.						IRISH.						FOREIGNERS.						Port at which Passengers have contracted to land.						
				Age of each Adult of 12 Years and upwards.			Ages of Children between 1 and 12 Years.			Infants.	Age of each Adult of 12 Years and upwards.			Ages of Children between 1 and 12 Years.			Infants.	Age of each Adult of 12 Years and upwards.			Ages of Children between 1 and 12 Years.			Infants.										
				Married.		Single.	Males.		Females.		Married.		Single.	Males.		Females.		Married.		Single.	Males.		Females.											
				Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.											

SUMMARY OF STEERAGE AND CABIN PASSENGERS.

NATIONALITIES.	Number of Souls.							
	Adults of 12 Years of Age and upwards.				Children between 1 and 12 Years.		Infants.	
	Married.		Single.					
	M.	F.	M.	F.	M.	F.	M.	F.
English - - -								
Scotch - - -								
Irish - - -								
Foreigners - -								
TOTAL - - -								

No.

Total Number of Adults - - - -
 Children between 1 and 12; equal to Statute Adults - - -
 Total Number of Statute Adults - - -

We hereby certify, that the above is a correct list of the names and descriptions of all the passengers who embarked at the port of _____.

(Signed) _____ Master.
 _____ Emigration Officer.
 (Countersigned) _____ Officer of Customs at _____.

Date _____ 18 ____.

N.B.—Lines should be ruled in the same form for any additions to the list after the ship first clear out; and similar certificates be subjoined to such additions, according to the requirements of the Act.

FORM III. FORM OF GOVERNOR'S OR CONSULAR OFFICER'S CERTIFICATE OF EXPENDITURE IN THE CASE OF PASSENGERS WRECKED OR FORWARDED.

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(1) If more passengers were rescued than forwarded, or if bedding, &c. was not supplied, alter the certificate to suit the facts of the case.
 (2) Omit words in brackets when necessary.
 (3) State generally the nature of the disaster and where it occurred. But if the passengers were only left behind, without any default of their own, state the fact accordingly.

I hereby certify, that, acting under and in conformity with the provisions of the Merchant Shipping Act, 1894, I have defrayed the expenses incurred in rescuing, maintaining, supplying with necessary bedding, provisions, and stores ⁽¹⁾, and in forwarding to their destination steerage passengers [and cabin passengers ⁽²⁾], who were proceeding from to in the ship, which was wrecked at sea, &c. ⁽³⁾.

And I further certify, for the purposes of Part III. of the said Act, that the total amount of such expenses is pounds, and that such expenses were duly incurred by me under the said Act.

Given under my hand, this day of 18 .

{ Governor of, &c., (or as
 the case may be,)
 British Consular
 Officer at

FORM IV. FORM OF PASSAGE BROKER'S BOND.

(1) Insert names and surnames in full with occupation and address of each of the parties.

KNOW all men by these presents, that we, *A.B.* ⁽¹⁾ of *C.D.* of, &c. and *E.F.* of, &c. are held and firmly bound unto our Sovereign by the Grace of God of the United Kingdom of Great Britain and Ireland defender of the faith, in the sum of one thousand pounds of good and lawful money of Great Britain, to be paid to our said Sovereign, Her [His] heirs and successors; to which payment well and truly to be made we bind ourselves and every of us, jointly and severally, and our heirs, executors, and administrators, and every of them, firmly by these presents. Sealed

with our seals. Dated this day of one thousand eight hundred and

Whereas by Part III. of the Merchant Shipping Act, 1894, it is amongst other things enacted, that a person shall not, save as therein excepted, directly or indirectly act as a passage broker in respect of steerage passages from the British Islands to any port out of Europe, and not within the Mediterranean Sea, unless such person has entered, with two good and sufficient sureties, to be approved by the emigration officer nearest to his place of business, into a joint and several bond to the Crown, in the sum of one thousand pounds: And whereas the said *C.D.* and *E.F.* have been duly approved by the proper emigration officer as sureties for the said *A.B.*:

Now the condition of this obligation is such, that if the above bounden *A.B.*, and every agent whom he may employ in his business of a passage broker, shall well and truly observe and comply with all the requirements of the said Act, so far as the same relate to passage brokers, and further shall well and truly pay all fines and forfeitures, and also all sums of money, by way of subsistence money, or of return of passage money or compensation, to any steerage passenger, or on his account, together with all costs which the above bounden *A.B.*, or any of his agents as aforesaid, may at any time be adjudged to pay under or by virtue of the said Act, then and in such case this obligation to be void, otherwise to remain in full force.

Signed, sealed, and delivered by the above bounden *A.B.*, *C.D.*, and *E.F.*, in the presence of ⁽²⁾

⁽²⁾ Insert the names and addresses in full of the witnesses.

N.B.—This bond is to be executed in duplicate, in the presence of and to be attested by an emigration officer or his assistant, or an officer of customs, or a magistrate, or a notary public. One part is to be deposited with the Board of Trade and the other part with the emigration officer at the port nearest to the place of business of the broker.

Each member of a firm or partnership who acts as a passage broker must give a separate bond with two sureties.

The bond is exempt from stamp duty, but must be renewed annually with the licence.

FORM V. FORM OF PASSAGE BROKER'S LICENCE.

A.B.⁽¹⁾ of _____ in the _____ having shown to the satisfaction of the council of _____ [or me (or us) the undersigned], that he hath given bond to the Crown, as required by the Merchant Shipping Act, 1894, and also given fourteen days previous notice to the Board of Trade of his intention to apply for a licence to carry on the business of a passage broker in respect of steerage passages from the British Islands to any port out of Europe, and not within the Mediterranean Sea, the said council [or I (or we), the undersigned], having had no sufficient cause shown and seeing no valid reason why the said *A.B.* should not receive such licence, do hereby license and authorise the said *A.B.* to carry on the business of a passage broker as aforesaid until the end of the present year, and thirty-one days afterwards, unless this licence shall be sooner determined by forfeiture for misconduct on the part of the said *A.B.* as provided in the Merchant Shipping Act, 1894.

⁽¹⁾ The names and surnames in full, with the address and trade or occupation of the party applying for the licence must be correctly inserted. If a member of a firm, the names and surnames of all the members must be given.

Given under the common seal of the said council [or my hand and seal (or our respective hands and seals)], this _____ day of _____ 18____

at _____
(L.S.) [signature authenticating seal.]

[or Signature] _____ (L.S.) { Sheriff, or sheriff substitute, or justices of the peace as the case may be.

Note.—Each member of a firm or partnership who acts as a passage broker must have a separate licence.

FORM VI. FORM of NOTICE to be given to the Board of Trade by Licensing Authority granting a Licence.

Gentlemen,
THIS is to give you notice, that the council of _____ [or we (or I), the undersigned], did on the _____ day of _____ 18____ license *A.B.* of⁽¹⁾ _____ to carry on the business of a passage broker under the provisions of the Merchant Shipping Act, 1894.

Signatures _____ } Clerk of the said council or sheriff or Justices of the Peace, or as the case may be.

Place _____ Date _____

⁽¹⁾ Insert the names and surnames in full, with the address and occupation of the party.

To the Board of Trade, London.

FORM VII. FORM of NOTICE to be given to the Board of Trade by an Applicant for a Passage Broker's Licence.

Gentlemen,
I, *A.B.*⁽¹⁾ of _____ in _____ do hereby give you notice that it is my intention to apply, after the expiration of fourteen clear days from the date of putting this notice into the post to the council for the city or borough or district of _____ or if in Scotland to the sheriff or sheriff substitute of _____ or if in Ireland to the justices assembled in petty sessions to be held ⁽²⁾, _____ as the case may be, for a licence to carry on the business of a passage broker under the Merchant Shipping Act, 1894.

Signature _____ Date _____

⁽¹⁾ The names and surnames in full, with the address and trade or occupation of the party applying for a licence, must be here correctly inserted.

⁽²⁾ The place or district in which the party giving the notice has his place of business.

To the Board of Trade, London.

FORM VIII. FORM of NOTICE of forfeiture of a Passage Broker's Licence to be given by the Court by which it is forfeited to the Board of Trade.

Status: This is the original version (as it was originally enacted).

Gentlemen,

THIS is to give you notice, that the licence granted on the
 day of 18 to *A.B.* ⁽¹⁾ of in to act
 as a passage broker, was on the day of now last
 past duly declared by me (or us) the undersigned to be forfeited.⁽²⁾

Signatures _____

Place and date _____ 18

To the Board of Trade, London.

FORM IX. FORM of APPOINTMENT of Passage Broker's Agent.

DIRECTIONS. Insert in the proper places the names and surnames in full, with the correct addresses and designations of the constituent and agent respectively.

I, *A.B.* of, &c. (or as the case may be), one of the partners and on behalf of the firm of, &c. (name all the partners and the style of the firm), carrying on the business of at , do hereby nominate and appoint you *C.D.* of, &c., to act as my agent and on my behalf in the sale or letting of steerage passages and otherwise in the business of a passage broker, according to the Merchant Shipping Act, 1894.

Signature in full _____

Place and date _____

Counter signature _____ { Emigration officer at the port of _____

FORM X. FORM of EMIGRANT RUNNER'S Annual Licence.

A.B. ⁽¹⁾ of in the
 having made application in writing to the council of
 [or me, the sheriff, or us, the undersigned justices of the peace assembled in petty sessions, for the of] to
 grant to him a licence to enable him to be registered as an emigrant runner in and for ⁽²⁾ , and the said [*A.B.*]
 having also been recommended as a proper person to receive such licence by an emigration officer, or by the chief constable [or other head officer of police, as the case may be] of [the district, town, or place in which the said *A.B.* is to carry on his business]: the said council [or I, the sheriff, or we, the under-mentioned justices] having no sufficient cause shown and seeing no valid reason why the said *A.B.* should not receive such licence, do hereby grant to him this licence for the purposes aforesaid, subject nevertheless to be revoked for misconduct on the part of the said *A.B.*, as provided in the Merchant Shipping Act, 1894.

(Signatures, and authenticating seal.)

Status: This is the original version (as it was originally enacted).

Registered Tonnage.	COLUMN 1. To be carried by Sailing Boats and Steam Boats.								COLUMN 2. To be carried by Sailing Boats and by Steam Boats when they do not carry the Boats in Col. 3.				COLUMN 3. To be carried by Steam Boats which do not carry the Boat in Col. 2.				COLUMN 4. Total Number of Boats.		
	Sailing Boats.				Boats.				Launches.				Boats.				Sailing Boats.	Steam Boats.	
	Number	Length	Breadth	Depth	Number	Length	Breadth	Depth	Number	Length	Breadth	Depth	Number	Length	Breadth	Depth	Number	Boats.	
Under 1000	1	4	5	0	2	2	—	—	—	—	—	—	—	—	—	—	—	1	1

Note.—In sailing boats carrying the number of boats above specified, and steam boats carrying the larger of the two numbers above specified, the boats are to be considered sufficient, if their aggregate cubic contents are equal to the aggregate cubic contents of the boats specified.

In steam boats carrying the smaller of the two numbers, specified in column 4, one of the boats must be a launch of the capacity specified in column 2.

In sailing boats of 200 tons burden and under, not carrying passengers, a dingy may be substituted for the boat in column 1.

In sailing boats of 150 tons burden and under, not carrying passengers, a substantial boat of capacity sufficient to carry the crew may be substituted for those above specified.

In all steam boats, two paddlebox boats may be substituted for the boats in column 3.

SIXTEENTH SCHEDULE

Section 420.

Maximum Fees for Inspection of Lights and Fog Signals.

	£	s.	d.
For each visit made to a ship on the application of the owner and for each visit made where the lights or fittings are found defective	0	10	0

Provided that the aggregate amount of fees for any such inspection shall not exceed one pound whatever may be the number of separate visits.

SEVENTEENTH SCHEDULE

Section 429.

LIFE SAVING APPLIANCES.

Constitution of the Committee.

- (1) Three shipowners selected by the Council of the Chamber of Shipping of the United Kingdom.
- (2) One shipowner selected by the Shipowners Associations of Glasgow and one shipowner selected by the Liverpool Steamship Owners Association and the Liverpool Shipowners Association conjointly.
- (3) Two shipbuilders selected by the Council of the Institution of Naval Architects.
- (4) Three persons practically acquainted with the navigation of vessels selected by the shipmasters societies recognised by the Board of Trade for this purpose.
- (5) Three persons being or having been able-bodied seamen selected by seamen's societies recognised by the Board of Trade for this purpose.
- (6) Two persons selected conjointly by the Committee of Lloyd's, the Committee of Lloyd's Register Society, and the Committee of the Institute of London Underwriters.

EIGHTEENTH SCHEDULE

Section 453.

Precautions as to Grain Cargo.

- (1) There shall not be carried between the decks, or, if the ship has more than two decks, between the main and upper decks, any grain in bulk, except such as may be necessary for feeding the cargo in the hold, and is carried in properly constructed feeders.
- (2) Where grain (except such as maybe carried in properly constructed feeders) is carried in bulk in any hold or compartment, and proper provision for filling up the same by feeders is not made, not less than one fourth of the grain carried in the hold or compartment (as the case may be) shall be in bags supported on suitable platforms laid upon the grain in bulk: Provided that this regulation with respect to bags shall not apply—
 - (a) to oats, or cotton seed; nor
 - (b) to a ship which is a sailing ship of less than four hundred tons registered tonnage, and is not engaged in the Atlantic trade; nor
 - (c) to a ship laden at a port in the Mediterranean or Black Sea, if the ship is divided into compartments which are formed by substantial transverse partitions, and are fitted with longitudinal bulkheads or such shifting boards as herein-after mentioned, and if the ship does not carry more than one fourth of the grain cargo, and not more than one thousand five hundred quarters in any one compartment, bin, or division, and provided that each division of the lower hold is fitted with properly constructed feeders from the between decks ; nor
 - (d) to a ship in which the grain cargo does not exceed one half of the whole cargo of the ship, and the rest of the cargo consists of cotton, wool, flax, barrels

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or sacks of flour, or other suitable cargo so stowed as to prevent the grain in any compartment, bin, or division from shifting.

- (3) Where grain is carried in the hold or between the decks, whether in bags or bulk, the hold or the space between the decks shall be divided by a longitudinal bulkhead or by sufficient shifting boards which extend from deck to deck or from the deck to the keelson and are properly secured, and if the grain is in bulk are fitted grain-tight with proper fillings between the beams.
- (4) In loading the grain shall be properly stowed, trimmed, and secured.

NINETEENTH SCHEDULE

Section 558.

PART I

STATEMENTS IN THE CASE OF SALVAGE BY HER MAJESTY'S SHIPS.

- (1) Particulars to be stated both by the salvor and by the master or other person in charge of the vessel, cargo, or property saved:—
 - (a) The place, condition, and circumstances in which the vessel, cargo, or property was at the time when the services were rendered for which salvage is claimed:
 - (b) The nature and duration of the services rendered.
- (2) Additional particulars to be stated by the salvor:—
 - (a) The proportion of the value of the vessel, cargo, and property, and of the freight which he claims for salvage, or the values at which he estimates the vessel, freight, cargo, and property respectively, and the several amounts that he claims for salvage in respect of the same:
 - (b) Any other circumstances which he thinks relevant to the said claim.
- (3) Additional particulars to be stated by the said master or other person in charge of the said vessel, cargo, or property :—
 - (a) A copy of the certificate of registry of the said vessel, and of the endorsements thereon, stating any change which (to his knowledge or belief) has occurred in the particulars contained in the certificate; and stating also to the best of his knowledge and belief, the state of the title to the vessel for the time being, and of the incumbrances and certificates of mortgage or sale, if any, affecting the same, and the names and places of business of the owners and incumbrancers:
 - (b) The name and place of business or residence of the freighter (if any) of the said vessel, and the freight to be paid for the voyage on which she then is:
 - (c) A general account of the quantity and nature of the cargo at the time the salvage services were rendered :
 - (d) The name and place of business or residence of the owner of the cargo and of the consignee thereof:
 - (e) The values at which the master or person making the statement estimates the vessel, cargo, and property, and the freight respectively, or if he thinks fit, in lieu of the estimated value of the cargo, a copy of the vessel's manifest:

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- (f) The amounts which the master thinks should be paid as salvage for the services rendered:
- (g) An accurate list of the property saved in cases where the vessel is not saved:
- (h) An account of the proceeds of the sale of the vessel, cargo, or property, in cases where the same or any of them are sold at the port where the statement is made:
- (i) The number, capacities, and condition of the crew of the vessel at the time when the services were rendered; and
- (k) Any other circumstances he thinks relevant to the matters in question.

PART II

SALVAGE BOND.

[N.B.—Any of the Particulars not known, or not required, by reason of the Claim being only against the Cargo, &c., may be omitted.]

Whereas certain salvage services are alleged to have been rendered by the vessel [*insert names of vessel and of commander*], commander, to the merchant vessel [*insert names of vessel and master*], master, belonging to [*name and place of business or residence of owner of vessel*], freighted by [*the same of the freighter*], and to the cargo therein, consisting of [*state very shortly the descriptions and quantities of the goods, and the names and addresses of their owners and consignees*]:

And whereas the said vessel and cargo have been brought into the port of [*insert name and situation of port*], and a statement of the salvage claim has been sent to [*insert the name of the consular officer or judge of the Colonial Court of Admiralty or Vice-Admiralty Court and of the office he fills*], and he has fixed the amount to be inserted in this bond at the sum of [*state the sum*].

Now I, the said [*master's name*], do hereby, in pursuance of the Merchant Shipping Act, 1894, bind the several owners for the time being of the said vessel and of the cargo therein and of the freight payable in respect of that cargo and their respective heirs, executors, and administrators, to pay among them such sum not exceeding the said sum of [*state the sum fixed*], in such proportions and to such persons as [*if the parties agree on any other court, substitute the name of it here*], the High Court in England shall adjudge to be payable as salvage for the services so alleged to have been rendered as aforesaid.

In witness whereof I have hereunto set my hand and seal, this [*insert the date*] day of .

Signed, sealed, and delivered by the said [*master's name*].

(L.S.)

In the presence of [*name of consular officer or judge of the Colonial Court of Admiralty or Vice-Admiralty Court, and of the office he fills.*]

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TWENTIETH SCHEDULE

Section 567.

MAXIMUM FEES AND REMUNERATION OF RECEIVERS.

	£	s.	d.
For every examination on oath instituted by a receiver with respect to any vessel which may be or may have been in distress, a fee not exceeding	1	0	0
But so that in no case shall a larger fee than two pounds be charged for examinations taken in respect of the same vessel and the same occurrence, whatever may be the number of the deponents.			
For every report required to be sent by the receiver to the secretary of Lloyd's in London, the sum of	0	10	0
For wreck taken by the receiver into his custody, a percentage of five per cent. upon the value thereof.			
But so that in no case shall the whole amount of percentage so payable exceed twenty pounds.			
In cases where any services are rendered by a receiver, in respect of any vessel in distress, not being wreck, or in respect of the cargo or other articles belonging thereto, the following fees instead of a per-			

	£	s.	d.
centage; (that is to say)			
If that vessel with her cargo equals or exceeds in value six hundred pounds, the sum of two pounds for the first, and the sum of one pound for every subsequent day during which the receiver is employed on that service, but if that vessel with her cargo is less in value than six hundred pounds, one moiety of the above-mentioned sum.			

TWENTY-FIRST SCHEDULE

Section 582.

MAXIMUM RATES OF PILOTAGE TO BE DEMANDED AND RECEIVED BY QUALIFIED PILOTS FOR PILOTING SNIPS WITHIN THE UNDER-MENTIONED LIMITS.

[N.B.—The Rates which can be actually taken may, by virtue of an order of the Trinity House, be less than those mentioned in this Schedule.]

OUTWARDS.

From	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Feet and under	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet and upwards.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The Orfordness, the Downs, Standgate Bay, and Blackstakes. } vice versa } Reach	3 4 2	9 4 12	5 1 3	5 9 6	5 0 6	1 3 7	7 3 7	1 6 8	1 4 9	8 6 10	7 11 0	12 7 14	5 3 16	3 16 18	0		
the Orfordness, the Downs, Standgate Bay, and Blackstakes. } vice versa } Reach	3 4 2	9 4 12	5 1 3	5 9 6	5 0 6	1 3 7	7 3 7	1 6 8	1 4 9	8 6 10	7 11 0	12 7 14	5 3 16	3 16 18	0		
the Orfordness, the Downs, Standgate Bay, and Blackstakes. } vice versa } Reach	3 4 2	9 4 12	5 1 3	5 9 6	5 0 6	1 3 7	7 3 7	1 6 8	1 4 9	8 6 10	7 11 0	12 7 14	5 3 16	3 16 18	0		

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From	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
To	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet
	and																
	under																
																	Feet
																	and
																	upwards.
Woolwich or Blackwall	6	6	7	7	8	8	9	10	10	11	11	12	12	13	13	14	14
Moorings or London Docks. }	9	9	7	3	6	7	7	8	8	9	9	10	10	11	11	12	12
Grays and Standgate Creek, or Blackstakes.	13	13	2	7	0	2	10	6	2	19	3	6	3	3	19	3	10
The Nore or Reach Warps, and Ghatham. }	10	2	10	2	15	2	19	3	9	0	3	18	4	2	9	4	7
Woolwich vice Blackwall	9	3	8	0	3	13	4	2	9	4	10	4	19	5	8	6	5
Moorings or London Docks. }	10	3	17	4	2	9	4	16	5	5	9	5	10	6	4	3	6
Long Reach	14	1	10	3	1	5	3	11	10	1	14	1	19	2	3	9	2
Woolwich or Blackwall	11	12	1	10	2	4	3	2	13	3	2	6	3	19	3	18	4
Gravesend Reach, or London Docks. }	14	2	0	6	2	6	0	2	15	3	4	6	3	13	4	2	9
Sheerness and Standgate Creek, or Blackstakes. }	19	3	1	9	3	4	6	3	13	4	2	9	4	10	5	1	3
Chatham	18	0	3	10	3	13	4	2	9	4	10	5	1	3	5	10	6
Long Reach, and Blackwall vice	14	9	1	7	6	1	10	2	6	0	2	15	3	4	6	3	13

TWENTY-FIRST SCHEDULE – MAXIMUM RATES of PILOTAGE to be DEMANDED and RECEIVED by qualified PILOTS for piloting Snips within the under-mentioned Limits.

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From	To	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Feet and under.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet and upwards.
Moorings or London Docks. }	Mooring	13	14	16	18	20	22	25	28	32	36	40	45	50	55	60	—	—
vers. { Standgate Creek, or Blackstakes. }	Mooring	10	11	13	15	17	19	22	25	29	33	38	43	48	53	58	—	—
Chatham Moorings or Woodwharf Docks. }	Mooring	17	18	20	22	25	28	32	36	40	45	50	55	60	65	70	—	—
Blackwall, Spitehead, and Standgate Creek, vice versa. { or Blackstakes. }	Mooring	20	21	23	25	28	31	35	39	44	49	54	60	66	72	78	—	—
Chatham Moorings	Mooring	16	17	19	21	24	27	31	35	40	45	50	55	60	65	70	—	—

Status: This is the original version (as it was originally enacted).

INWARDS.

From	To	From	11	12	13	14	15	16	17	18	19	20	21	22	23																																
	7	7	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet and upwards.																																
	Feet.	Feet to 10 Feet.																																													
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.																																
From Sheerness, Standgate Creek, The Gravesend. } The Downs {	5	0	7	1	7	8	13	9	9	0	10	4	9	11	0	6	11	6	12	1	2	13	7	9	16	1	3	19	0	2	21	0	2	4	5	0	2	6	2	2	8	1	3				
	10	8	1	8	6	9	9	0	10	4	10	13	0	11	8	10	12	8	13	1	4	15	9	17	4	4	2	14	2	2	4	5	1	2	6	2	2	8	1	3	3	0	1	7	4		
Blackwall or London	13	8	1	9	6	10	4	11	6	12	1	6	12	1	7	14	0	4	14	6	16	1	3	3	2	6	2	3	3	2	6	2	2	8	1	3	—	—	—	—	—	—	—	—	—	—	—
Stamford Creek. }	10	8	1	7	4	8	2	4	19	5	10	3	6	1	3	6	12	3	7	14	4	8	5	4	8	16	4	9	7	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

NOTE 1.—Foreign Ships are to pay One Fourth more than British Ships, except when privileged to enter the Ports of the United Kingdom upon paying the same duties of Tonnage as are paid by British ships, in which cases such Ships are to pay the same Rates of Pilotage only as are payable by British Ships.

NOTE 2.—For Half a Foot exceeding the above Draughts of Water, the Medium Price between the Two Limits.—For intermediate Distances a proportionate Rate.

	£	s.	d.	
In the River Thames above Gravesend. }				{ Per Trip for the whole Distance from Gravesend to London and in proportion for any Part of that Distance.
For a Boat of a Class carrying an Anchor of above 4 Cwt. with a corresponding Tow Line	2	2	0	
Do. Do. 2 Cwt.	1	1	0	
Do. Do. under 2 Cwt.	0	15	0	
And for each Man's Service in those Boats, 8s. per Tide.				

For removing a Ship from Moorings into a Dry or Wet Dock:

	£	s.	d.
For a Ship under 300 tons	0	15	0
For a Ship under 300 to 600 tons	1	1	0
For a Ship under 600 to 1,000 tons	1	11	6
For a Ship above 1,000 tons	2	2	0

TWENTY-FIRST SCHEDULE – MAXIMUM RATES of PILOTAGE to be DEMANDED and RECEIVED by qualified PILOTS for piloting Snips within the under-mentioned Limits.

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For putting a Pilot on board, and for Pilotage of Ships to the Anchorage to the Downs.*	60 Tons. and under 150.			150 Tons. and under 250.			250 Tons. and under 400.			400 Tons. and under 600.			600 Tons. and upwards.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
From off Dungeness to off Folkestone; the Church bearing N.N.W. by Compass }	2	0	0	3	0	0	3	10	0	4	0	0	5	5	0
From off Folkestone to the South Foreland, the Lights in one }	1	10	0	2	0	0	2	10	0	3	0	0	4	4	0
From off the South Foreland to	1	5	0	1	5	0	1	10	0	2	0	0	3	3	0

* When the Pilot is put on Board by a Boat from the Shore, One Seventh to the Pilot, and the remaining Six Sevenths to the Boat and Crew.

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Session and Chapter.	Short Title.	Extent of Repeal.
	Island of Ceylon and certain parts of the East Indies.	
17 & 18 Vict. c. 104.	The Merchant Shipping Act, 1854.	The whole Act.
17 & 18 Vict. c. 120.	The Merchant Shipping Repeal Act, 1854.	Section sixteen.
18 & 19 Vict. c. 91.	The Merchant Shipping Act (Amendment) Act, 1855.	The whole Act.
18 & 19 Vict. c. 119.	The Passengers Act, 1855.	The whole Act.
19 & 20 Vict. c. 41.	The Seamen's Ravings Bank Act, 1856.	The whole Act.
24 & 25 Vict. c. 10.	The Admiralty Court Act, 1861.	Sections nine, twelve, and twenty-four.
24 & 25 Vict. c. 52.	The Australian Passengers Act, 1861.	The whole Act.
25 & 26 Vict. c. 63.	The Merchant Shipping Amendment Act, 1862.	The whole Act.
26 & 27 Vict. c. 51.	The Passengers Act Amendment Act, 1863.	The whole Act.
30 & 31 Vict. c. 114.	The Court of Admiralty (Ireland) Act, 1867.	Sections, thirty-five and forty-five.
30 & 31 Vict. c. 124.	The Merchant Shipping Act, 1867.	The whole Act, except section one as far as " Act, 1867, " and section twelve.
31 & 32 Vict. c. 45.	The Sea Fisheries Act, 1868.	Sections twenty-two to twenty-four.
31 & 32 Vict. c. 129.	The Colonial Shipping Act, 1868.	The whole Act.
32 & 33 Vict. c. 11.	The Merchant Shipping (Colonial) Act, 1869.	The whole Act.
33 & 34 Vict. c. 95.	The Passengers Act (Amendment) Act, 1876.	The whole Act.
34 & 35 Vict. c. 110.	The Merchant Shipping Act, 1871.	The whole Act.
35 & 36 Vict. c. 73.	The Merchant Shipping Act, 1872.	The whole Act, except sections one, ten, and seventeen.
36 & 37 Vict. c. 85.	The Merchant Shipping Act, 1873.	The whole Act.
37 & 38 Vict. c. 88.	The Births and Deaths Registration Act, 1874.	Section thirty-seven, except sub-section (6), and except

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Session and Chapter.	Short Title.	Extent of Repeal.
		so far as the section relates to Her Majesty's ships.
38 & 39 Vict. c. 17.	The Explosives Act, 1875.	Section forty-two.
39 & 40 Vict. c. 27.	The Local Light Dues Reduction Act, 1876.	The whole Act.
39 & 40 Vict. c. 80.	The Merchant Shipping Act, 1876.	The whole Act.
40 & 41 Vict. c. 16.	The Removal of Wreck Act, 1877.	The whole Act.
42 & 43 Vict. c. 72.	The Shipping Casualties Investigation Act, 1879.	The whole Act.
43 & 44 Vict. c. 16.	The Merchant Seamen Payment of Wages and Sating Act, 1880.	The whole Act, except the first paragraph of Section one and section eleven.
43 & 44 Vict. c. 18.	The Merchant Shipping Act (1854) Amendment Act, 1880.	The whole Act.
43 & 44 Vict. c. 22.	The Merchant Shipping (Fees and Expenses) Act, 1880.	Sections two, five, six, and seven.
43 & 44 Vict. c. 43.	The Merchant Shipping (Carriage of Grain) Act, 1880.	The whole Act.
45 & 46 Vict. c. 55.	The Merchant Shipping (Expenses) Act, 1882.	The whole Act, except the first paragraph of section one and section eight.
45 & 46 Vict. c. 76.	The Merchant Shipping (Colonial Inquiries) Act, 1882.	The whole Act.
46 & 47 Vict. c. 22.	The Sea Fisheries Act, 1883.	Section eight.
46 & 47 Vict. c. 41.	The Merchant Shipping (Fishing Boats) Act, 1883.	The whole Act.
49 & 50 Vict. c. 38.	The Riot (Damages) Act, 1886.	In section six, Paragraph (a), and the words "plundering, damage," before "injury ;" and from " and as if" to the end of the section.
50 & 51 Vict. c. 4.	The Merchant Shipping (Fishing Boats) Act, 1887.	The whole Act.
50 & 51 Vict. c. 62.	The Merchant Shipping (Miscellaneous) Act, 1887.	The whole Act.
51 & 52 Vict. c. 24.	The Merchant Shipping (Life Saving Appliances) Act, 1888.	The whole Act.

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Session and Chapter.	Short Title.	Extent of Repeal.
52 & 53 Vict. c. 5.	The Removal of Wrecks Act, 1877, Amendment Act, 1889.	The whole Act.
52 & 53 Vict. c. 29.	The Passenger Acts Amendment Act, 1889.	The whole Act.
52 & 53 Vict. c. 43.	The Merchant Shipping (Tonnage) Act, 1889.	The whole Act.
52 & 53 Vict. c. 46.	The Merchant Shipping Act, 1889.	The whole Act.
52 & 53 Vict. c. 68.	The Merchant Shipping (Pilotage) Act, 1889.	The whole Act.
52 & 53 Vict. c. 73.	The Merchant Shipping (Colours) Act, 1889.	The whole Act.
53 & 54 Vict. c. 9.	The Merchant Shipping Act, 1890.	The whole Act.
55 & 56 Vict. c. 37.	The Merchant Shipping Act, 1892.	The whole Act.