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Lov
Law

om

Konsulatafgifter.
Consular Charges

Every Danish merchant vessel which arrives in a port where a Danish Consul or Vice Consul resides must pay a due of 5 Ore for each registration of nett tonnage indicated in its letter of tonnage, when loading a cargo as well as when discharging. If the vessel neither loads nor discharges, there is nothing to pay. Sailing Vessels, in European ports situated on this side of Cape Finisterre, and Steamers under 200 registrations, in ports situated East of the Texel line – Lindesnaes and West of the Rygenwalde line Kalmar, only pay one half of the above mentioned charge. The necessity for paying the dues is subject to the following restrictions

1st When a vessel, on the way to its destination, touches at intermediate ports to there load or partially discharge, it will not have to pay any consular due if the merchandises which it there loads or discharges do not amount to more than a tenth of its nett tonage. On the contrary the vessel will have to pay half the Consulate due, that is respectively 2½ or 1¼ One per ton of the Merchandises loaded or discharged

2nd Every vessel which, in the course of a civil year, shall have paid in one port Consular dues amounting altogether to 30 One per nett registration will be free of all Consular dues henceforth in that port for the remainder of the same year

3rd The present law will take effect the 1st July 1888 and will be subject to a revision before the end of 1891. With regard to the present Consuls who at the time of their nomination did not take the precaution of having to accept the reductions which the Consular Charges have just undergone, they will at the end of each year and until the end of 1891, if they remain during this time in their posts which they at present occupy, be indemnified by the State Treasury with the difference between the Consular dues fixed by the tariff, which have been collected after the present law came in force, & the mean dues collected by their respective Consulates in the five last civil years before the present law took effect.

Vi Christian den Niende, af Guds Naade Konge til Danmark, de Venders og Gothers, Hertug til Slesvig, Holsten, Stormarn, Ditmarsken, Lauenborg og Oldenborg,

Gjøre vitterligt: Rigsdagen har vedtaget og Vi ved Vort Samtykke stadfæstet følgende Lov:

§ 1.

Dansk Handelsskib, der anløber en Havn, hvor dansk Konsul eller Vicekonsul er ansat, skal i Konsulatafgift for hver Nettoregisterton efter Maalebrevets Udvisende erlægge for indtagen Ladning 5 Øre og ligesaa meget for foretagen Losning. Hvis Skibet hverken lader eller losser, betales altsaa Intet.

Seilskibe i europæiske Havne paa denne Side Kap Finisterre og Dampskibe under 200 Nettoregistertons i Havne, der ligge Østen for Linien fra Texelen til Lindesnæs og Vesten for Linien fra Rygenwalde til Kalmar, betale kun det Halve af fornævnte Afgift.

Forpligtelsen til at erlægge disse Afgifter er undergiven følgende Indskrænkninger:

1. Anløber Skibet paa Reisen til Bestemmelsesstedet Mellemhavne for delvis Ladning eller Losning, erlægges i saadan Mellemhavn ingen Konsulatafgift, dersom hverken det der indladede eller udlosede Gods bestuer mere end $^1/_{10}$ af Skibets Nettoregistertons. Overstiger det der indladede eller udlosede Gods $^1/_{10}$, erlægges for Ladning eller Losning halv Konsulatafgift, altsaa henholdsvis $2^1/_2$ eller $1^1/_4$ Øre pr. Ton, af det indladede eller udlosede Gods.

2. Har et Skib i Løbet af et Kalenderaar erlagt Konsulatafgift i en Havn, som tilsammen udgjør 30 Øre pr. Nettoregisterton, er det fritaget for at erlægge yderligere Konsulatafgift i samme Havn for den tilbagestaaende Del af samme Aar.

§ 2.

For Embedshandlinger, udførte efter Begjæring af Private, og som ikke ere Skibssager, oppebærer Konsul og Vicekonsul Gebyr i Overensstemmelse med en af Udenrigsministeriet fastsat Tarif. Tvistigheder om Anvendelsen af denne Tarif afgjøres af Ministeriet.

§ 3.

Denne Lov træder i Kraft den 1ste Juli 1888 og bliver at underkaste en Revision inden Udgangen af 1891.

Midlertidig Bestemmelse.

De nu ansatte Konsuler, ved hvis Udnævnelse der ikke er taget Forbehold om, at de ville have at underkaste sig fremtidige Nedsættelser i Konsulatafgifterne, erholde for Tidsrummet indtil Udgangen af 1891 og forsaavidt de i den Tid forblive i deres nuværende Embeder, ved Aarets Udløb godtgjort af Statskassen, hvad den efter denne Lovs Ikrafttræden oppebaarne Konsulatafgift, derunder iberegnet Gebyr efter Taxten, har været ringere end Gjennemsnitsbeløbet af de ved det paagjældende Konsulat i de sidste 5 Kalenderaar før Lovens Ikrafttræden oppebaarne Konsulatafgifter.

Hvorefter alle Vedkommende sig allerunderdanigst have at rette.

Givet paa Vort Palais Amalienborg, den 5te April 1888.

Under Vor Kongelige Haand og Segl.

Christian R.
(L. S.)

O. D. Rosenörn-Lehn.

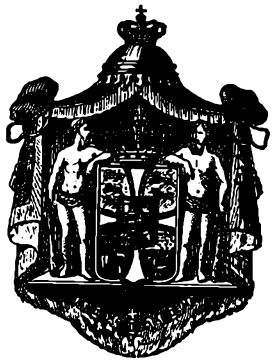
Kjøbenhavn. — Trykt hos J. H. Schultz.

INSTRUCTIONS

TO

THE DANISH CONSULS

ABROAD.



COPENHAGEN.

PRINTED BY J. H. SCHULTZ.

1884.

We, Christian the Ninth,

by the Grace of God, King of Denmark, the Vandals and Goths, Duke of Slesvig, Holstein, Stormarn, Ditmarsh, Lauenborg and Oldenborg,

Make known: That, in consideration of the Instructions which, in virtue of the Royal Resolution of 11th May 1860, have hitherto been given to Our Consuls on their entry to office, having, by a course of Laws and Ordinances issued from time to time, been subjected to a number of substantial alterations, We have deemed it right to submit them to a revision and renewal; and, upon the very humble report of Our Ministry for Foreign Affairs, We have thought proper to revoke the Old, and to sanction the following New Instructions for Our Consuls abroad, and to ordain that they shall come into force on the 1st of May next.

I. The duties of the Consuls, in general.

§ 1.

Our Consuls ought, in conformity to the Oath which they have taken, to watch over, to their utmost ability, the interest of Our Kingdom in general, and, in particular, those of the commerce and navigation of Our subjects.

§ 2.

It is the duty of Our Consuls to report from time to time to Our Ministry for Foreign Affairs, whatever of importance m y

have happened in their respective consular districts, especially regarding commercial and industrial matters, and, likewise, to inform the said Ministry about the course of commerce and navigation of such places of trade as are lying within their jurisdiction. In their reports on this head they have particularly to state, what merchandise are scarce or superfluous in their consular districts; how the prospect of the harvest of the country may be, or what the eventual result of the same has been, as also what foreign merchandise, specially the production of agricultural industry or manufacture of Our Kingdom, are principally in demand, and might bring a profitable return.

§ 3.

The Consul ought, without delay, to render account of every important event which, directly or indirectly, may influence the commerce and navigation of Our subjects, especially of every change in the legislation as it stands with regard to Customs and port-charges, light-houses and buoys &c.; and he has further, by the most convenient opportunity, to send in copies of the official notices issued in this respect.

§ 4.

It is the duty of Our Consul, without delay, to report to Our Ministry for Foreign Affairs whatever regards the state of public health in his district; he ought also to advise the Ministry of any change occurring in the laws and institutions of quarantine in his district.

The Consul shall act in the same manner, if any contagious animal disease should break out in his district or in the neighbourhood of the same.

§ 5.

When anything of a peculiarly political importance should occur, or when there is not sufficient time to procure instructions from Our Ministry for Foreign Affairs, and especially when the case is of such nature as to require an immediate application to the Government of the country, for instance, if there should be

question of the preservation of the consular immunities, Our Consul shall demand the intervention of Our Minister or Diplomatic Agent at his respective Court, and at the same time he shall report on the case to Our Ministry for Foreign Affairs and, besides, inform them of the contents of his application to the Legation. In this case, he shall promptly comply with such instructions as he may receive, and, in general, answer any demand which, for the good of Our service, may be addressed to him by Our Diplomatic Agent.

If Our Ministry for Foreign Affairs think proper to entrust Our Consul with any duty relative to affairs of state, he ought, as a loyal servant, to execute exactly the order received, to keep it secret, and, in the best manner possible, to perform what is entrusted to him, for the good of Our service, by Our Ministry.

§ 6.

The Consul shall, to the utmost of his ability, protect the persons and property, rights and immunities of Our shipmasters, merchants and travellers, or subjects whatever, residing in his district, and in this respect he shall be bound to regulate his conduct by the treaties and conventions subsisting between Us and his respective Government, and, in cases of doubt, by the instructions he is to procure from Our Ministry for Foreign Affairs, or from Our Minister or Diplomatic Agent at his respective Court.

In regard to any differences which may arise in the execution of the rights and immunities granted to Our subjects, he ought to prevent the same in time, and endeavour to adjust them by a wise and prudent intervention.

If he learn that any other nation whatsoever is favoured, to the prejudice of the rights and privileges granted to Our subjects and their commerce, or that other nations obtain new privileges in preference to Our subjects, he ought to intimate these without delay to Our Ministry for Foreign Affairs, as well as to Our respective Envoys.

§ 7.

In the Levant and in countries lying out of Europe where foreign Consuls, according to the legislation of their respective countries and the existing treaties, are invested with a special

jurisdictional authority, Our Consul shall, in the execution of this authority in regard to Danish subjects, comply with the prescriptions which are contained in the treaties concluded between Denmark and the respective country, as well as with the instructions which Our Ministry for Foreign Affairs may impart to him.

§ 8.

If Our subjects, who are living at a place where one of Our Consuls resides, think it necessary to have contracts or other instruments, as wills, made between them, authenticated by Our Consul, in consideration of the possibility of these documents being one day produced in Our territories, it is the duty of the Consul, upon due application and gratuitously, to furnish the document in question with his authentication together with his seal of office. In this respect, he shall make the necessary entry in his office-protocol adding, how he has ascertained the authenticity of the signature and the identity of the party concerned, whereon he shall, without delay, transmit to Our Ministry for Foreign Affairs a transcript of the entry.

§ 9.

If Our Consul has reason to suspect, or if a complaint is brought before him, that frauds have been committed, either in regard to goods exported by Our merchants to foreign places, or concerning charter-parties or other contracts or instruments, for instance, sea-insurances, passed between them or their Captains and foreign merchants, he shall immediately advise Our Ministry for Foreign Affairs on the subject and, if possible, accompany his report with such proofs as may be of use for a further pursuit of the case.

§ 10.

When one of Our subjects dies in the district of Our Consul, and no major heirs, nor any other person, authorised for this purpose by will or otherwise, is present, it is incumbent on Our Consul to take care of the succession of the deceased and to execute all that which, according to circumstances and customs, and in

virtue of Our treaties concluded with the respective country, ought immediately to be done. Especially, he shall take care, that the effects left by the deceased shall not be missing, and, as soon as possible, in presence of two witnesses, if possible Danish subjects, cause a complete inventory of the estate to be drawn out, which must be signed by him and the two witnesses. The Consul shall, thereon, immediately report the death to the Ministry for Foreign Affairs, and also to the nearest relatives of the deceased, provided they are known to him. Having received such information it is the duty of the major heirs of the deceased or of the guardians and legal trustees of the minors to present themselves in the place where the succession has been left, either in person or reprensented by a person duly authorised, to attend to their interests; or, on the other hand, they shall furnish the Consul with Power of Attorney and further necessary information, how he is to act on their behalf; and, at all events, they are bound to reimburse the Consul for his expenses and trouble in accordance with the custom and use at the place; and when he shall have rendered account for the estate, they shall give him a due discharge for the same. The Consul is bound to take care of the safe keeping of the succession until the time he shall have received the above instructions, either from the heirs or the Ministry for Foreign Affairs.

§ 11.

The Consul may issue passports for Danish subjects residing in his district, in as far as this is not incompatible with the legislation of the place. If other Danish subjects who, in one way or another, have lost their original passports, apply to the Consul in order to be provided with a new one, he may furnish them with a such passport, when, by the papers of legitimation produced to him, he has ascertained the identity of the persons in question, and when there is no other reason to doubt the truth of their statement. He may, on application, furnish passports, issued by Danish authorities or by the authorities of his respective country, with *visa*. For the issuing of a new passport or for a *visa* the Consul is entitled to no fee whatever.

§ 12.

All Our subjects, merchants, captains and others, shall be at full and complete liberty in every place, even in the residence of Our Consul, to provide themselves, for the management of their affairs, with any agent or correspondent whatsoever; and, unless by express demand of those interested, the Consul ought not in their name to interfere in any dispute, or the sale or purchase of goods, clearing of ships, pecuniary advances, or in any commercial transaction whatsoever, and still less force his services on Our seafaring and other subjects. But if Our subjects, merchants, captains or others, shall have recourse to the Consul in regard to affairs purely commercial, which do not come under consular administration, the Consul shall be entitled to such commission as may be usual in the place.

II. The duties of the Consuls, especially with regard to the navigation.

§ 13.

Our Consul shall be bound to render gratuitously all aid and assistance to Our ships of war which may touch at a port in his district and of whose arrival he has been apprised, except when, according to an arrangement with the Commander, he shall act as agent for the purchase of provisions and other goods required for the ship; in this case he shall be at liberty to charge a commission according to the custom of the place.

§ 14.

Our Consul shall take care that the provisions of law, made to prevent illegal use of the Danish flag, are not eluded abroad, and in this respect he is especially to turn his attention to the prescriptions laid down in the following paragraphs.

§ 15.

In order that the Consul can consider a ship as Danish, it is, as a rule required, that it shall be provided with:

1) Certificate of Nationality and Registry, including the Bill of Measurement (see Appendix, No. I.). This document, which since the 1st of October 1867 has replaced the sundry documents required by the ancient legislation to prove the nationality and identity of a ship, is, both in time of peace and war, the only paper of legitimation for the ship, and besides it, the ship shall only be provided with the Crew-list, the Customs clearance, and the necessary papers relating to the cargo. Appendix, No. I.

2) The Mark of Nationality »D. E.« the Tonnage and Registered Letters, permanently and legibly marked on the Main-beam in the after part of the Main-Hatchway, or, if this cannot be effected, in another conspicuous and suitable spot. The Registered Letters are the letters under which the ship is entered on the Register, but, besides, they are destined to serve as Signal-Letters in conformity to the prescriptions laid down in the „*Code commercial de signaux à l'usage des bâtiments de toutes nations*", conjointly issued by the Imperial French and the Royal British Government and afterwards adopted by the Royal Danish Government.

The ship shall also carry her own name and that of her port of registry, marked in light coloured, legible letters on a dark ground (or *vice versa*) on her stern, and use the ordinary Danish trading flag, consisting of a high-red cloth divided in four parts by a white vertical cross.

§ 16.

Danish ships may, however, exceptionally prove their nationality in another way, viz.:

1) Ships having become Danish property before the 1st October 1867 may, as long as their older Bills of Measurement, pursuant to former dispositions, remain in force, respectively 8 and 10 years from the date of issue, identify themselves by these Measurement-Bills, together with the other ship's papers that hitherto have been required which, in ordinary cases, are: the Builder's Certificate, the Bill of sale (*Skjøde*) or another title-deed, the Captain's Certificate of citizenship, the Crew-list, the Customs clearance, besides other papers relating to the cargo; as well as by the Mark of Nationality, «D. E.»

2) With regard to vessels belonging to Iceland and to the West-Indian Possessions the provisions of law hitherto in force shall, until further notice, still be valid.

3) Ships belonging to the Faroe-Islands, provided by the District-Sheriff *(Landfoged)* with an Interim Certificate of Nationality, which shall remain in force until a final one can be issued in Copenhagen.

4) Ships provided by a Danish Consul abroad with a Provisional Certificate of Nationality.

§ 17.

When a ship is built or purchased abroad for Danish account, Our Consul is authorised, upon written application, to issue a provisional Certificate of Nationality, which shall have the same validity as the normal Certificate of Nationality, until the vessel arrives in a Danish port, where she can finally be measured and registered. But such provisional Certificate shall, however, provided no special permission has been granted to the contrary by the Board of Customs, in no case remain in force longer than two years from the date of its issue.

§ 18.

Previous to the issuing of such Certificate, Our Consul shall examine and ascertain whether the ordinary conditions, required for the rightful ownership of Danish ships, are not wanting.

To this end he shall attend to the following points:

1) To the Consul is to be produced the Builder's Certificate, the Bill of sale or other document in proof of the transaction, whereby it became a Danish property and, as far as the Import-dues are not levied by the Consul, a Receipt for the payment of the same. These documents must be produced in the original and in legalised copies. The original shall be returned to the party concerned after its having been used, and the copies shall be transmitted by the Consul to the Ministry for Foreign Affairs.

2) The Owner or Owners of the ship must have the right of Danish Nationality and must not be domiciliated abroad, or he

or they must have acquired the same right by becoming a Danish citizen in virtue of a fixed domicile in Denmark.

If the ship is owned by a share company, the latter shall be subject to Danish Law, and its Board of Directors have domicile in Denmark and be composed of shareholders who fulfil the conditions prescribed above for a single owner. The proof of the existence of the above qualifications shall be produced to the Consul by a legal attestation, issued by the Registrar or the Authorities at his place of residence and provided with their seal of office, to the purport, that the person in question is entitled to own a Danish ship.

In special cases, namely, if it is connected with difficulties to procure the above attestation, Our Consuls, residing in ports out of Europe, may issue provisional Certificates without the same being produced; but previously to the issuing of such Certificate the purchaser must deposit with the Consul a sum from 10 to 20 rixdollars, according to circumstances, for each Ton of the ship's burden, as a surety for the correctness of his statement as to the ship's being entitled to carry the Danish flag. Such Certificate can only remain in force for a period of 6 months. If, however, the above mentioned official attestation is afterwards produced, the validity of the Certificate may be extended to the term prescribed in § 17, provided the Consul who has issued the Certificate, or another Consul to whom the said attestation has been produced, by an endorsement on the Certificate verify this fact.

In times of war no provisional Certificate must be issued to a ship sold by the subjects of one of the belligerant Powers to a Danish subject, before the Consul shall have procured a special permission in this respect from the Ministry for Foreign Affairs.

§ 19.

The above conditions having been fulfilled, the Consul shall issue a provisional Certificate of Nationality, which shall be made out in accordance with the formulary subjoined as Appendix, Nr. II., and contain the following particulars: Appendix, No. II.

1) Name and description of the ship.

2) Time and place of purchase, together with the name of

the Danish Owner or Owners according to the Bill of sale or other title-deed.

3) Name of the Captain.

4) The most accurate information as to her Tonnage, Built and Description which, according to the circumstances, can be obtained.

In as far as the ship is newbuilt, the Tonnage shall be fixed, as indicated by the papers produced, or according to other informations that may be had. If it is a purchased foreign ship, the Tonnage shall be determined by a reduction of her former home-Measurement by help of the Table of reduction subjoined as Appendix, No. III. The Tonnage shall be expressed in Danish Tons of exactly the same size as the present English Register Ton; and at the same time the former Danish Commercial-last (= 2 Tons) is abolished, from the 1st October 1867, for any ship measured in the Kingdom of Denmark, where the system of Measurement valid in Great Britain, is, upon the whole, adopted.*) Measurement-Bills issued before the 1st of October 1867, and indicating the Tonnage in Commercial-lasts, shall, however, remain in force until the expiration of the term there mentioned.

Appendix, No. III.

5) Duration of the validity of the Certificate, which must be stated by the party concerned.

§ 20.

The Certificate having been signed by the Consul and provided with his seal of office, shall be delivered to the Captain, together with the original title-deeds. Immediately after the issuing of the Certificate, the Consul shall transmit to the Ministry for Foreign Affairs, a copy of the same, accompanied with the written application for its deliverance; in like manner, he shall send in the copies of the title-deeds mentioned above in § 18, 1, as well as the attestation mentioned in the same § under Nr. 2, together

*) According to an agreement between the Danish and the British Government the Measurement-Bills of both countries are mutually recognised, and, consequently, no remeasuring is required; likewise, the same rules are to be observed when the Total Gross Tonnage is to be reduced to the Register Tonnage.

with whatever other papers that might have been produced. The Import-dues, the rules for the calculation of which are contained below in the §§ 28 and 29, shall be levied at the same time, or, if the payment of the same should already have taken place, the copy of the Receipt for the payment shall be sent in, as mentioned in § 18, 1.

§ 21.

If a Danish ship is rebuilt abroad, Our Consul shall on the application of the Captain, issue a certificate, by which the Captain shall be authorised to a further use of the Certificate of Nationality or Measurement-Bill belonging to the ship, until he arrives in a Danish port, where it can be examined, whether the ship has undergone such alterations as may necessitate the issue of a new Certificate of Nationality. The above certificate shall only be valid for such limited space of time as might be requested by the Captain, but the validity must never, without a special permission granted by the Board of Customs, be extended beyond 2 years from the date of issue.

This certificate shall be given by an endorsement on the Certificate of Nationality or the Measurement-Bill, respectively, officially signed and sealed by the Consul, to the following purport:

«According to a notice given to the Consulate, the Ship has been rebuilt, whereby her Tonnage, as far as can be ascertained, has increased (diminished) by ... Tons Register.

The present Certificate (Measurement-Bill) shall be valid for .... months from this date.

N. N. the .... 18 ...

(Seal of office).

N. N.
Consul.»

§ 22.

When the ship is so altered by the rebuilding with respect to kind, description or otherwise, that she no longer answers to the description embodied in the Certificate of Nationality or the Bill of Measurement, respectively, for instance, if the number of masts has been changed &c.; the endorsement shall further con-

tain a statement as to the nature of the alteration that has taken place, in order that the ship, by means of the Certificate or Measurement-Bill and by the endorsement on the same, may be recognised and her identity be proved. In such cases Our Consul shall likewise report to the Ministry for Foreign Affairs.

§ 23.

If a Danish ship or share in the same shall become foreign property abroad, and she in this manner loses her right to be considered as Danish property and carry the Danish flag, the ship's papers shall immediately be delivered to Our Consul. The latter shall, thereon, take a peculiar care, that the Mark of Nationality («D. E.») shall be obliterated, which done, he shall send in the papers received, and at the same time report to the Ministry about the obliteration he has caused to be made. The above provisions, likewise, apply to the case of a Danish ship being condemned abroad as unseaworthy, or of her being wrecked, broken up or otherwise destroyed. If the ship's-papers are lost or the Mark of Nationality cannot be erased, Our Consul shall state the reason thereof.

§ 24.

If it is notified to Our Consul, that a Danish ship, during her stay in his district, has changed owner or a new partowner replaced another, this not touching on the ship's right of carrying the Danish flag, the new owner or partowner being, pursuant to the above mentioned general provisions of law, entitled to own a Danish vessel, the Consul shall require the same documents produced in proof thereof as prescribed by § 18, and, if nothing is to be objected, he shall, on the Certificate or the Measurement-Bill, cancel the names of the former owner or owners and add those of the new ones; this entry shall be signed by the Consul. The Consul shall act in like manner, when change of Captain takes place abroad.

In case of change of owner-ship — not of Captain — the Consul shall, moreover, report to Our Ministry for Foreign Affairs about the change that has taken place, and what he has caused

to be done in the matter, besides, the documents produced to him shall be sent in, respectively in transcripts or originals, as prescribed by § 18.

§ 25.

If a ship has lost her Certificate of Registry and the Captain applies to Our Consul in order to procure a new one, the latter shall demand a declaration, in which the particulars of the loss shall be stated. If Our Consul, in consequence of this declaration, and by means of further informations which he may be able to procure, finds that there is no reason to doubt the accuracy of the Captain's statements and, besides, if the Mark of Nationality («D. E.») is found to be marked on the vessel, he shall give a provisional Certificate in the usual form, as prescribed above, and draw it up according to the information he has procured. If, on the contrary, the Mark of Nationality is not to be found on the vessel, the Certificate must not be issued, unless full and satisfactory declaration may be given as to the reason thereof, for instance, by written documents or legal evidence to the purport, that the ship has been rebuilt after she has left home. When a provisional Certificate has been issued as stated above, Our Consul shall report the matter to the Ministry for Foreign Affairs.

It is enforced on Our Consul to be particularly careful in this respect, lest unentitled vessels shall in this manner, by underhand practices, obtain Certificates of Danish Nationality.

§ 26.

The name of a Danish vessel can only be altered through change of ownership, and then only with the consent of the Board of Customs. Therefore, Our Consul cannot make any endorsement on the Certificates or Measurement-Bills, by which the name of such vessel is changed, and in the case mentioned above in § 25 the ship shall, in the provisional Certificate, be designated by the name she hitherto has carried.

When a foreign vessel is bought abroad by a Danish subject and Our Consul issues a provisional Certificate of Nationality for her, she can, however, be designated by the name given in writing

by the owner or Captain, although it be another, than that which the ship had, when she was foreign property.

§ 27.

As it is the duty of Our Consul, in conformity to the above prescriptions, carefully to avoid doing any acts that may be conducive to the granting of Danish Certificates of Nationality to unauthorised ships, so it is enjoined on him, if he might suspect that any unauthorised ship is sailing under the Danish flag, without delay to report the case to Our Ministry for Foreign Affairs. He shall act in like manner, if he shall find, that a ship carries a provisional Certificate issued by a Consul, the validity of which has expired, without being prolonged by a special permission from the Board of Customs. In this case the Consul is authorised to retain such Certificate, which is to be transmitted to Our Ministry for Foreign Affairs, unless it be proved, that it is owing to special circumstances, as average, repairs &c., that the provisional Certificate has not been replaced by a permanent one, or its validity prolongated as above prescribed; or, finally, if it may be proved, that a request concerning the prolongation of the validity has been timely dispatched, but the answer has not as yet been received, owing to an altered destination or otherwise. In this case the validity of the provisional Certificate can, by a special endorsement to this effect, be extended to one voyage, that is to say, from the present port of call to a Danish port.

§ 28.

The Import-dues mentioned in the §§ 18 and 20, which must be levied before a foreign ship, bought abroad by a Danish subject, can be provided with a provisional Certificate of Nationality by Our Consul, are to be calculated as follows:

1) On vessels built af Fir, of 100 Tons burden and upwards the Import-dues shall be levied at 2 per Cent of the purchase-price or taxed value. — By vessels of Fir are meant vessels of European Fir. Stanchions, stem and stern-posts are considered as ribs, and planksheers as plankings and ceilings; consequently, ships having

the said parts of any other kind of wood than European Fir, for instance, Oak or Beech, cannot be considered as vessels of Fir;

2) On all other vessels, Boats and Crafts, at 3 per Cent of the value;

3) With regard to vessels, bought to the West-Indian Possessions, the Faroe-Islands and Iceland, the provisions of law hitherto in force shall be conformed to.

§ 29.

The Import-dues shall be levied on the value of the ship herself, with her standing and running rigging, spare-stores and inventory, in one; for steam-vessels, engine and boilers included, all of which shall be taken into calculation as the condition of the same may be at the time of purchase. If any inventory objects are used, on which duty already has been levied, and this can be proved by an attestation from the Customs'-Authorities, the value of those shall be dedu ted in the valuation of the customable objects.

The purchase-price mentioned in the Bill of sale or any other title-deed shall be considered as the value, by which the Import-dues are to be calculated; or, if the said documents do not contain anything relative to the price, the value shall be found by means of a taxation caused to be done by Our Consul.

The Consul shall transmit the Import-duty to Our Ministry for Foreign Affairs by a bill of exchange or in other convenient manner.

§ 30.

It is in umbent on every Captain, bearing the Danish flag, to present himself to Our Consul or Vice-Consul before the expiration of twenty-four hours after his arrival in a foreign port. The Consul or Vice-Consul shall attend carefully to the execution of this duty, and in case a Captain should disobey this injunction, he shall be liable to a fine of 50 rixdollars, which shall be transmitted to Our Ministry for Foreign Affairs.

§ 31.

On the appearance of the Captain at the Consulate, he shall produce the ship's-papers to the Consul, and make a declaration relative to the name and burden of the ship, to the voyages of the ship, the port whence he comes, the time he departed thence, the nature and destination of the cargo, the ports he has touched at, and any other matter of interest that may have happened during the voyage.

In examining the ship's-papers, the Consul ought particularly to take care that the Crew-list or Musterroll is provided with the usual seal of enrolment; if it is not, he must report the case to the Ministry for Foreign Affairs. For the necessary information of Our mariners, the Consul ought to make known, communicate and explain to every Captain, on his first appearance, an exact statement of the laws and customs of the place; and above all, what ought to be observed in regard to goods, the import or export of which is prohibited, of the customs and harbour-dues of the place, in order that the Captain may know how to act without incurring any risk or misfortune.

§ 32.

In extraordinary cases, when, for example, the danger of war or the state of public health should render it necessary, Our Consul is, on his own responsibility, authorised to communicate in writing to Our Captains and mariners the measures necessary to follow relative to their ships and cargoes, which he shall immediately report to the Ministry for Foreign Affairs.

§ 33.

Every Captain, commanding a vessel on voyages to the west of a line between the island of Texel and Cape Lindesness, or to the east of Rugenwalde and Calmar, shall within twenty-four hours after his arrival at a foreign port, where a Danish Consul or Vice-Consul resides, produce his log-book to the said functionaries, 1) if the ship shall have suffered on her voyage damage so considerable as to give place to a protest, or 2) if the voyage is ended

in the foreign port. In such cases the Consul shall examine the log-book and ascertain, that it is duly authorised by the competent Authority in the Danish port, whence the ship has first started on her voyage, as well as that it has been regularly kept. The officer on duty, whether the Captain, first or second Mate, shall, namely, from the day when the fire is lighted in the galley, as soon as he is relieved of his watch, enter in the log-book, not only what has passed during his watch relative to the sailing and course, but also every occurrence, that in any way might serve as an information for the owners, consigners or underwriters. If any error should have slipped in the entries of the log-book, it is not allowed to correct this error in such manner as to make the passage illegible, or by erasures; but it shall be dotted out or so cancelled, that it may be possible to read what first has been written.

The Consul shall, thereon, at the end of the last entry in the log-book add a note to the effect, that it has been produced to him within twenty-four hours after the arrival of the ship, and that it has been regularly kept, this attestation the Consul shall date, sign and provide with his seal of office. If the Captain has not duly fulfilled what is prescribed in this respect, the Consul ought, besides, to report the fact to the Ministry for Foreign Affairs.

For this attestation Our Consul is entitled to charge one rixdollar for vessels of 50 Commercial-lasts or 100 Tons burden and upwards; for vessels of lesser burden only the half, or 48 *skillings* (Danish money).

If the log-book, on account of a long voyage, is filled with writing, the Consul is bound, at the request of the Captain, to authorise a new log-book, mentioning that fact at the foot of the last entry in the old one. The new log-book is only valid for the rest of that voyage. For the authorising of a new log-book the Consul is entitled to the same fee as for the attestation mentioned above.

§ 34.

Our Consul ought also to take care that every Captain presents himself at the Consulate twenty-four hours before his departure, and declares what cargo he has loaded, and for what

port he is destined. Thereon, he ought gratuitously to deliver to the Captain a certificate, signed by himself, stating precisely the date of the arrival of the ship, how long after his arrival and before his departure the Captain appeared before the Consul; whence he has come, and for what port he has departed; on whose account he made the voyage; what cargo he has taken in; and the amount of fees paid to the Consul conformably to article 46 of the present Instructions.

If the Captain, before his departure, neglects to appear before the Consul, the latter shall report this fact to the Ministry for Foreign Affairs.

§ 35.

On the request of the Captain, Our Consul shall assist him, in order that deserted seamen, by the help of the local authorities, may be forced to do their duty, provided, however, that the expenses connected herewith shall be paid by the Captain. Any one, who, after having been engaged, refuses to go onboard, omits to appear at a stated hour, or leaves the vessel of his own accord, shall be considered as a deserter. If the seaman in question denies to be guilty of desertion, or if he asserts that he is no longer engaged in the ship's service, the Consul ought to decide, whether he is to be countenanced in this respect, provided there is question of bringing him back onboard by main force. The decision shall be conformable to the prescriptions laid down in the Law of the 23d February 1866 (Appendix, No. IV).

Appendix, No. IV.

If the deserter is first found after the vessel has left the port, the Consul is in no way bound to arrest him and send him home. Before his departure the Captain shall deliver the Sailor's-Certificate *(Søfartsbog)* of the party concerned to the Consul, who, after having made an endorsement in the same with regard to what has passed, shall transmit it to the Ministry for Foreign Affairs.

§ 36.

If any of the Crew, on whom the Captain has inflicted penalties in conformity to article 5 of the Law quoted in the preceding paragraph after the ship has last touched at a Danish port, shall

leave the vessel in a port where a Consul resides, it is in umbent on the latter previously to settle the question, if the Captain has held the penalty within the limits prescribed for his jurisdiction by the said paragraph, or otherwise complied with what is prescribed in this respect by § 6 of the said Law. If the Consul finds that this question must be answered in the affirmative, the accounts must be settled according to the decision of the Captain and the fines inflicted by him must, at the same time, be withheld by the Consul and transmitted to the Ministry for Foreign Affairs; but previously, however, the Captain shall be indemnified for such claims as have arisen from the voyage. If, on the contrary, the decision of the Captain shall be repealed by the Consul, the accounts are to be settled accordingly. In both cases the sailor in question and the Captain are at liberty to bring the question before the competent court at home for a final decision.

§ 37.

If any of the Crew commit a crime onboard a Danish vessel out of a Danish port and, in as far as the crime has been committed in a foreign place or in a foreign port, only if the crime constitutes a breach of the special obligatory relations by which the party concerned is connected with the vessel, it is the duty of the Captain to report the case to the Consul residing in the said port or in the first port, at which the ship touches after the crime has been committed, and transmit a certified transcript of the preliminary enquiry instituted by him. The Consul shall then look into the case, and, next, decide, if the sailor in question shall be released or sent home. In the last case, the Consul shall, as soon as possible, cause him to be sent home, either with the same vessel or another, if possible, Danish ship, whose Captains are bound to take the sailor along with them for an equitable compensation; or, lastly, he must send him home in some other way, as the circumstances may require. Until the sailor in question shall be sent home, the Consul must take care that he shall not absent himself, and, with this view, he shall deliver him in custody to the local authorities.

If the crime, committed abroad, does not fall under the above

category, and, consequently, is to be treated and decided according to the Laws, and by the Courts of the place where it has been committed, Our Consul has only to take care, that Our subjects shall not be wronged or their rights violated.

The Captain, to whom the prisoner is delivered in order to be sent home, shall come under obligation to deliver him to the competent authority in the first Danish port, at which he shall touch. This obligation shall be forwarded to the Ministry for Foreign Affairs accompanied by a verbal process of the case, also a copy of observations relative to it, obtained from the journal of Consulate. The Consul shall be reimbursed for the expenses incurred in this respect, when his account shall have been found to be correct.

§ 38.

In case of a dispute arising between Our subjects, Captains, mariners, merchants and others, Our Consul is authorised, upon application, to interfere in such cases, and to conciliate, as far as possible, the contending parties. If they cannot come to an agreement, the Consul ought to draw out a verbal process of the dispute, and after having heard the declarations of the parties and carefully considered the circumstances of the case, decide the question with all justice and equity, in conformity to the Danish laws, so far as these are known to him, as well as to the custom of the place, regarding affairs of trade and navigation.

The decision having thus been given officially and gratuitously, the Consul shall communi ate it in good and due form to the parties, who shall strictly adhere to it, but they are, either of them, at liberty afterwards to appeal to Our tribunals.

§ 39.

The provisions of the preceding paragraphs apply especially to disputes arising between Captains and Crews about wages and other points regarding their mutual intercourse, particularly the right of the Crew to leave the ship, either because of the term of their contracts being expired, or in certain other cases. The further regulations in this respect are contained in the above mentioned

Law of 23d February 1866. In as far as the question of wages is to be settled according to an interpretation of the Shipping-articles, and if the Captain has neglected to make such agreement with his Crew, he is bound to conform to the demand of the seamen, unless their demand exceeds perceptibly what, according to time and circumstances, may be considered as an equitable and just payment, provided always, that he cannot prove that they are engaged for a less amount.

§ 40.

If any of the Crew is discharged because their contract is terminated or from other reasons, for instance, mutual consent, wreck or capture of the vessel, sickness or otherwise, the Captain ought immediately to notify this to the Consul, in order that he may provide the Crew-list with the necessary endorsement in this respect, as it is required that the said document shall contain full and entire information about the Crew. In case of death, the Captain ought, besides, to deliver the Sailor's-Certificate of the deceased to the Consul, who shall transmit it to the Ministry for Foreign Affairs, provided with an endorsement with regard to the death.

§ 41.

If a Danish ship suffer any damage, is driven on shore, or wrecked, and if the Owner has not in that place any Attorney or Agent empowered by him to protect his interests, Our Consul in the district where such an accident shall have taken place ought, with the greatest care, to save as much as possible the ship and cargo. He shall draw out an inventory, according to the customs of the place, of the remains and merchandise saved from the wreck, of which he shall, as soon as possible, send verified copies, one to the Owner, the other to the Ministry for Foreign Affairs. He shall also advance the money necessary to cover the expenses of the salvage, and the temporary preservation of the cargo; and shall proceed to the public sale with the part of the goods saved, which may be destroyed by waiting for the decision of the Proprietor. He shall follow the same course in regard to the shipwreck, if it

be impossible to repair her, or if the expense and loss of time would be disadvantageous to the Proprietor. The Consul, however, shall not proceed to these extremities without having the vessel surveyed and valued by competent parties, and, if possible, he shall wait for the decision of the Owner. The expenses shall be defrayed by the produce of the sale, and the rest shall be left at the disposal of the Owners, to whom he shall render a specified account, duly provided with vouchers. The Consul shall dispose, according to the wish of the Owner, of the goods which may be saved without being destroyed.

In such cases of stranding, the Consul must, however, conform to the laws of the place, and not set himself against the directions of the local authorities, provided they think themselves legally entitled to interfere.

If, in the meantime, a party authorised by the Owners presents himself, who, in virtue of a Power of Attorney or the bills of lading in his possession, or other legal proofs, is authorised to take the interests of the Owners in charge, the Consul ought immediately to transmit the whole affair to him, against a receipt duly drawn, of which a verefied copy shall be sent to Our Ministry for Foreign Affairs.

III. The gestion of the Consular affairs.

§ 42.

For the affairs of the Consulate the Consul ought to keep two Journals or Protocols, one for affairs relating to the Danish Navigation, and the other for Legal Cases and other events happening at the Consulate.

In the first of these, or the Journal of Navigation, shall be inserted the de laration to be made by Captains, pursuant to the prescriptions of §§ 30—34, both at their arrival at, and departure from a port.

The other Journal shall contain a detailed account of all that has happened at the Consulate, as well as affairs which, in terms of the present Instructions, shall have been submitted to the

decision of Our Consul, such as disputes, criminal cases, the discharge and sending home of seamen, contracts and legalisations, the stranding of vessels, deaths and heritages, the purchase of ships, their sale or rebuilding, relief of ship-wrecked mariners &c.

From the Journal of Navigation, as also from the reports of the Vice-Consuls, the Consul draws up a yearly general ship's list, conformably to the model subjoined as Appendix, No. V., and it is enjoined on Our Consuls to make these lists as exact and correct as possible, as they are used, when the Statistical Returns of the Danish shipping are drawn up. He shall also send a summary extract of the second Journal at the end of each year, and, if possible, a complete table of the imports and exports during the past year, accompanied by illustrative remarks on the state of the trade and industry of the Consular district, and the prospect for the coming year which might arise for the Danish trade and navigation. All these lists and extracts are to be forwarded to the Ministry for Foreign Affairs so timely, as to be there not later than the end of March.

In order to ascertain, that all the reports of the Consu reach their destination, it will be necessary that all letters and reports addressed to the Ministry be provided with running numbers, to begin with No. 1 at the beginning of each year, and so on to the end of the year.

§ 43.

We hereby authorise Our Cousuls to appoint Vice-Consuls in such minor ports in the neighbourhood of the Consulate, where such appointment may be deemed necessary and useful to Our merchants and seafaring subjects. The Consul, however, shall make a proposal to the Ministry for Foreign Affairs regarding the person to be appointed, and shall wait for their sanction before he makes the appointment.

This consent being obtained, the Consul ought to take care that the newly appointed Vice-Consul faithfully and truly observes all Our Ordinances and Commands, especially those contained in the present instructions, which the Consul must bring under his notice, enjoining on him the observance of the same, as, in case

of any complaint or disorder, the Consul is responsible for the conduct of the Vice-Consul.

§ 44.

When Danish mariners, or other Danish subjects who, by reason of shipwreck, shall have fallen to poverty and distress, shall demand assistance from Our Consuls, they shall take care of Our subjects thus rendered destitute, and shall procure necessary subsistence till they can find work, or can return to their home or to any other Danish port. The Consul shall send to Our Ministry for Foreign Affairs an account, accompanied with vouchers, of all the expenses incurred, and the Ministry shall refund the amount, when it shall have been found that the account is correct, and that the Consul has exercised the due economy in attending to Our interests.

However, Our Treasury shall only reimburse expenses incurred in the help of Danish seamen or persons entirely destitute and incapable of providing for their subsistence and return to Denmark, and having no Owner to take charge of them, — with the exception always of vagabonds.

Our Consuls ought particularly to take care that Danish seamen are not discharged in foreign ports, unless the Captain, provided he is bound to do so, furnish the means for their return home; nor is any pecuniary assistance to be bestowed on such discharged seamen as have squandered the money, with which they have been provided by the Captain to defray their passage home.

§ 45.

Our Consul ought every year to transmit to Our Ministry for Foreign Affairs an account of the disbursements he has made, duly accompanied with vouchers, such as postage on official letters, the price of printed documents sent to the Ministry by their orders, expenses incurred in the help of the indigent, and other suchlike outlays; he shall then be informed by the Ministry how he is to be refunded for his outlays.

IV. Consular fees.

§ 46.

In consideration of the duties and charges imposed on Our Consuls, We permit them to levy on every ship arriving in a port where a Consul or Vice-Consul resides, 6 *skillings* Danish money for each Ton or 12 *skillings* for each Commercial-last of the ship's burden, as indicated in the Certificate of Nationality or the Bill of Measurement, respectively, provided the shipmaster both discharges and loads a cargo; in case he should merely discharge or load, he is only to pay half the foresaid sum. On the con-

With regard to European ports, situated on this side of Cape Finisterre, the above mentioned general dispositions as to Consular fees are subjected to the following restrictions:

1) In the same port there cannot, on the same vessel, be levied more than three full Consular fees in the course of one year;

2) When the merchandise, which a vessel, on her passage to the port of destination, discharges or loads in an intermediate port, do not, in either case, stow more than the tenth part of the tonnage of the vessel, no Consular fee is to be paid in this port. The quantity of the goods discharged or loaded is to be determined by referring to the clearances on the spot, or the bills of lading, the manifests &c. In default of such vouchers, the Captain is to declare, on his word of honour, how much is discharged or loaded. The reduction of the quantity thus fixed in proportion to the tonnage of the vessel, is to be made according to the Danish Stowing Regulations, which is to be found in the Appendix under No. VI.

For attesting Invoices and Certificates of health, with which ships, both foreign and Danish, navigating to Iceland and the Faroe-Islands, shall be provided, the Consul may for each of these documents charge 3 *skillings* per Ton, or 6 *skillings* per Commercial-last of the ships burden.

Lastly, the Consul can charge for the attestation of a log-book and the authorisation of a new one, as above prescribed by § 33.

In ports where there are Vice-Consuls, half of the fees levied accrue to them, the other half to the Consul of the district.

When, conformably to his very humble duty, Our Consul shall observe not only these Instructions, but also any other order or instruction which shall be addressed to him, We very graciously promise to protect him, and to maintain his rights and privileges conformably to the tenor of Our treaties and the custom of the place.

Given in Our Capital and Residence, Copenhagen 24th March 1868.

(Signed)

Christian R.



(Countersigned) **C. E. Krag-Juel-Vind-Frijs.**

☞ A copy of the present Instructions shall be given by the Ministry for Foreign Affairs to any Danish Captain who may ask it, in order that he may know exactly the amount of protection granted to Danish mariners in ports where Danish Consuls are appointed.

APPENDIX.

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№. I.

DANISH CERTIFICATE OF REGISTRY AND NATIONALITY.

{ The Royal Danish Arms. }

According to the enactments now in force, the has been registered as belonging to the port of and her Tonnage having been ascertained to Tons, has, together with the Mark D. E. (ɔ: Danish Property) and the Registration Letters, been marked on her the said vessel is entitled to all the protection, rights and privileges accorded to Danish Vessels.

In witness whereof this Certificate has been issued.

The Royal General-Office of Registry and Tonnage for Shipping, Copenhagen the

One Thousand, Eight Hundred

Chief

Delivered up by the Registrar in the 18

Whereas the called the belonging to the port of in the Kingdom of Denmark being Danish Property, has been duly registered, the said is entitled to all the rights and privileges accorded to Danish vessels.

In Witness whereof she has been furnished with the above certificate of Nationality and has been marked on her main beam with:

D. E., Tons, (The Registration Letters), such letters being the official letters of the General Register of Danish Shipping, and the tons, her Register tonnage, equal to British tons register of 100 cub. feet each.*)

The principal dimensions in English feet and decimals thereof being: **Length** on the Upper Deck from the Inside of the inner Plank at the Side of the Stem to the Inside of the Plank on the Midship Stern Timber = ; **Inside Breadth** at the Middle of the Length = ; **Depth*****) in Hold from the Upper Deck to Ceiling at Midship =

Attendu que du port de dans le Royaume de Danemark, étant Propriété Danoise, a été dûment enregistré, ce navire est en droit de jouir de toute la protection ainsi que des priviléges et avantages accordés aux navires danois.

En foi de quoi il a été muni de l'Acte de Nationalité ci-dessus, et a été marqué sur le bau du grand panneau:

D. E., Tons, (Les Lettres de la Registration), qui sont les lettres officielles du Registre Général des navires danois, et les tons, le tonnage-registre, équivalent à Registre Tons Anglais de 100 pieds cub.**)

Les mesures principales en mètres et centimètres sont: **la longueur** en ligne droite sur le pont entre le bordage aboutissant à l'étrave et le bordage à mi-largeur du tableau = ; **la largeur** intérieure à mi-longueur du pont = ; **la profondeur******) dans la cale, au milieu, mesurée de la partie inférieure du bordage du pont jusqu'au bordage à côté de la carlingue =

For ships measured by Rule II:

*) ..... Danish Shipping. The tonnage is ascertained by the Danish Rule II for ships having cargo on board.

**) ..... des navires danois Le tonnage est fixé par le jaugeage provisoire des bâtiments chargés.

***) Depth from the Upper Deck to the outer Planking at Midship.

****) La profondeur, au milieu, mesurée du bordage du pont jusqu'au bordage extérieur.

MEASUREMENT-BILL. (For Steamers.)

Registration- and Signal-Letters .....
District No. .....

Date of Registry .....

Name and Description of Ship.	Where and when built. Name and Address of Builder.	Port of Registry.	Number and Horse-power of Engines. Name and Address of Engine Maker.

Number of Decks .....
Number of Masts .....
Stern .....

Head .....
Built.. .Framework...
Ceiling ....

Principal Dimensions.

	Feet.	Tenths.
Length on the Upper Deck from the Inside of the inner Plank at the Side of the Stem to the Inside of the Plank on the Midship Sterntimber		
Inside Breadth at the Middle of the Length		
Depth in Hold from the Upper Deck to Ceiling at Midship		
Length of engine-room.....		

Tonnage according to Rule I.

	Cubic Feet.	Tons.	Cubic-Metr.
Tonnage under Tonnage-Deck			
Closed- in Spaces above the Tonnage-Deck, if any, viz.			
Gross Register-Tonnage			

„German Rule".

	Tons.
1) Deduction for spaces for the accommodation or use of the crew (the deduction not to exceed 5 pCt. of the Gross-Tonnage)	
2) Deduction for navigating spaces, etc.....	
3) Deduction for engine-boiler and shaft-trunk-spaces, as well as for permanent coal bunkers	
Nett Tonnage {according to Schiffsvermessungs-Ordnung vom 5. Juli 1872, §§ 15, 16 and 17.	

„Danube Rule".

modation and use of the crew & navigating spaces, etc.	
Deduction for spaces occupied or necessary for the propelling power . .	
Nett Register-Tonnage...	

„British Rule".

	In Registr. Tons.	In Cubic Metres.
Gross-Tonnage		
Deduction allowed:		
Tons.		
1) for Crew spaces		
2) for propelling power.....		
Nett Register-Tonnage {Merchant Shipping Act 1854 Art. XXIII a & b		

For Measurement etc., is paid à Øre pr. Ton
= Kr. Øre

In stamp dues is paid:
For the Measurement-Bill.... Kr. Øre =
for the Certificate of Registry.... — —
= — —

Custom-House the 18

Owner's Name, Rank or Profession and Address together with the Date of the Document of Title.

Master's Name and Address, together with the Date of his Certificate of competency.

A Certificate of Registry and Nationality is not a Document of Title.

№ II.

DANISH

PROVISIONAL CERTIFICATE OF NATIONALITY

for

(Name and Description of Ship)
of (Port of Registry)
of ca. Danish Tons Nett Register
or Cubic meters
commanded by (Name and Residence of Master).

The undersigned Consul (or Consul general) of His Majesty the King of Denmark in certifies hereby in virtue of the Consular Instructions and in conformity with provisions of Law concerning this matter,

that (Name and Description of Ship)
according to (Place of Issue and Date of the Title-Deed)
is belonging to (Name, Rank or Profession and Residence of Owner or Owners);
and further that the said Vessel, the Owner (or Owners) having produced to me satisfactory proofs of his (or their) being possessed of such qualities as are required for owning a Ship carrying the Danish Flag, is entitled to all the protection, rights and privileges accorded to Danish Vessels.

In witness whereof this Provisional Certificate of Nationality has been issued, which shall be valid for the said Vessel for a period of not exceeding months.

(Place and Date of Issue)
(Signature)
(Seal)

According to the Ship's Papers produced to this effect, the tonnage of the above Ship, whose foreign name is:
built in (When and where built together with name of Builder (according to the Builder's Certificate)) and whose foreign Tonnage is , has by me been reduced to ca. Register Tons, the prescribed Import-dues of this Vessel, which is built of (Description of materials) having been duly levied by me with reference to the § 28 of the Consular-Instructions of 24th March 1868, at which is 3 per cent (or 2 per cent) on the purchase money named in the above documents of title.

(Place and Date of Issue)

(Signature)

(Seal).

№ III.

TABLE

TO BE USED, IN EVERY CASE, WHERE FOREIGN TONNAGE IS TO BE CONVERTED INTO DANISH TONNAGE.

Nationality of Ship.	Factor, by which the foreign Nett Register-Tonnage is to be multiplied in order to produce Danish Nett Register-Tonnage.		Remarks.*)
	For Sailing Ships	For Steamers	
American (United States)	0,95	0,70	Gross-Tonnage. Before Aug. 5, 1882.
	1,00	1,00	Danube Rule. After — —
Austrian-Hungarian	1,00	0,95	German Rule. Before Dec. 1. 1882.
	1,00	1,12	British Rule. After — —
Belgian	0,95	0,77	Old measurement. Before January 1. 1884.
	1,00	0,95	German Rule. After January 1. 1884.
British	1,00	1,12	British Rule.
Buenos Ayrean (Argentina)	1,00	1,00	Danube Rule.
Finnish	1,00	1,12	British Rule.
French	1,00	1,12	British Rule.
German	1,00	0,95	German Rule.
Greek	1,00	1,00	Danube Rule.
Dutch	1,00	1,00	Danube Rule.
Italian	1,00	0,95	German Rule. Before July 1. 1883.
	1,00	1,12	British Rule After — —
Norwegian	1,00	0,95	German Rule.
Portuguese	0,88	0,88	—
Roumanian	1,00	1,00	1 Ton = $4\frac{82}{100}$ Galatz Kilos. = $3\frac{1}{100}$ Braïlan Kilos.
Russian	1,00	0,95	German Rule.
Spanish	1,00	1,00	Danube Rule.
Swedish	1,00	0,95	German Rule.
Turkish	1,00	1,00	1 Ton = $61\frac{53}{100}$ Constantinopolitan Kilos.

*) In this column is shown the present legal rule for the deduction for propelling power in steamers, according to their nationality.

№ IV.

LAW

CONCERNING

DISCIPLINE ON BOARD MERCHANT-VESSELS, MISCONDUCT AND CRIMES COMMITTED BY MARINERS, AS WELL AS HIRING AGREEMENTS a. s. o.

We, Christian the Ninth,

by the Grace of God, King of Denmark, of the Vandals and Goths, Duke of Slesvig, Holstein, Stormarn, the Ditmarshes, Lauenborg and Oldenborg,

Do hereby make known: that We have given Our Royal assent to the following Law, which has passed the Diet:

I.

Of discipline on board merchant-vessels.

§ 1.

The crew shall show due respect to the master and other persons in command, receive their orders with attention, and by proper and distinct answers make known, that the orders are understood. They shall do anything that is required for the ship and cargo — on shore and on board, in cases of average and without the same — and, in general, unhesitatingly obey any command given by the captain with regard to the service and order on board.

The same obedience is due, not only to such person as, in case of the captain's being absent or ill, is acting to all intents and purposes, in his stead, but to such as are charged with a special commission or a special command, within the limits of the authority that is bestowed on them. The same obedience is also due on the part of inferior officers in their intercourse with their superiors, especially with the captain himself.

§ 2.

On the other hand, the master and other persons in command shall treat their inferiors in a proper manner and, to the utmost of their ability, take care of their well-being. Especially, they are not alloved to inflict corporal punishment; confer § 3, however.

§ 3.

If any of the crew refuse to comply with an order or show refractoriness or obstinacy against any person in command, the master or he, who in case of his essoin or absence is acting in his stead, is entitled to use force and compulsion to enforce obedience.

In case of distress, especially when the vessel is threatened with danger, or if mutiny or violent refractoriness is breaking out among the crew, it is even lawful to use any means that might be necessary to restore order and obedience, and each of the hands is bound, oven without challenge, to assist the commanding officer on such occasion.

For such damages as the refractory sailors, on such occasions, might sustain, no responsibility can be incurred, in as far as it shall be found that the force, compulsion or other means, of which there has been made use, have not been of a harsher or another nature than can be justified by the circumstances.

§ 4.

Seamen, who, after having been engaged, refuse to go on board, omit to appear at a stated hour or leave the vessel of their own accord, can, on requisition of the master and on his responsibility, by the assistance of the police, be compelled to perform their duty.

Should any of the seamen be guilty of such conduct in a foreign port, where a Danish consul resides, this functionary shall assist the captain, that the sailor in question, by the help of the local authorities, can be forced to do his duty.

II.

Of misconduct committed by mariners.

§ 5.

For misconduct committed by the crew, the master shall be entitled to inflict following penalties, conforming, however, to what is prescribed in § 6:

1) For unbecoming behaviour against the master or other superiors, and for disobedience, in as far as obedience has not immediately been enforced conforming to § 3, 1st part, forfeit of 4 day's wages.
2) For a sailor, who, after having obtained land-leave, does not return in due time, 2 days' wages, if he comes on board the same day; and a 1/4 month's wages, if he comes later. For a sailor, who goes on shore of his own accord, 4 days' wages, if he returns the same day, and a 1/2 month's wages, if he returns at a later period.
3) For a sailor, who without permission leaves the craft with which he has been sent on shore, 4 days' wages.
4) For a sailor, who without permission brings his gear or an essential part thereof from board, a 1/4 month's wages.
5) For a sailor, who leaves his post at the helm or on the look-out, or if he is found there asleep or drunk, a 1/2 month's wages.
6) For a sailor, who neglects his watch or other service with which he has been charged, or if he, on such occasion, is found asleep or drunk, 4 day's wages.
7) For a sailor, who secretly brings on board brandy or other intoxicating liquors, a 1/4 month's wages.
8) For a sailor, who makes himself guilty of unjustifiable neglect with regard to fire and lights, a 1/2 month's wages.
9) For a sailor, who keeps matches under the deck or has candle lighted in the forecastle after the hour, fixed by the captain, 2 days' wages.
10) For a sailor, who raises quarrel or other disturbances, either on board or under the ship's service, 4 days' wages.
11) For a sailor, who without permission takes aliens on board, 1

day's wages. If he conceals any stranger on board, 3 day's wages.

All the above mentioned fines can, when the mates are concerned, be raised to the double amount, and in case of reiteration they can even be four times as much. When the other seamen are concerned, the fines can also be raised to the double amount in case of reiteration.

The fines, which shall be withheld and deducted when accounts are settled with the crew, must not, all together, for any of them exceed the half of the wages earned by the voyage.

If the wages have been stipulated to a certain sum for the whole voyage, the fines are to be calculated after the monthly wages, that can be considered as customary in the port of shipment at the time when the shipping-articles were drawn up (§ 40).

In as far as the misconduct committed should, according to the common legislation, be of such nature as to qualify it to be prosecuted by the justice, such prosecution is feasible, whether the captain has made use of his penal authority or not.

§ 6.

If the captain will make use of the jurisdiction to which he is authorised by the terms of § 5, he shall, in the presence of the rest of the crew or, if they consist of more persons, at least before two of the best men on board, coolly represent to the party concerned the misconduct committed by him, and the punishment which he is going to inflict for the same; and at the same time give ear to what he might have to say in his defence or excuse. This ought, however, in general, not to be done before 12 hours have elapsed since the misconduct has been committed. If the master finds the defence of the sailor in question unsatisfactory, or if the latter has nothing to allege in his excuse, it is incumbent on the captain immediately, while the witnesses and the guilty are still present, after having read aloud and distinctly the present paragraph (§ 6), to make an entry in the log-book (or, if such a book is not at hand, in another book authorised to this purpose either by the competent judge or the head-secretary of the Maritime and Commercial Court of Copenhagen) regarding the misconduct committed, and the penalty the party concerned is to suffer for the same; and at the same time signify, if the seaman has acknow-

ledged his guilt, or what he has pleaded in his defence. The entry having thus been made, it shall immediately be read aloud and distinctly, and be signed by the captain, as well as by the sailor in question, and lastly by the witnesses, which by their signature vouch that they have been present at the whole proceedings, and that the details are rightly entered. If the sailor, on whom the penalty is to be inflicted, shall refuse to sign, the witnesses have expressly to notify, that this has been required of him, but in vain.

Should the captain for special reasons think it right not to let the above mentioned space of time elapse, the reason thereof shall be stated in the book.

§ 7.

If the captain will not make use of the jurisdictive authority, with which he is invested according to the foregoing articles, or if he has already put it to execution within the limits prescribed in § 5, he is at liberty, after his return home, to prosecute the case in question before the tribunals, (in Copenhagen, before the Maritime and Commercial Court), and if the defendant shall be found guilty, he will have to sustain a penalty of until 50 rixdollars, in as far as his conduct is not of such a nature as to make it liable to a heavier punishment according to the common legislation.

§ 8.

If the sailor in question will complain of the penalty inflicted on him by the master, he shall, as soon as he arrives with the ship to a port in the kingdom, where the cargo is to be discharged, within 3 days after his arrival, place his complaint before a court of law (in Copenhagen, before the Maritime and Commercial Court), and the captain must not refuse the necessary landleave to that purport. If it should be found, during the pleading, that there has not been paid due attention to what is prescribed in § 6, or that the penalty, inflicted by the captain, has been more severe than that, which is prescribed by § 5 for the misconduct laid to the charge of the plaintiff, the decision of the captain shall be reversed, even if the plaintiff should not have appealed to the fault; but, in this case, the captain is at liberty to call the plaintiff to account for the misconduct in question, according to the rule in § 7. On the contrary, if it be

found, that § 6 is complied with, and the limits for the captain's jurisdiction, according to § 5, are not transgressed, the captain shall be acquitted and his decision adhered to, in as far as the plaintiff cannot prove or at least render it likely, that the penalty, fixed by the captain, has been inflicted without a sufficient reason. In the last case the decision shall be repealed.

But if the sailor in question leaves the ship in a foreign port ere she has discharged in a port in the kingdom, it is incumbent on the Danish consul in that place previously to settle the question, if § 6 is complied with, or if the captain has held the penalty within the limits, prescribed for his jurisdiction by § 5. If the consul finds, that this question must he answered in the affirmative, or if the sailor leaves in a port, where there is no Danish consul, the accounts must be settled according to the decision of the captain, but the sailor is, however, entitled to sue the captain before the Danish tribunals for the repeal of the decision and repayment of the wages that have been withheld. If the consul should previously repeal the decision of the captain, the accounts are to be settled in compliance therewith; but, in this case, the captain is entitled, when he is returned home, to bring the question before the competent court, in order to know, whether his decision is definitively to be repealed or maintained, and the case is then to be decided according to the rules contained in the first part of the present paragraph.

§ 9.

The cases mentioned in the §§ 7 and 8 are to be treated according to the rules for private police-cases, without the use of stamped paper, court-fees to be paid as prescribed by the Royal Mandates of the 1st May 1822 and 28th February 1845; in as far as the misconduct complained of is not of such nature as to render it, in pursuance of the common legislation, liable to a criminal prosecution, in which case the rules as they now stand regarding this matter must be attended to.

§ 10.

All fines, that are charged according to § 5 as well as §§ 12 and 42, shall devolve on the *„Bombebøsse“* *) in Copenhagen, or another

*) The *„Bombebøsse“* is an establishment, founded in Copenhagen in 1819 for relieving old and disabled merchant-sailors.

institution founded for the good of the navigation and seafaring men, agreeably to special regulations to be issued by the Ministry for the Interior. The fines levied in compliance with § 5 shall, at the settling of the accounts, be withheld by the „*Waterscout*“ *), or a person, that is charged with his functions — abroad, by the consuls —, but previously, however, the captain shall be indemnified for such claims as have arisen from the voyage, and, this done, the above functionaries shall send the fines in to the fund concerned.

§ 11.

If a captain, or another in charge of his functions, is found to have misused the authority with which he is invested according to §§ 3 and 5, for instance, by unnecessary severity against the crew, by having inflicted punishment without observance of what is prescribed in § 6 or without sufficient knowledge of a putative misconduct, or even by having willingly wronged any one, he shall be liable to penalty or imprisonment, in as far as his conduct might not, pursuant to other regulations, be deserving of a severer punishment.

III.

Of crimes committed by mariners.

§ 12.

Desertion is, in general, liable to simple confinement, not below 14 days and not above 3 months. The punisment can, nevertheless, be reduced to fines, not below 10 and not above 50 rixdollars, if the deserter has returned of his own accord before the vessel shall have left the port, where the desertion has taken place.

§ 13.

If a greater number of the crew desert in concert or according to previous agreement, they shall be liable to a longer confinement than prescribed in § 12, or even to an imprisonment with bread and water. If the whole or half of the crew desert, or if the desertion, even by a single sailor, apparently exposes the vessel to danger and

*) The „*Waterscout*“ is an inspector of the roll of merchant-sailors.

loss, the punishment can be raised to the higher degrees of imprisonment with bread and water, or to one year's confinement in a house of correction.

§ 14.

If a sailor is absent when the vessel leaves a port, or without permission or beyond the permission that has been granted to him, stays out more than 48 hours, he shall be considered as a deserter and be punished accordingly, unless he can point out circumstances that might make it likely that he has not intended to flinch from his service.

§ 15.

If a sailor deserts with his wages, he is liable to punishment for fraud, whether he has entered upon his service on board or not, unless the circumstances might prove, that he has not intended to appropriate to himself the wages he already has received, but not earned.

§ 16.

Besides the above mentioned punishment, the deserter forfeits to the ship-owners the wages that are due to him, as well as the property he has left on board. If this might not be sufficient to indemnify them for the loss caused by the desertion, the deserter can further be called on to make good what is wanting.

To prevent desertion, the captain has, in foreign ports, right to take the gear of the sailors in special custody.

§ 17.

Desertion with wages constitutes a criminal action. In other cases of desertion a justiciable prosecution is only to take place, when the captain or owners in question require it. The case is then to be pleaded as a public police-plea; it must, however, be observed that, in as far as there is question of bread- and water-imprisonment or confinement in a house of correction, an advocate ought to be appointed for the defendant, if the latter, on being asked, declares that the wishes to have one.

§ 18.

If the crew or part of the same raise mutiny on board, in order to possess themselves of the command of the vessel or force the captain to change the course or otherwise to undertake or omit any thing regarding the navigation, or if the crew or part of the same should, in concert, make violent resistance against the performing of any order that has been issued by the captain or another person who is charged with the command instead of him, the leading men shall, if they have used force against person or property, be liable to confinement, until 6 years in a house of correction, and the other partakers, to imprisonment, not less than 3 months' simple confinement, or to punishment in a house of correction, until 2 years, in as far as the crime committed might not be of such nature as to render it liable to heavier punishment. If no violence against person or property has been recurred to, the leading men shall be punished with imprisonment, not less than 3 months' simple confinement, or until 2 years' confinement in a house of correction, and the other partakers with imprisonment. If the mutineers, on the contrary, without having used violence against person or property, return to their duty, either of their own accord or pursuant to a challenge from the captain or another person in charge of his functions, the leading men are only to be punished with imprisonment, or confinement in a house of correction until 1 year.

§ 19.

If any of the crew, either on board or on shore, assault the captain with violence, he shall be subject to imprisonment or penalties, in as far as his conduct might not be of such nature as to render it liable to heavier punishment.

If such assault on the captain, or any one in charge of his functions, takes place while they are performing their task, or in consequence of the same, or if the assault be made in order to force them to undertake any act connected with their function or to thwart them in the execution of the same, the guilty shall be liable to confinement in a house of correction, until 6 years or, under alleviating circumstances, to imprisonment, not less than 3 months' simple confinement, however, in as far as the crime might not be of such nature as to render it liable to heavier punishment.

If any of the crew otherwise hinder the captain, or any one in

charge of his command, in performing their duty, he shall be liable to imprisonment or penalties.

§ 20.

Other crimes committed on board ship will, in general, be punished agreeably to the common legislation.

§ 21.

If any of the crew commit a crime on board, without a Danish port, the captain shall, as soon as possible, cause the guilty to be preliminarily examined, as well as such of the crew or passengers as might be able to give any information on this head. If the crime has been committed in a foreign place or in a foreign port, the enquiry shall, however, only take place, if the crime constitutes a breach of the special obligatory relations, by which the party concerned is connected with the ship. The enquiry is to be entered in the book mentioned in § 6 under observance of what is prescribed there.

Next, it is the duty of the captain to take care that the guilty shall be present on board, and he may, if the circumstances should require it, lock him up, or apply other means that might be necessary to ensure his being at hand; the captain, however, is answerable for, that the sailor in question shall not be treated with more severity than is required for the purpose.

When the vessel, after the crime has been committed, touches at a foreign port where there is a Danish consul, it is the duty of the captain immediately to report to the consul about the crime committed, and send in a certified transcript of the preliminary enquiry. The consul has then to look into the case, and, next, to decide if the sailor shall be released or sent home. In the last case, the consul shall, as soon as possible, cause him to be sent home, either with the same vessel or otherwise, as the circumstances might require.

When the captain has not been able to deliver the sailor up to the Danish consul in a foreign port, he shall immediately, after his return home, notify to the authorities that the crime has been committed, and send in a certified copy of the preliminary enquiry.

If the captain trespasses against what is prescribed by this paragraph, he shall be liable to penalties, until 50 rixdollars, if his

conduct might not, in consequence of other regulations, be attended by a heavier punishment.

IV.

Concerning the wages of the crew etc., as well as their right, in certain cases, to leave the ship.

§ 22.

Seamen, that are engaged for a certain voyage, are bound in duty to accompany the ship, for whose service they have been engaged, although her destination, during the passage, might be altered, and the voyage prolonged. They shall, nevertheless, when 2 years, at least, have elapsed since the shipping-articles were drawn up, without the ship having returned to the port of shipment or to another place where, according to the articles, discharge can be required, be entitled to leave the ship in any port or safe harbour, where she unloads her cargo, unless the ship might be ordered to go directly from there to the place of shipment or to the place of discharge. Seamen, that are not engaged for a certain voyage have, likewise, after the lapse of 2 years, right to leave the vessel.

On the contrary, the captain cannot, if this be not stipulated in the shipping-articles, discharge any sailor against his will, only because 2 years have elapsed since the articles were entered into, unless he pays all expenses connected with his passage home, and wages till he reaches the mother country.

Change of master does not give the crew right to leave the vessel.

§ 23.

If any of the sailors can prove that he can get a vessel to command, he shall have right to leave the ship immediately, if he substitutes another person, that can fill up his place, or if he pays back the wages he already has received, not, however, for a longer period than 6 months.

In like manner, a mate, who has been engaged as a common sailor, and who might prove that he can get an engagement as a first

mate, shall be entitled to leave the vessel immediately, if he substitutes another person, that can fill up his place.

§ 24.

If a sailor must accompany the vessel on a voyage, that has first been decided on after his engagement, he shall, when his service, on board has lasted one year, and further every half year, be entitled although the service shall not have been ended, to receive two thirds of such wages as may be considered as due, the half of which shall be paid to him in cash, and the rest either with money or with draught on the owners, as the captain might choose.

§ 25.

When wages are stipulated to a certain sum for a certain voyage, and this voyage, on account of alteration, has a longer duration than supposed when the shipping-articles were drawn up, the sailor thus engaged is, when no other disposition is contained in the articles, entitled to an additional pay, besides the stipulated wages, for the prolongation of the voyage, to be reckoned after the monthly wages that were customary in the port of shipment when the articles were entered into (§ 40).

§ 26.

The crew is likewise entitled, besides the stipulated wages, to an additional pay for the time the vessel, the voyage not being given up, is delayed on account of sequestration, blockade or embargo, or because she has been obliged to unload or repair in a port of refuge, in as far as the voyage shall be of more duration than supposed when the shipping-articles were drawn up (§ 40). The same addition is due to the crew in cases where demurrage is to be paid to the captain, for the time this payment takes place.

§ 27.

If sailors are discharged in the port where the voyage was to begin, because the voyage has been given up on account of an altered destination, they shall, besides wages for the time they have been in the ship's service, further be entitled to one month's wages, to be reckoned after the stipulated monthly wages, or what was customary in the place of shipment when the articles were entered into (§ 40). But if the voyage is given up, because the vessel, by an accident,

has become unseaworthy, or on account of war, blockade or embargo. the sailors discharged are only entitled to the stipulated or customary monthly wages for the time they have served.

If the crew, before the voyage is given up, have received more wages than above mentioned, this can not be claimed back.

§ 28.

If the voyage pointed out in the shipping-articles, although not given up, is shortened, no abatement in the wages, that have been stipulated to a certain sum for the voyage, can, on that account, take place.

§ 29.

If the voyage be ended in a foreign port because of an altered destination, the crew are entitled to free passage home, including board or proper board-wages, to be paid by the shipowners. And sailors, who are engaged for monthly wages, are further to receive such wages till their return home; but as to sailors engaged for a certain sum, the wages are to be reckoned accordiug to §§ 25, 26 and 28, and their service shall be considered as terminated at their return home.

§ 30.

If the vessel be wrecked, or if she be captured and condemned, the crew are entitled to their wages till the day, on which the disaster or condemnation took place; that is to say, to the monthly wages stipulated in the shipping-articles or, if the wages have been stipulated to a certain sum for the whole voyage, they are to receive as much as customary monthly wages, if these had been stipulated, should have made up (§ 40), not more, however, than has been stipulated for the voyage, unless this should result from the dispositions of §§ 25 and 26.

Likewise, the crew are entitled to free passage home, including board or board-wages, to be paid by the ship-owners, as well as to a proper compensation for work done in behalf of the salvage.

In case of capture the captain has, however, right to send the sailors home, without waiting for the issue; but they can, in this case, claim wages till their return home, unless the condemnation shall have taken place before that time.

§ 31.

If the voyage be ended in a foreign port, because of the ship having, by a disastrous accident, received so considerable damages, that it might either be impossible to put her in repair to proceed on her voyage, or if the expenses, connected with her repair, might surpass her value after she has been repaired, the crew are only entitled to free passage home, and wages, as if the ship were lost on the day, when the discharge, on account of her unseaworthiness, took place.

§ 32.

If any of the crew, without his own fault, fall sick or is so injured, that he cannot enter upon the voyage, he shall receive stipulated or customary month's wages (§ 40) for the days he has been in the service. If the sickness or injury is brought on in the ship's service, he is further entitled to cure and attendance in a sickhouse, to be paid by the ship-owners, not for a longer period, however, than 4 weeks; and he cannot, in this case, be called on for repayment of wages already received.

But if the above mentioned sickness or injury happens on the voyage, the sailor in question shall be attended on board or, if this be possible and necessary, brought on shore for cure and attendance. If his cure is not so far advanced, that he can be taken on board, when the vessel leaves the place where he was brought on shore, the captain ought to take care, that he shall further be attended on shore and, in due time, sent home, both to be paid by the ship-owners. As long as the sick sailor accompanies the vessel, he is to retain his wages. But if he must be left on shore, he is, according to the terms of his engagement, to receive stipulated or customary month's wages (§ 40) till the day on which the vessel departs from the place where he is left; the amount of wages paid, in this case must, however, not exceed the sum stipulated for the whole voyage, unless this is compatible with §§ 25 and 26.

§ 33.

If any of the crew dies after the voyage is entered on, the captain shall take care of his interment. His wages till the day of his death, reckoned after stipulated or customary monthly wages (§ 40),

shall, the expenses of the burial having been deducted, be paid down to his estate or heirs.

§ 34.

If any sailor, by his own fault, has brought a fit of illness on himself, it is, nevertheless, the duty of the captain to procure him cure and attendance, as well on board as in foreign places, and, in the last case, to make the necessary pecuniary advances in this respect; but the expenses connected herewith, as well as those caused by the engaging of another person instead of the sick one, can be withheld from his wages, as far as these might suffice.

§ 35.

If any sailor, without his own fault, shall be sick, when the vessel has returned home, he is entitled to cure and attendance in a sickhouse for a period of four weeks, to be paid by the ship-owners.

§ 36.

If any of the crew is found unqualified for the service for which he has been engaged, the captain may, when the incapability of the sailor is proved by the judgment of two of the best men on board, reduce his wages to the half, as the circumstances might be. But it must, in this case, be observed, that the reasons of the judgment of the two men, as well as the decision of the captain must punctually be entered in the book mentioned above in § 6; this entry shall further directly be read aloud before the party concerned, in the presence of the two men, and, thereon, the entry is to be signed by them all. If the sailor, whom the decision concerns, will not sign, the men have to give notice in the book, that he has been called on to do so.

As for the mode of proceeding with, and the effects of a complaint against such decision, the dispositions in § 8 are to be observed, and what is prescribed there about the consequence of neglecting the regulations in § 6 shall also be applicable when the mode of proceeding enjoined by the present paragraph is not duly attended to.

§ 37.

Wages saved by the reduction of the crew during the voyage shall be distributed among the remaining sailors (the captain excepted)

in proportion to the wages they are engaged for. However, such distribution shall not take place, if the reduction is caused by desertion.

§ 38.

If, while the ship is lying in harbour, the crew, on Sun- and holy-days, is charged with work beyond that which is connected with the usual cleaning of the vessel, drying of sails, necessary boat-service, dressing of victuals or other work necessary for the safety of the vessel, they shall each time be entitled to an additional payment of $^1/_2$ day's wages (§ 40) for every two hours' work.

§ 39.

In case of a sailor having returned or having been sent home, as mentioned above, the captain can choose between the port of shipment and the place where the sailor in question, according to the shipping-articles entered into, can be discharged.

§ 40.

When wages are stipulated to a certain sum for a certain voyage, a notice must be entered in the contract or, where a contract is not necessary, in the muster-roll, about the supposed duration of the voyage, and what month's wages were customary in the port of shipment when the contract was drawn up.

V.

General dispositions.

§ 41.

The rules for the maintenance of the crew shall be settled by a regulation to be issued by the Ministry for the Interior.

It shall be settled by the same Ministry, too, what medicine, both species and quantity, is to be kept on board, partly on longer, partly on shorter voyages. Finally, the Ministry shall fix the minimum of room to be reserved for the sailors in the fore-castle on board ships, that hereafter may be enregistered in Denmark or rebuilt.

§ 42.

A copy of the present Law, together with the regulation for the maintenance of the crew, is to be had on board each vessel, belonging to the kingdom of Denmark, for the information and guidance of all parties concerned.

If the captain shall show neglect in this respect, he shall be liable to fines from 5 to 50 rixdollars, The same penalties will be incurred, when a captain undertakes the command of a vessel, without observing what is prescribed in the second part of § 41.

§ 43.

The Danish Law, 4th Book, 1st Chapter, Art. 4, 6—8, 9, Part second, 10—12, 15—22, 24, 25, 30—33 and 37, together with the Ordinance of 23d March 1756, the Ships-Artt. of 22d September 1758, the Royal Mandates of 15th May 1812 and 11th March 1818, as well as the Danish Law, 4th Book, 2d Chapt., Art. 22, and 4th Book, 4th Chapt, Art. 8 shall be repealed. Likewise shall be repealed the penal dispositions in the Danish Law, 4th Book, 1st Chapt., Art. 3, 5, 9, Part first, and 23, as well as D. L., 4th Book, 2d Chapt., Art. 4, the last part, same Book, 3th Capt., Art. 1 and 21, in as far as the three last dispositions are treating of the wages of the crew in the case mentioned there. Finally, all former provisions of law, that are incompatible with the present Law, shall be repealed.

This to be conformed to by all parties concerned.

Given at Our Royal Residence, Amalienborg on the 23d of February 1866.

Under our hand and royal seal.

(Signed) *Christian R.*

(L. S.)

(Signed) Estrup.

ad № IV.

REGULATIONS

FOR

THE MAINTENANCE OF THE CREW AND THE SUPPLY OF MEDICINE ON BOARD DANISH MERCHANT-VESSELS.

With reference to the Law of the 23d February 1866, concerning discipline on board merchant-vessels, misconduct and crimes committed by mariners, as well as hiring agreements &c., § 41, the following Regulations shall hereby be fixed regarding the maintenance of the crew and the supply of medicine on board Danish merchant-vessels.

I. Of the maintenance of the crew in general.

The weekly fare or allowance for one man shall consist of:

Bread, hard rye biscuits or wheat biscuits..	7 lbs.*)
Bacon, raw, salted for 2 days	1 — 50 Qu.
Meat, raw, salted for 3 days	3 —
Stockfish or dried fish for 2 days.....	1 —
Butter	1 —
Barley-groats, for boiled groats or soup	1/3 Ottkr.**)
Peas	3/8 Ottkr.
Brown sugar, for tea and coffee	75 Qu.

*) A Danish pound (lb.) is subdivided in 100 »quint«, and is somewhat exceeding the English pound, as to make 0,907 Dan. pound like 1 English pound (avoirdupois).

**) One Ottingkar Danish (Ottkr.) is c. 0,064 Bushel English measure

Coffee ..... 25 Qu.
Tea ..... 4 Qu.
Beer ..... 7 Pots*)

A proper quantity of mustard, salt, vinegar, sugar or sirup, as well as prunes or dried fruit for barley-soup shall be distributed. Potatoes, mash of dried potatoes, sour-crout, horse-radish or dried or preserved vegetables shall be distributed by way of refreshment, at least, twice a week, both in harbour and in the open sea.

Fresh meat with greens shall be granted to the crew, at least, twice a week when the vessel is in port, and then the allowance thereof is 1 lb. of meat for each meal. When the vessel is in the open sea, the crew is entitled to the same quantity of fresh meat once a week at least, or, in default thereof, to preserved meat, the allowance of which is respectively 50 Qu. meat without bones and 50 Qu. strong soup, which is to be diluted with water, so as to make 1/2 Pot of soup for each man. When fresh meat has been distributed, the meal of salt meat, bacon or stockfish fixed for the day is to be withheld. On board fishing vessels, where fresh fish is usually to be had, the weekly meal of fresh meat, regulated for the crew when the ship is keeping the sea, can be left out.

All provisions of a vessel shall, at the beginning of a voyage, be fresh, wholesome and well conserved, and the ship shall be copiously supplied therewith, a cording to the destination of the voyage, lest any scarcity might arise. At the distribution of allowances the climate on the spot, where the vessel is, must be taken into due consideration.

From the above regulations the following exceptions can be made:

Bread. Instead of 7 lbs. wheat biscuits a week, there can be given 7 lbs. hard black biscuits (navy-bread) or 10 1/2 lbs. soft rye bread or 7 lbs. soft wheat bread.

Stockfish. If fish is not to be had, instead thereof an allowance of fresh meat, salt meat or bacon can be granted.

Butter. In case of the butter being used up, and if no other butter can be procured, there can, instead of the same, be distributed

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*) One Pot Danish is somewhat less than an English Quart, as to make 1,2 Pot Danish like 1 Quart English measure

50 Qu. olive-oil with necessary vinegar or 2 lbs. sugar or 2 lbs. bacon, as the circumstances and the climate might require.

Barley-groats. In default of these, the same allowance of rice can be given.

Peas. In default thereof, the same allowance of beans can be granted.

Beer. On short voyages or on voyages in northern climates, where the beer can keep for a long time, a sufficient quantity thereof shall always be in store for the crew on board merchant-vessels, in as far as unforeseen circumstances or very long voyages might not render it impossible. When the beer is consumed, and the ship sojourns in places where wine is to be had, f. inst. in France, Portugal, Spain, and anywhere in the Mediterranean, each man is to have $^1/_4$ Pot of wine a day instead of beer. In the open sea, or in places where wine is not a common beverage, there shall, instead of 1 Pot beer, either be granted an allowance of brandy and water («grog»), consisting of $^1/_{10}$ Pot French brandy or rum, with 3 Qu. of sugar and due water, or $^1/_{16}$ Pot of corn-brandy, as circumstances might require; the latter allowance is only to be had at dinner.

Corn-brandy shall, beside the cases just mentioned, only be distributed when the captain might think fit to do so, f. inst. during rough weather and fatiguing work, or in hard climates, both cold and warm.

Drinking-water. Vessels bound on long voyages shall be provided with tanks, on short voyages and in cold climates wooden water-casks may be used, but, in this case, the inside of these casks must either be carbonized, or the water must be purified and filtered before it is made use of.

If any article, on account of an unusually long voyage, should be scarce, the crew is entitled to a compensation of another kind for that day, f. inst. bacon instead of meat, grits instead of peas or vice-versa, with which the crew then must be satisfied.

II. How the health of the crew is to be cared for, and what supply of medicine there shall be on board.

It is the duty of the captain, as far as it lies in his power, to take care of the crew being kept hale, and he must not by an

unnecessary over-exertion or by want or deficiency expose them to loosing their health. He shall, therefore, at the beginning of the voyage, be mindful, that the crew are provided with the necessary clothes according to the length and destination of the voyage, as well as with good bedding, that they are kept to order and cleanliness, that their bed-clothes shall often be aired, and that they never lie down in wet clothes a. s. o.

With regard to anything connected with the regimen on board, the captain shall, moreover, make himself acquainted with, and follow such directions as are given about this matter in the «Medical-Book for Mariners», by C. W. Hornemann, physician of the navy, published in Copenhagen 1861.

Any vessel, that is bound for a foreign port, shall, at the beginning of her voyage, be provided with the necessary aliments for a proper sick-diet, that any one, who, on account of sickness is unable to do his duty, may be put on sick-diet. In many cases the sick will be healed merely by a proper diet, which must always be attended to, except in slight cases, particularly external ones. The ship must, for the purpose of being able to procure sick-diet which, according to circumstances, shall be «fever-diet», «half-diet» or «nutritive diet», as prescribed in the above mentioned book p. 142—143, besides the provisions generally appointed, be supplied with a proper quantity of groats, rice, sago or wheat-grits, saloop and light claret or white wines.

The medicine-chest of a vessel, bound on a longer voyage, shall be supplied with medicine, both for internal and external use, bandages &c. according to the length of the voyage and the number of the crew, in which respect the directions given in the above mentioned »Medical-Book», p. 143—150 are to be observed.

Vessels bound for the Baltic, Sweden and Norway, as well as for the North-sea or the Channel (consequently not beyond the Channel or West of the Orkneys) shall be supplied with the following common medicine and apparatus, to be used in cases of bodily injuries:

a) Medicine for internal use, calculated for a crew consisting of 4—6 men:

†) *Elder-flowers 1/8 lb. (Flores Sambuci concisi: ℥ii).

†) By a pound (lb.) is meant the common commercial weight: 1 lb. = ℥ xvi.

Comomile-flowers 1/8 lb. (Flores Chamomillae vulgaris concisi: ℥II).
Liquorice 3/16 lb. (Succus Glycyrrhizæ: ℥III).
*Camphor-essence 1/16 lb. (Spiritus sulphurico-æthereus camphoratus: ℥I).
«Hoffmann's-drops» 1/16 lb. (Spiritus sulphorico-æthereus: ℥I).
Soothing pectoral essence 1/16 lb. (Tinctura Opii benzoica: ℥I).
Bitter rhubarb-tincture 1/16 lb. (Tinctura Rhei amara: ℥I).
*Castor-oil 1/4 lb. (Oleum Ricini: ℥IV).
*Epsom salt 1/4 lb. (Magnesia sulphurica: ℥IV).
Tartaric acid, pestled 1/16 lb. (Acidum tartaricum pulveratum: ℥I).
Bitter tea 3/16 lb. (Thea amara: ℥III).
Linseed tea 3/16 lb. (Semina lini contusa: ℥III).
Copaiba-balsam 1/8 lb. (Balsamum Copaivæ: ℥II).

b) Medicine for external use:

Arnica-flowers 1/8 lb. (Flores Arnicæ consici: ℥II).
Camphor 1/16 lb. (Camphora raffinata: ℥I).
Soap spirit 1/8 lb. (Spiritus saponatus: ℥II).
*Sal-ammoniac-spirit 1/8 lb. (Liquor Ammonii caustici: ℥II).
*Alum-powder 1/16 lb. (Alumen crudum pulveratum: ℥I).
Chlorid of lime 1/2 lb. (Calcaria chlorata: ℥VIII).
Blistering plaster 1/8 sheet (Emplastrum Cantharidum perpetuum supra alutam extensum).
*Gum-plaster 1/16 lb. (Emplastrum gummosum: ℥I).
Sticking plaster 1 ell.) (Emplastrum adhæsivum album supra Linteum extensum).
*English plaster, Sticking taffeta, a piece of 8 square inches (Emplastrum adhæsivum anglicum).
*Healing salve 1/8 lb. (Ceratum simplex: ℥II).
Tar-salve 1/8 lb. (Unguentum piceum: ℥II).
Chancre-oil (Virid. æris: ʒ ß, Olei raparum cocti: ʒ ß).
Eye-water 1/32 lb. (Aqua ophthalmica mercurialis: ʒ ß).

c) The-medicine-chest ought, moreover, to contain:

*Old linnen 1/2 sheet.
*English lint 1/32 lb. (Linteum carptum anglicum: ʒ ß).

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*) 1,5 Ell Danish is c. 1 yard English.

*2 Bandages of linnen or cotton-cloth of a length of 6 and 8 ells.
*Touch-wood, without salpetre, 1/32 lb. (Agaricus chirurgorum: ʒ ß).
*Washing-spunges, small, 2 pieces.
*Field-tourniquet Nr. 1.
*Paste-board for splints 1/2 sheet.

The medicine is to be delivered from the apothecary's shop well packed, distinctly labelled and furnished with numbers in accordance with the above mentioned «Medical Book». If some single article of the medicine shall be consumed during the voyage, it is incumbent on the captain to procure a new medicine of the same kind, wherever, for that purpose, an occasion might offer. The medicine-chest ought to be inspected, at least once a year, and such medicine as might possibly be demaged is to be renewed.

Vessels bound for ports in the kingdom (except, however, the Faroe-islands, Iceland, Greenland or the West-Indies) need only to be supplied with such sorts of the above mentioned medicine and apparatus as are furnished with the subjoined mark (*).

III. General dispositions.

The Royal Mandates of 19th November 1827 and 22d April 1828, concerning allowances of crews on board merchant-vessels, are hereby repealed.

№. V.

GENERAL TABLE OF DANISH SHIPPING.

Date of Arrival.	Captain.	Ship.	Owner.	Of.	From.	Tons.	Inward Cargo.	Freight	Bound for.	Outward Cargo	Sailed.	Fees	Remarks.

№. VI.

REGULATIONS

FOR

REDUCING MERCHANDISES TO COMMERCIAL LASTS.

Section I.

Special reducing of Goods to one Commercial Last.

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Acids, Sulphuric-Acid, bottled	.....	.....	.....	.....	3,800lbs
Almonds	.....	3,000 lbs.	.....	3,200 lbs	
Aloe	.....	.....	4,600 lbs.		
Alum	.....	.....	.....	16 barrels in other casks 5,200 lbs.	
Anatto (Orleans)	.....	.....	.....	4,400 lbs.	
Aniseed, Common	.....	3,200 lbs.	2,800 lbs.	2,200 lbs.	
— Star	.....	2,000 lbs.	1,700 lbs.	1,400 lbs.	
Ashes, of all kind, and Soda	.....	.....	.....	4,900 lbs.	
Bacon, Salt, Smoked and Fresh	5,200 lbs.	.....	.....	5,200 lbs	
Bamboo, Spanish, and other Canes, Raw	1,200 lbs.				
Bark, Cinnamon and Cassia lignea	.....	1,700 lbs.	1,400 lbs.		

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Bark, for druggists ...	.....	2,900 lbs.	2,500 lbs.	2,200 lbs.	
— for tanneries ..	3,500 lbs.	2,600 lbs.			
Beans	20 barrels.	5,000 lbs.			
Beer, in casks	.....	.....	.....	see Sect. II. b.	
— bottled	.....	.....	80 cbf.	.....	80 cbf.
Birds, Live, according to the quantity of the room they take up.....	80 cbf.				
Blubber.....	.....	.....	.....	90 cbf.	
Bole	.....	.....	.....	5,200 lbs.	
Bones, Cattle	3,500 lbs.				
— Coals.....	.....	.....	.....	5,000 lbs.	
Bone-powder and Bone-dust	.....	.....	.....	3,200 lbs.	
Books	.....	2,000 lbs.	2,100 lbs.		
Box.....	5,200 lbs.				
Bran	.....	26 barrels.	.....	80 cbf.	
Brandy (Danish), in casks	.....	.....	.....	see Sect. II. b.	
— — bottled	.....	.....	80 cbf.		
Brass. Unmanufactured and Broken ...	5,200 lbs.				
— Wire	5,200 lbs.	.....	5,200 lbs.	5,200 lbs.	
— Pewter and Plates.....	5,200 lbs.	.....	5,200 lbs.		
— Cannons	5,200 lbs.				
Bread, Hard	2,700 lbs.	2,200 lbs.	.....	1,800 lbs.	
Bricks.... ..... The whole weight is to be found by weighing a single brick out of the	5,200 lbs.				

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons	In chests and boxes.	In casks.	In baskets.
different sorts of the cargo.					
Brooms	32 shocks.				
Burrs, Teasel				90 cbf.	80 cbf.
Butter				$20\frac{1}{1}$ barrels. $36\frac{1}{2}$ — $48\frac{1}{3}$ — $60\frac{1}{4}$ — $96\frac{1}{8}$ —	
Cabbage	8 threescores				
Cacao		3,600 lbs.		3,200 lbs.	
Calamine	5,200 lbs.			5,200 lbs.	
Calves and Foals, in decked vessels	2 pieces.				
Calves and Foals, in open boats	3 pieces.				
Canary-seed		5,200 lbs.			
Candles, Tallov, Wax etc			4,200 lbs.		
Canvass or Sail-cloth		3,800 lbs.			
Caper, in vinegar				80 cbf.	
Caraway		3,200 lbs.		2,600 lbs.	
— other sorts		2,500 lbs.		2,000 lbs.	
Cardamoms		2,600 lbs.	2,300 lbs.		
— Wild		1,800 lbs.	1,600 lbs.		
Cattle, in decked vessels	2 head.				
— in open boats	3 head.				
— Horns		2,600 lbs.			
— Horn-Tips		3,000 lbs.			
Cement				15 barrels in other casks 5,200 lbs.	
Chaff		1,200 lbs.			

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Chalk, White, Unground, loose in the vessel	62 cbf.	....	.....	36 cbf.	
— Ground.....	.....	.....	.....	5,200 lbs.	
— Red	.....	.....	.....	5,200 lbs.	
Cheese	5,200 lbs.	.....	5,200 lbs.	.....	80 cbf.
Chestnuts	.....	4,700 lbs.	4,000 lbs.	3,600 lbs.	
China-Ware	.....	.....	2,000 lbs.	1,800 lbs.	
Chips, for bookbinders.	3,000 lbs				
Cider	.....	.....	.....	see Sect. II. b.	
Clay, as Pipe-clay, Sugar-earth etc.....	12 barrels.	.....	.....	4,800 lbs.	
Cloth, Linen, of Flax and Hemp: Pommeranian Cloth for Hangings and Packings.....	3,000 lbs.				
— Flemish Cloth..	.....	4,600 lbs.			
— other sorts	.....	3,700 lbs.	3,200 lbs.		
Cloves	.....	2,700 lbs.	2,300 lbs.	1,900 lbs.	
Coal	20$\frac{4}{7}$ barrels.				
— Charcoals	.....	80 cbf.			
Cochineal	.....	3,400 lbs.	.....	2,900 lbs.	
Coffee	.....	4,800 lbs.	.....	3,700 lbs.	
— Succory.....	.....	.....	.....	5,000 lbs.	
— — Roots ..	3,400 lbs.				
Coopers Work	80 cbf.				
— Staved Barrels, see Staves.					
Copper, Pure and Broken	5,200 lbs.				
— Sheatings, Wire and Nails	5,200 lbs.	.....	5,200 lbs.		

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Cordage	3,200 lbs.				
— Oakum	2,500 lbs.				
Cork	1,100 lbs.	1,000 lbs.			
— Bottle-Corks	.....	600 lbs.			
Cotton	.....	1,700 lbs.			
— Yarn	.....	2,700 lbs.	.....	2,200 lbs.	
Cremor tartari	.....	.....	.....	5,200 lbs.	
Crusibles	5,200 lbs.				
Cucumbers, Salted	.....	.....	.....	9h gsheads.	
Dates	.....	5,200 lbs	4,500 lbs.		
Delftware	2,000 lbs.				
Donkeys	2 pieces.				
Down, Eiderducks'	.....	1,100 lbs.	900 lbs.	800 lbs.	
— of other Birds	.....	1,200 lbs.	1,000 lbs.	900 lbs.	
Dye-Wood, Whole	5,200 lbs.				
— Rasped or Ground	.....	2,900 lbs.	2,500 lbs.	2,200 lbs.	
Dyer's Weeds	135 cbf.	3,900 lbs.	.....	3,000 lbs.	
Earth, Cologne, White.	.....	.....	.....	12 barrels in other casks 5,200 lbs.	
— English, see Pipe-clay.					
— Fuller's	12 barrels.	.....	.....	4,800 lbs.	
Ebony	5,200 lbs.				
Elephants' Teeth, Ivory-Ware and Walrus' Teeth	5,200 lbs.				
Feathers for bedding	.....	1,300 lbs.	.....	1,000 lbs.	
Figs	.....	5,200 lbs.	5,200 lbs.	45 firkins in other casks 5,200 lbs.	5,200lbs.

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Firewood pr. 2 feet, under deck.....	1½ cord.				
— on deck... .	2 cords.				
Fish, Salt or Preserved:					
— Anchovies, Spiced	600 firkins à 6⅞ lbs.	.....	.. ..	4,200 lbs.	
— Eels and Salmon.	.....	.....	.....	5,200 lbs.	
— Herrings, in Swedish 1¼ barrels.	.....	.....	.....	13 barrels.	
— Herrings in other casks, as well as other sorts, and Roes	.....	.....	.....	16½ barrels 30½ — 60¼ — 96⅛ — 160 1/16 — 300 1/32 —	
— Stockfish, Salt and Dried..	5,200 lbs.				
— — other Sorts	2,200 lbs.				
— Herrings, Smoked	3,800 lbs.	.....	.....	90 cbf.	
— — other Sorts	5,200 lbs.				
Flagstones, all sorts ..	34 cbf.				
Flax, Unhackled	2,700 lbs.	2,300 lbs.			
— Hackled.....	.....	3,400 lbs.			
Float	900 lbs.	800 lbs.			
Flowering Plants	.....	.....	.....	.....	80 cbf.
Flower-Roots	.....	.....	2,900 lbs.		
Foals and Calves:					
in decked vessels	2 pieces.				
in open boats....	3 pieces.				

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Fruits, Fresh: Apples, Pears etc.	20 barrels.	.....	100 cbf.	20 barrels in other casks 90 cbf.	80 cbf.
— Dried: Cherries	....	5,200 lbs.	5,200 lbs.	5,200 lbs.	
— — Plums, Prunes etc ...	.....	.....	5,200 lbs.	4,800 lbs.	
— Candied and Preserved. ...	.....	.....	5,200 lbs.		
Gall-nuts and Knobs .	.....	3,700 lbs.	.....	3,000 lbs.	
Game	2,000 lbs.	.....	80 cbf.	.....	80 cbf.
Gin, red cellarets per 15 bottles	.....	.....	40 cellarets.		
— green cellarets per 12 bottles	.....	.....	60 cellarets.		
Ginger.....	.. ..	3,400 lbs.	.....	2,800 lbs.	
— Preserved in jars	.. ..	.....	.....	5,200 lbs.	
— in boxes	.....	.....	3,600 lbs.		
Glass - Ware: Window and Table..	..... .	.....	90 cbf.		
— Crown-glass ..	.....	.....	100 cbf.	.....	80 cbf.
— Roofing, Light-glass etc. ...	.....	.....	90 cbf.	80 cbf.	
— Plate-glass ..	.....	.....	100 cbf.		
— Bottles, 1/4 Quart	2,800 pieces				
— 1/2 —	2,000 pieces				

	Loose in the vessel	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Glass-Ware: Bottles, above 1/2 to 1/1 Quart..	1,700 pieces				
Bottles, Vitriol and Turpentine per 52 Quarts..	40 pieces.				
Medicine and Mustard-glasses, as Retorts ...	.....	.....	100 cbf.	90 cbf.	80 cbf.
Unpolished and Polished ..	.....	.....	100 cbf.	90 cbf.	80 cbf.
Fragments	5,200 lbs.				
Glue	.....	.....	2,000 cbf.	1,800 lbs.	
— Leather.....	5,200 lbs.	.....	.....	5,200 lbs.	
Grains, Unground:					
Buckwheat	30 barrels.	25 barrels.			
Barley.....	30 barrels.	25 barrels.			
Peas	22 barrels.	22 barrels.			
Oats	33 barrels.	25 barrels.			
Wheat.....	24 barrels.	23 barrels.			
Maize	24 barrels.	23 barrels.			
Rye	26 barrels	25 barrels.			
Vetches.....	22 barrels.	22 barrels			

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Grains Ground:					
Buckwheat, grits ..	.....	4,100 lbs.			
Barley-groats	.....	4,500 lbs.			
Pearl-barley	.....	5,200 lbs.			
Groats...	.....	4,500 lbs.			
Flour, all sorts ...	.....	5,200 lbs.	.....	90 cbf.	
Grapes	... .	. .....	2,800 lbs.	2,800 lbs.	
— in jars	2,800 lbs.				
Grease and Fat	.....	.....	.. ..	4,800 lbs.	
Grindstones, all sorts..	34 cbf.				
Gum: Stick-lac.... ..	.....	.....	2,800 lbs.		
— other sorts	....	5,200 lbs.	5,200 lbs.	4,700 lbs.	
Gun-Powder	.....	.....	.....	4,300 lbs.	
Gypsum.	.....	..... .	.....	$16\frac{1}{2}$ barrels $30\frac{1}{2}$ barrels in other casks 4,100 lbs.	
— Plasterstone ..	60 cbf.				
Hair, Horse, Prepared.	.....	5,200 lbs.			
— Hogs, Bristly...	... .	4,200 lbs.	. .....	3,500 lbs.	
— — Soft, and other Hair	.....	2,800 lbs	.....	2,400 lbs.	
Hair-Powder	.....	.....	3,800 lbs.	3,400 lbs.	
Hards, of Flax, Unhackled ...	2,000 lbs.	1,800 lbs.			
— — Hackled	.....	1,300 lbs.			
— of Hemp.....	1,500 lbs.	1,300 lbs.			
Hard Stone..... ..	34 cbf.				
Hartshorn	. . ..	3,400 lbs.	2,900 lbs.	2,600 lbs.	
Hay	1,000 lbs.				
Hemp, Unhackled.....	2,100 lbs.	1,800 lbs.			
— Hackled.....	.....	2,600 lbs.			

	Loose in the vessel	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Hemp, Seed	33 barrels.	3,900 lbs.			
Honey	.....	.....	.....	5,200 lbs.	
Hoops	80 cbf.				
— Wood for	80 cbf.				
Hop, in square tubs .	.....	1,100 lbs			
— in round tubs ...	.....	1,600 lbs.			
Horses, in decked vessels	1 piece.				
— in open boats..	3 pieces.				
Horse-Radish	5,200 lbs.	4,600 lbs.	.....	4,000 lbs.	
Indigo	....	3,200 lbs.	3,200 lbs.	2,900 lbs.	
Iron: Pigs and Bars ..	5,200 lbs.				
— Rods and Hoops .	5,200 lbs.				
— Kentledge	5,200 lbs.				
— Nails..... ...	.....	.....	5,200 lbs.		
— Sheets	5,200 lbs.	.....	5,200 lbs.		
— and Steel Wire .	5,200 lbs.				
— Manufactured, Cast and Forged ...	5,200 lbs.				
Juniper	....	3,400 lbs.	.....	2,500 lbs.	
Lac-dye	. .....	3,300 lbs.	3,300 lbs.	3,000 lbs.	
Lambs' Skins, see Skins.					
Lampblack	....	....	.....	1,300 lbs	
Laurel.....	.....	3,600 lbs	3,100 lbs.	2,800 lbs.	
— Leaves	.....	900 lbs.			
Lead, in Pigs, Unmanufactured and Broken	5,200 lbs.				
— White	....	.....	.....	5,200 lbs.	
— Red	.....	.....	5,200 lbs.	5,200 lbs.	
— Sugar	.....	.....	.....	5,200 lbs.	

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Leaves, Flowers, Berries and Herbs for druggists		1,400 lbs.		1,100 lbs.	
Lentils		5,200 lbs.		4,600 lbs.	
Ligneous things, for druggists		1,500 lbs.			
Lime, Burned, in barrels à 4 bushels				16½ barrels. 30½ barrels.	
— Slaked	25 barrels.				
— Stone	70 cbf.			40 cbf.	
Linseed	25 barrels.	5,100 lbs.		3,700 lbs.	
Liquorice-Juice			3,500 lbs.	3,100 lbs.	
Litharge			5,200 lbs.	5,200 lbs.	
Litmus				4,300 lbs.	
Mace			2,300 lbs.		
Madder		5,100 lbs.		4,300 lbs.	
Magnesia			1,000 lbs.		
Mahogany	100 cbf.				
Malt	33 barrels.	25 barrels.		90 cbf.	
Manganese				5,200 lbs.	
Mats, for Packing	500 pieces.				
Mead				see Sect II.b.	
Meat, Salted, Smoked and Fresh	5,200 lbs.			5,200 lbs.	
Metal, Compound and Unmanufactured	5,200 lbs.		5,200 lbs.	5,200 lbs.	
Mica	5,200 lbs.	5,200 lbs.			
Mill- and Quern-Stones	34 cbf.				
Millet		4,600 lbs.			
Mineral-Waters, in jars			fc8.b0	400 ¼ jars. 700 ½ jars.	80 cbf.
Moulding-Sand, see Pipe-clay.					

	Loose in the vessel.	In mat-, rush or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Mustard, Unground ...	.....	4,900 lbs.			
— Ground, in glasses jand ars ..	.....	.....	80 cbf.		
— in other packings	....	3,300 lbs	.....	3.000 lbs.	
Nutmegs	.....	4,400 lbs.	4,000 lbs.	3,200 lbs.	
Oil: Hamp-seed, Linseed, Rape-seed, Palm- and Olive-Oil, in casks	.....	.....	.....	5,000 lbs. or 90 cbf.	
— Turpentine and other Oils	.. ..	.....	.....	4,900 lbs. or 90 cbf.	
— Turpentine bottled, in baskets with straw.	.....	.....	.....	.....	2,000lbs.
— Cakes	5,200 lbs.				
Olives, in casks	.....	.....	.....	80 cbf.	
Onions, all sorts	.....	3,000 lbs.	....	3,000 lbs.	3,000lbs.
Oranges, Fresh, from Malaga	.....	. .. .	80 cbf.		
— Fresh, from other places	.....	.. ..	100 cbf.		
— Dried.....	. .....	1,400 lbs.	4,400 lbs.		
— Peel, Dried ...	.....	1,200 lbs.			
— — Candied and Preserved .	.....	.....	5,200 lbs.		
— — Lemoned, Limed and Salted	....	.....	.....	90 cbf.	

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons	In chests and boxes.	In casks.	In baskets.
Oranges, Peel, Lemon-juice	.....	.....	.....	90 cbf.	
Orchal.....	.....	.....	.....	80 cbf.	
Ore, all Sorts.....	5,200 lbs.	.....	.....	5,200 lbs.	
Oysters, Fresh	.....	.....	.....	16 barrels.	
Paddy	5,200 lbs.				
Painter's Colours	.....	.....	....	5,200 lbs.	
— — in Oil, ground and Var-nishes.	.....	.....	.....	5,200 lbs.	
Paint, Dutch *(Sitgeel)* .	.....	.....	.....	5,200 lbs.	
Paper: Writing-paper, all sorts	4,400 lbs.	4,400 lbs.	4,000 lbs.		
— Printing-paper	3,700 lbs.	3,700 lbs.	3,400 lbs.		
— Packing-paper .	1,100 lbs.	3,100 lbs.	2,800 lbs.		
— Pasteboard paper	4,400 lbs	4,400 lbs.	4,700 lbs.		
— Woollen, grey paper..... .	2,400 lbs.				
— Pressed paper .	.....	.....	4,700 lbs.		
— Blue Sugar-paper.....	4,400 lbs.	4,400 lbs.	4,000 lbs.		
— Paper-Hangings	.....	5,200 lbs.	5,200 lbs.		
— Coloured paper.	4,400 lbs.	4,400 lbs.	4,000 lbs.		
Peat	80 cbf.				
Pepper, Spanish, Cajenne	.....	1,400 lbs.	1,200 lbs.		
— Long	.....	3,800 lbs.	3,300 lbs.		
— Black and White	.....	3,400 lbs.			
Perfumed Waters, in glasses and bottles	.....	.....	80 cbf.		
Pimento.....	.....	2,900 lbs.			

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Pipe-Bowls, of China, Stone and Clay.....	.....	.....	2,500 lbs.		
Pipe-Clay, Moulding-sand, Sugar-earth, Porcelain-earth, English-earth and Fuller's earth ..	12 barrels.	.....	.....	4,800 lbs.	
Pitch	.....	.....	.....	$15\frac{1}{2}$ barrels. $30\frac{1}{2}$ barrels.	
Plumbago	.....	....	.....	5,200 lbs	
Pockwood	5,200 lbs.				
Potatoes	24 barrels.	20 barrels.	20 barrels.	20 barrels.	20 barrels.
Pottery-Ware, Native ..	80 cbf.				
— , Foreign .	1,000 lbs.	.....	1,400 lbs.	1,800 lbs.	1,200lbs.
Pozzolana	.....	.....	.....	15 barrels in other casks 5,200 lbs.	
Printer's Ink	.....	.....	.....	5,200 lbs.	
Pumice-stone.....	.....	.. ..	.....	1,900 lbs.	
Punch-Essence	.....	.....	.....	see Sect. II. b.	
Quicksilver, without regard to the packing.	5,200 lbs.				
Quills, Unprepared....	. ...	800 lbs.	700 lbs.		
— Prepared	.....	700 lbs.	600 lbs.		
Rags	2,800 lbs.	2,800 lbs.			
Raisins and Currants..	.....	5,200 lbs.	5,200 lbs.	$23\frac{1}{2}$ barrels. $46\frac{1}{4}$ barrels. in other casks 5,200 lbs.	80 cbf.
Rape- and Turnip-Seed.	28 barrels.	26 barrels.			
Raven's Duck	.....	4,400 lbs.			
Resin.....	.....	5,200 lbs.			
Rice.....	.....	5,200 lbs.	.....	4,500 lbs.	
Roots, for druggists...	.....	2,900 lbs.	2,500 lbs.	2,200 lbs.	

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes	In casks.	In baskets.
Sacks	3,000 lbs.				
Sago	.....	4,600 lbs.	3,800 lbs.		
Sal-ammoniac	.....	.....	.....	4,000 lbs.	
Salt, Rock-Salt	5,200 lbs.				
— Lyneburgh	.....	.....	.....	11 barrels. pr. 5½ bushel.	
— other Salts	17 barrels.				
Saltpetre, Raw and Clarified	.....	5,200 lbs			
Sausages, Smoked	.....	.....	.....	5,200 lbs.	
Seed: Clover	.. ..	5,200 lbs.			
— other Sorts	.....	115 cbf	.....	90 cbf.	
— for druggists	.....	2,700 lbs.	.....	2,000 lbs.	
Sheep, Goats, He-Goats and Lambs	8 pieces.				
-- Skins, see Skins.					
Shot	....	5,200 lbs.	5,200 lbs.	5,200 lbs.	
Silk, Raw	.....	2,500 lbs.			
— Thrown	.....	4,000 lbs.			
Silver, Ingots, Unmanufactured and Broken	.....	.....	5,200 lbs.	5,200 lbs.	
Sirup or Molasses	.....	... .	.....	5,200 lbs.	
Skins: Hides, Dry	5,200 lbs.				
— — Salt and Wet	5,200 lbs.	.....	.....	5,200 lbs.	
— — Tanned	5,200 lbs.	4,800 lbs.			
— Calves', Salted	.....	.....	5,200 lbs.	5,200 lbs.	
— — Dry, Undressed	2,600 lbs.				
— Lambs' and Sheep, Dry	2,400 lbs.				

	Loose in the vessel.	In mat-, rush- or canvass-, packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Skins, Cordwain and Morocco-Leather	.....	.....	90 cbf.		
— for Furriers and Furrier's Work	.....	.....	100 cbf.	90 cbf.	
Slates (ciphering)	.....	.....	2,800 lbs.		
Smalt	.....	.....	.....	5,200 lbs.	
Soap, for washing	.....	.....	.....	$60\frac{1}{4}$ barrels $96\frac{1}{8}$ barrels in other casks 4,500 lbs.	
— White and Coloured, Common	.....	5,200 lbs.	.....	90 cbf.	
Soy	.....	.....	.....	5,200 lbs.	
Spar	36 cbf.	.....	.....	8 casks.	
Spermaceti and Spermaceti-Oil	.....	.....	.....	4,800 lbs.	
Spunges	.....	900 lbs.	.....	90 cbf.	
Starch	.....	.....	.....	3,400 lbs.	
Staves, as well as Bottom-pieces of Oak	3,700 lbs.				
— and Bottom-pieces of Beech and Fir	3,000 lbs.				
The weight is to be found by the examination of a certain number of uniform staves and bottom-pieces.					
Steel	.....	.....	.....	5,200 lbs	
Stones, Unhewn, of all kind	34 cbf.				
Stone-Ware and Crockery	.....	.....	2,000 lbs.	2,000 lbs.	2,000lbs.
Straw	650 lbs.				
Succade	.....	.....	4,800 lbs.		

	Loose in the vessel	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Succory-Roots, see Coffee.					
Sugar, Refined	.....	5,200 lbs.	90 cbf.	80 cbf.	
- Raw, St Croix .	.....	.....	.....	5,000 lbs.	
— other sorts	.....	5,200 lbs	5,100 lbs.	90 cbf.	
— in Cranjans....	.....	.....	....	.....	80 cbf.
Sugar-Moulds and Sugar-Pots.....	1,000 lbs.				
Sulphur, Raw and in Rods	5,200 lbs.	.....	90 cbf.		
Sumac (*Rhus coriaria*).	... .	3,700 lbs.	.....	2,900 lbs.	
Swine, Live	6 pieces.				
— Sucking Pigs...	12 pieces.				
Talc	5,200 lbs. or 34 cbf.				
Tallow.....	5,200 lbs.	5,200 lbs.	....	4,000 lbs.	
Tar	.....	.....	.....	$14\frac{1}{4}$ barrels. $24\frac{1}{2}$ barrels.	
Tartar.....	.....	.....	.....	5,200 lbs.	
Tea	..... .	.....	2,300 lbs.		
— in Boxes.....	.....	.....	3,600 lbs.		
Tiles	5,200 lbs.				
The weight is to be found by weighing some single pieces of the uniform pieces.					
Timber: Oak...	90 cbf.				
— Fir, Pine etc .	90 cbf.				
— Finland Wooden Ware.....	90 cbf.				
Tin, Unmanufactured and Broken	.....	.....	5,200 lbs.	5,200 lbs.	

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Tobacco: Unmanufactured:					
— Leaves and Stalks	.....	.....	.....	3,000 lbs.	
— — in baskets	.....	.....	.....	.....	2,000 lbs.
— Manufactured:					
— Smoking, in rolls	4,000 lbs.	3 700 lbs.			
— — in canisters	.....	.....	2,100 lbs	1,900 lbs.	
— Negrohead and Chew-Tobacco	.....	.....	.....	5,200 lbs.	
— Snuff, bottled	.....	.....	80 cbf.		
— Cigars	.....	.....	1,700 lbs		
Train-Oil	.....	.....	.....	90 cbf.	
Trees and Shrubs, Live	80 cbf	.....	.....	.....	80 cbf.
Turmeric	.....	4,800 lbs.	.....	4,000 lbs.	
Turnips	24 barrels.	20 barrels.	20 barrels.	20 barrels.	20 barrels.
Turpentine	.....	.....	.....	5,200 lbs.	
Type-Founding-Work	.....	.....	5,200 lbs.	5,200 lbs.	
Verd'gris	.....	.....	.....	5,200 lbs.	
Vermicelli, Macaroni	.....	.....	1,900 lbs.		
Vinegar, Ale	.....	.....	.....	see Sect II. b.	
— Wine and Cider in casks	.....	.....	.....	see Sect II. b.	
— Bottled	.....	.....	80 cbf.		
Vitriol, all sorts	.....	.....	.....	5,200 lbs.	
Watch-Cases, Wooden	80 cbf.				
Wax	.....	.....	5,200 lbs.	4,400 lbs.	
Whalebone	80 cbf.	2,300 lbs.			
Wheeler's Work, according to the room it takes up	80 cbf.				

	Loose in the vessel.	In mat-, rush- or canvass-packings, and in surons.	In chests and boxes.	In casks.	In baskets.
Wicker-Work, according to the size of the packages	80 cbf.				
Willow	700 lbs.				
Wine, in casks.....	.....	.....	.....	see Sect. II. b.	
— Bottled.....	.....	.....	80 cbf.	.....	80 cbf.
Wine, Mud	.....	.....	.....	80 cbf.	80 cbf.
Wool.....	.....	1,400 lbs.			
— Skinners Wool ...	.....	2,000 lbs.			
— Yarn.....	.....	1,600 lbs			
Woollen Goods:					
— Baize, Coating, Druggets, MoltonDreadnought, Flannel	.....	1,600 lbs.			
— Cloth,Cashmere, Cords.....	.....	2,800 lbs.			
— From Iceland and the Faroe-Islands	.....	1,800 lbs.			
Zinc, Unmanufactured, in Sheets and Bars..	5,200 lbs.	.....	5,200 lbs		

Section II.

General rules for the estimate of the stowage.

a.

Regarding goods mentioned in Section I., which might be furnished with other packings than such as are there either subjoined or, by referring to Section II., expressly named, as well as other goods not mentioned in Section I., and packings with mixed or unknown contents, 80 cubic feet make one commercial last when the gross weight of the packings is less than 65 lbs. pr. cubic foot, but if the gross-weight is 65 lbs. or upwards, 5200 lbs. shall be considered like one commercial last

The goods are to be weighed or measured together with their packings.

b.

For liquids in casks of the following sizes, current in the trade, viz.:

Of Pipes	per c.	120 gallons	each	5 pieces	make 1	comm. last.
- Hogsheads ..	—	60 —	—	9	— —	1 —
- Ahms and Therces	—	40 —	—	13	— —	1 —
- Barrels	—	34 —	—	16	— —	1 —
- 1/2 Barrels..	—	17 —	—	30	— —	1 —
- Ankers	—	10 —	—	48	— —	1 —
- Quarters	—	9 —	—	60	— —	1 —
- 1/2 Ankers ..	—	5 —	—	80	— —	1 —
- 1/2 Firkens ..	—	4 1/2 —	—	96	— —	1 —

c.

When fishing-vessels or doggers carry other goods than fish and the necessary fishing-tackle or the produce of the take, these goods are to be stowed according to the Regulations.

d.

The Superintendent shall enter a statement in the general reports as to the stowing, according to these Regulations, of goods discharged or shipped, the same statement is to be entered in the clearances by the keeper of the accounts.

e.

When the hold of the vessel is stowed to the deck-beams, and providing the whole cargo is unloaded or shipped at a place where customs are paid, the tonnage dues shall, where she clears out or in, be calculated according to the Nett Register-Tonnage of the vessel as stated in the Measurement-Bill (*Maalebrev*), without regard to the stowing-regulations and notwithstanding it might be pretended, that some single interstices in the hold were unstowed. In such cases it is to be stated in the general-report and the clearance, that the ship is «fullloaded.»

f.

Decimal ciphering is to be used, as well when goods are estimated after these Regulations in particular, as when the stowage of a whole cargo, in general, is to be fixed. Where the hundredths are less than 5, they are not to be taken into consideration, but where they are 5 or upwards, the number of the tenths is to be increased by 1, f. inst. 1200 lbs. gross of Coffee in sacks is like $^{1200}/_{4800} = {}^{12}/_{48} = 0{,}25 = 0{,}3$.

This throwing away of the hundredth parts, when they are less than 5, or commutation into tenths, when they are 5 or upwards, shall take place at the estimate of each single merchandise, in order to prevent less fractions than tenths coming forth in the whole reckoning.

When the stowage of all goods unloaded or loaded is made up, and a decimal fraction, less than 5, comes forth, this is thrown away;

but if it be 5 or upwards, it is to be considered as a full commercial last.

General-Board of Customs and Commerce,
December 29th 1838.

(Signed)

Lowzow.

Lehmann. Thonning. Bech.
Malling. Wedel. Garlieb. Francke. Preusser.

№ VII.

AUTHENTIC INTERPRETATION OF PARAGRAPH 33d OF THE CONSULAR INSTRUCTIONS OF MARCH 24th 1868.

The disposition mentioned as number 2 in the first part of the said paragraph, viz : that every Captain within twenty-four hours after his arrival at a foreign port, where a Danish Consul or Vice-Consul resides, shall produce his log-book to the said functionaries, if the voyage is ended in that port, is to be understood as follows: the voyage is to be considered as ended in the foreign port, if the crew be discharged there, either according to the shipping articles, these being drawn up for this voyage precisely, or because the ship is laid up there. As to the computation of the term of twenty-four hours in which the log-book is to be produced, it is hereby provided, that this shall be with exclusion of holidays, and consequently, that the log-book shall be considered as produced in time, where this is done the next weekday after the holiday.

№ VIII.

I.

RELATING TO VESSELS BELONGING TO OR PURCHASED FOR ACCOUNT OF ICELANDIC, FAROE ISLANDIC OR WEST-INDIAN OWNERS.

The provisions of the Laws of 13th March 1867, concerning measurement and registration of vessels in Denmark, having, by Royal Ordinances of 2d June 1869 and 8th September 1871 come into force on the 1st of August 1870 and the 8th of November 1871, been extended respectively to Iceland and the West-Indian Possessions, all prescriptions contained in §§ 14—29 of the Consular-Instructions shall, with the following modifications, be applicable to vessels belonging to, or bought for account of natives of Iceland or the West-Indian Possessions.

ad § 15.

The term, from which the Certificate of Nationality and Registry shall be the only paper of legitimation for the ships in question, is, for Iceland, the 1st of August 1870, and, for the West-Indian Possessions, the 8th of November 1871. Consequently, the passport hitherto required for ships belonging to the West-Indian Possessions or to Iceland is done away with.

ad § 16.

In consequence of what is previously stated, the provisional dispositions of this paragraph (2) are abolished; but, on the other hand, an exception or modification shall be applied regarding vessels belonging to the Danish dependencies mentioned in the said paragraph (2), namely: that such vessels may be provided with a provisional certificate of nationality, respectively by the Governor *(Landshøvding)*

of Iceland and the Government of the West-Indian Possessions, which shall remain in force until it shall have been replaced by a final one issued at Copenhagen. Finally, a Registrar-Office in Iceland may, for one voyage, issue a measurement-bill for any Icelandic vessel applying for the same, in case such vessel should not have time to wait for the certificate from the Governor.

ad § 18.

After the word «Denmark» (under head 2, line 4th and 6th) is to be inserted: «or its Northern Dependencies or in the West-Indian Possessions».

ad § 28.

Instead of head 3 in this paragraph is to be inserted:

1) On vessels bought abroad for account of West-Indian owners the import-dues shall be levied at 1¼ per cent of the value, to be calculated according to the same rules which are followed, when vessels are bought for natives of the Kingdom of Denmark.

2) On foreign vessels bought by Icelanders no import-dues are to be levied.

3) On foreign vessels of not above 60 Nett Ton:-Register bought by Faroe-Islanders no import-dues are to be levied, when such vessels are to be used for the purposes of fishing or carrying merchandice between the Faroe-Islands. If used in any other way import-dues are to be levied according to the same rules which are followed, when foreign vessels are bought to the Kingdom; in case of vessels of more than the above named tonnage the same rules are likewise to be followed.

II.

CONCERNING THE PROVISIONAL-CERTIFICATES OF NATIONALITY AND THE INDICATION OF A SHIP'S TONNAGE IN CUBIC METERS,

being a supplement to § 19, 4.

In countries where tonnage is fixed by means of cubic meters, it would be of much importance and greatly facilitate the treatment

of Danish vessels there, if the tonnage were to be indicated in the same manner in their certificates of nationality; the consuls ought, therefore, in case of their issuing a certificate of nationality, besides stating the tonnage in Register-Tons, also to indicate it in cubic meters. The tonnage in cubic meters may be found out by multiplying the Danish Register-Tonnage by 2,83.

III.

SUPPLEMENT TO THE NOTE TO § 19.

Recognition of the measurement of tonnage for Danish ships in foreign countries.

a With the following maritime powers, whose systems of tonnage measurement are founded on the same principles as are in force in Denmark (commonly called the »Moorsom's« system), agreements are concluded concerning the mutual recognition of the official tonnage measurements.

Country.	The date and year of the circular from the Danish Board of Customs concerning the agreement.	The date and year of the foreign declaration, circular etc.
Great Britain.....	May 14, 1868 & May 26, 1883.	«Order in Council, Febr. 29, 1868 & April 20, 1883.
United States of America	June 28, 1869.	TreasuryDepartment Circular, June 12, 1869.
Austria-Hungary ...	June 17, 1872	Circular dat. Trieste May 16, 1872.
The German Empire	December 23, 1872 & August 31, 1882	Reichskanzler-Amt 27 Mai 1873 & 18 Januar 1879.
Italy...	September 13, 1873	Déclaration 1 Septbr. 1873.
France	October 29, 1873	
Sweden.....	April 16, 1875 & April 5, 1882	Kongl. Generaltullstyrelsens Kungørelser, 5 Marts 1875 a. & 21 April 1882.

Country.	The date and year of the circular from the Danish Board of Customs concerning the agreement.	The date and year of the foreign declaration, circular etc.
Norway	June 23, 1876 & August 31, 1882	Kgl. Finants- og Told-Departements Cirkulære, dat. Christiania Febr. 1, 1876 & Juli 16, 1880.
Holland	August 31, 1877 & August 31, 1882	«Koninklijk besluit» 17 Augustus 1877 & 21 Januarij 1879.
Greece	January 21, 1881	Déclaration, dated. Athen November 28, 1880.
Spain	July 5, 1883	Real Orden Ministerio de Marina 25de Mayo 1883.
Russia-Finland	September 26, 1883	Déclaration St. Petersbourg, August $^{16}/_{28}$, 1883.
Belgium	May 2, 1884	Law of June 20, 1883 & Déclaration April 21, 1884.

In Denmark the rules for the deductions for the propelling power in steamers proposed by the International Tonnage Commission at Constantinople in the year 1873, commonly called the „Danube Rule" was introduced from the 1st day of October 1878, and all Danish steamers are now measured according to this rule which at present is also in force in Holland, Spain, Greece, the United States of America and several South American states, and adopted by the European Danube Commission and the Suez-Canal Company.

Besides this rule there are two other rules at present in force, of which the „British Rule" (according to Merchant Shipping Act, 1854, Art. XXIII. a & b) is the law in Great Britain with her colonies, France, Austria-Hungary, Italy and Finland. The third rule commonly called the „German Rule" (according to „Schiffsvermessungs-Ordnung vom 5 Juli 1872 §§ 15, 16 u. 17) is the law in Germany, Russia, Sweden and Norway and Belgium.

In order to make the partial remeasurement of engine-room, boiler-space etc. superfluous for Danish steamers in ports where the „Danube Rule" is not recognised, the certificates of nationality and registry for steamers (see Appendix Nr. 1) are provided with special formulas denoting the Nett Register-Tonnage, estimated as well under the „British" as the „German Rules".

b. According to these agreements all sailing ships carrying the Danish flag, and provided with certificates of nationality and registry, are exempted from tonnage measurement in the ports of the above named countries; the Nett Register Tonnage denoted in the certificates will be recognised and be deemed equal with the national Nett Register-Tonnage in the same manner, and to the same extent, and for the same purposes as the official tonnage-measurement of the respective countries is made use of in the ports at home. Danish steamers are treated in the same manner, but are subjected to the following modifications in the undermentioned ports:

1. In British, French and Finnish ports the Nett Register-Tonnage according to the «British-Rule», denoted in the certificates, are recognised as equivalent to the Nett Register-Tonnage of British, French and Finnish steamships.

2. In German, Russian, Swedish and Norwegian as well as Belgian ports the Nett Register-Tonnage according to the «German Rule», denoted in the certificates, are recognised as equivalent to the Nett Register Tonnage of German, Russian, Swedish, Norwegian and Belgian steamships.

IV.

CONCERNING CREW-LISTS OR MUSTER ROLLS,

being a supplement to § 31, 2.

As the Customs-officers, in several Danish ports are charged with the enrolment of sailors, the seal of customs may be applied when a crew-list is drawn up, accordingly, this document must either be provided with the seal of customs or the seal of enrolment, to be placed in the uppermost corner of the said list.

№ IX.

ad § 18.

Previous to the issuing of a Provisional Certificate of Nationality, the Consul shall take care, that, besides the vouchers prescribed in § 18, the following ones shall be at hand:

1) when a British vessel in a port in Great Britain and Ireland is bought for Danish account, a Cerficate of the seaworthiness of the vessel, issued by an officer duly authorised in this respect by the Board of Trade.

2) otherwise, when a foreign vessel in a foreign port becomes Danish property,

a) as far as the vessel is classified in the Bureau Veritas Register: a Certificate of the classification of such vessel,

b) in other cases: Certificate from the surveyor of the district in question, appointed by the Bureau Veritas, stating that the vessel, after having undergone an examination as required by the said Bureau, is deemed seaworthy.

The certificate of seaworthiness mentioned under b, for the issuing of which together with the previous examination there shall be paid according to § 4 and 3, d, in the Tarif of the said Company of the 1st October 1875, must not follow the vessel in question, but shall accompany the copy of the Provisional Certificate of Nationality, which, according to the Consular Instructions, § 20, is to be sent to the Ministry for Foreign Affairs.

№ X.

Supplement to § 35, last part.

When the Sailor's Certificate („*Søfartsbog*") of a deserter is delivered to the Consul, he shall put an express question to the Captain, whether he wishes, that an action shall officially be brought against the deserter, and a remark to that purport shall be entered in the Sailor's Certificate, when it is sent to the Ministry for Foreign Affairs.

Nº. VII.

AUTHENTIC INTERPRETATION OF PARAGRAPH 33d OF THE CONSULAR INSTRUCTIONS OF MARCH 24th 1868.

The disposition mentioned as number 2 in the first part of the said paragraph, viz.: that every Captain within twenty-four hours after his arrival at a foreign port, where a Danish Consul or Vice-Consul resides, shall produce his log-book to the said functionaries, if the voyage is ended in that port, is to be understood as follows: the voyage is to be considered as ended in the foreign port, if the crew be discharged there, either according to the shipping articles, these being drawn up for this voyage precisely, or because the ship is laid up there. As to the computation of the term of twenty-four hours in which the log-book is to be produced, it is hereby provided, that this shall be with exclusion of holidays, and consequently, that the log-book shall be considered as produced in time, where this is done the next weekday after the holiday.

№ VIII.

I.

RELATING TO VESSELS PURCHASED FOR ACCOUNT OF ICELANDIC OR WEST-INDIAN OWNERS.

The provisions of the Laws of 13th March 1867, concerning measurement and registration of vessels in Denmark, having, by Royal Ordinances of 2d June 1869 and 8th September 1871 come into force on the 1st of August 1870 and the 8th of November 1871, been extended respectively to Iceland and the West-Indian Possessions, all prescriptions contained in §§ 14—29 of the Consular-Instructions shall, with the following modifications be applicable to vessels belonging to, or bought for account of natives of Iceland or the West-Indian Possessions.

ad § 15.

The term, from which the Certificate of Nationality and Registry shall be the only paper of legitimation for the ships in question, is, for Iceland, the 1st of August 1870, and, for the West-Indian Possessions, the 8th of November 1871. Consequently, the passport hitherto required for ships belonging to the West-Indian Possessions is done away with.

ad § 16.

1) Vessels bought by Icelandic owners before the 1st of August 1870 or by Danish subjects in the West-Indian Possessions before the 8th of November 1871 may, like vessels that have become Danish property before the 1st of October 1867 (§ 16, 1), as long as their former measurement-bills are valid, prove their nationality by the said bills, together with the other ship's papers that hitherto have been required; but with regard to the latter papers it must, however, be observed that, the West-Indian passport having been abolished as before mentioned, vessels, which in future shall prove their nationality by measurement-bills still valid, are not bound to be provided with this document either.

2) In consequence of what is previously stated, the provisional dispositions of this paragraph (2) are abolished; but, on the other hand, an exception or modification shall be applied regarding vessels belonging to the Danish dependencies mentioned in the said paragraph (2), namely: that such vessels may be provided with a provisional certificate of nationality, respectively by the Governor (*Stiftamtmand*) of Iceland and the Government of the West-Indian Possessions, which shall remain in force until it shall have been replaced by a final one issued at Copenhagen. Finally, a Registrar-Office in Iceland may, for one voyage, issue a measurement-bill for any Icelandic vessel applying for the same, in case such vessel should not have time to wait for the certificate from the Governor.

ad § 18.

After the word «Denmark» (under head 2, line 4th and 6th) is to be inserted: «or its Northern Dependencies or in the West-Indian Possessions».

ad § 19.

As far as regards this paragraph (head 4, last part), the first part of the annotations to § 16 is to be referred to.

ad § 28.

Instead of head 3 in this paragraph is to be inserted:

1) On vessels bought abroad for account of West-Indian owners the import-dues shall be levied at $1^1/_4$ per cent of the value, to be calculated according to the same rules which are followed, when vessels are bought for natives of the Kingdom of Denmark.

2) When vessels are bought by Icelanders or Faroe-Islanders, the import-dues are to be levied as follows:

I. When the ribs, plankings and ceilings are of oak, and
   a. when the vessel is of 20 Tons burden or upwards . . . . . 5 rixd. per Ton,
   b. for smaller ships . . . . . 10 — - —

II. When the ribs, plankings and ceilings are of fir and oak, and the first kind of wood preponderates, or if the vessel is built of iron,
   a. when the vessel is of 20 Tons burden or upwards . . . . $3^1/_2$ rixd. per Ton,
   b. for smaller ships . . . . . 7 — - —

III. On vessels entirely built of fir, and of more than 100 Tons burden, the import-dues are to be levied at 2 per cent of the purchase money as indicated in the bill of sale and other title-deeds.

IV. For Steam-ships the import-dues are to be levied on the total gross tonnage, without any deduction for engine and coal room or sailors' berths.

V. No import-dues are to be levied
   a. on vessels of 32 Tons burden or less, which are bought abroad for the purpose of fishing and coasting trade in Iceland, or for the purpose of carrying merchandize between the Faroe-Islands.
   b. on vessels bought for sealing and whaling purposes.

II.

CONCERNING THE PROVISIONAL-CERTIFICATES OF NATIONALITY AND THE INDICATION OF A SHIP'S TONNAGE IN CUBIC METERS, being a supplement to § 19, 4.

In countries where tonnage is fixed by means of cubic meters, it would be of much importance and greatly facilitate the treatment of Danish vessels there, if the tonnage were to be indicated in the same manner in their certificates of nationality; the consuls ought, therefore, in case of their issuing a certificate of nationality, besides stating the tonnage in Tons, also to indicate it in cubic meters, The tonnage in cubic meters may be found out by multiplying the Danish Tons-tonnage by 2, 83.

III.

SUPPLEMENT TO THE NOTE TO § 19.

An agreement concerning mutual recognition of national measurement-bills has, besides Great Britain, also been entered into with the United States of America, Austria and Hungary.

IV.

CONCERNING CREW-LISTS OR MUSTER ROLLS, being a supplement to § 31, 2.

As the Customs-officers, in several Danish ports, are charged with the enrolment of sailors, the seal of customs may be applied when a crew-list is drawn up, accordingly, this document must either be provided with the seal of customs or the seal of enrolment, to be placed in the uppermost corner of the said list.

[*From the "Victoria Government Gazette" of 14th June 1889. No. 65.*]

SPECIAL PLACE OF ANCHORAGE FOR FOREIGN SHIPS OF WAR IN TIME OF PEACE.—ADDITIONAL PORT REGULATION.

PROCLAMATION

By His Excellency Sir WILLIAM CLEAVER FRANCIS ROBINSON, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Administrator of the Government of the Colony of Victoria and its Dependencies, &c., &c., &c.

WHEREAS by *The Passengers Harbors and Navigation Statute 1865* it is amongst other things enacted that the Governor in Council by proclamation published in the *Government Gazette* may from time to time define the limits and boundaries of ports in Victoria, and frame rules and regulations for the governance and preservation of the said ports respectively and for the regulation of shipping in the same, and also for the due protection and preservation and the good government and management of all public wharfs, and may appoint officers to carry out and enforce such rules and regulations; and any such limits, boundaries, rules and regulations may from time to time be in like manner altered, amended, or repealed, and others substituted in their stead: Now therefore I, the Administrator of the Government of Victoria, with the advice of the Executive Council, do hereby proclaim the following to be an additional Port Regulation, and to be observed accordingly:—

SPECIAL PLACE OF ANCHORAGE FOR FOREIGN SHIPS OF WAR IN TIME OF PEACE.

The special anchorage in the colony of Victoria appointed for foreign ships of war is situated near the western entrance to the South Channel, Port Phillip Bay, and about six (6) cables to the westward of the chequered buoys on Nicholson's Knoll.

Foreign ships of war on entering the port of Port Phillip shall proceed to such anchorage, unless otherwise notified by the Commissioner of Trade and Customs.

Commanding officers in charge of foreign war ships who may be desirous of proceeding to any other anchorage in the colony of Victoria, are required to make application, in writing, to the Commissioner of Trade and Customs.

Foreign ships, whether of war or transport, will not be permitted to land armed parties. Unarmed parties may, however, be landed for drill or exercise upon permission being obtained from the Commissioner of Trade and Customs.

Given under my Hand and the Seal of the Colony, at Melbourne, this tenth day of June, in the year of our Lord One thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's reign.

(L.S.) WILLIAM C. F. ROBINSON.

By His Excellency's Command,

J. B. PATTERSON,
Commissioner of Trade and Customs.

GOD SAVE THE QUEEN!

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.

Law

on the

Consular Organisation

Amalienborg 14th April 1893

Christian 9, By the Grace of God King of Denmark, Vandles and Goths, Duke of Sleswig, of Holstein, of Stormarn of Dithmarsen, of Lauenborg and of Oldenburg.

The Rigsdag has adopted and we have invested with our sanction the following law.

§ I.

The Consular laws in force until now concerning Danish Ships of Commerce which come into a Port where a Danish Consul or Vice Consul resides are abolished from the 1st January 1894.

§ II

Danish traders gauging less than fifty tons register net and trading abroad will have to pay from the 1st January 1894 to the Treasury the Consular fee half yearly fixed at 50 ore per ton for Steamers and 17 ore per ton for sailing vessels. This is to be paid 30th June and 31st December. This tax will be collected through the customs and must be paid by each Danish Ship on a foreign voyage during the six months. The head of the Customs will fix the regulations for the collection of this tax.

§ III

From 1st January 1894 will be abolished § 12 – 15 of the regulations of the 4th August 1824. From this date the Captain every time that he enters a foreign port to discharge or take in cargo must before he takes his departure send to the Consul or Vice-Consul a written notice conformably to the rules given by the Minister of Foreign Affairs, infringements of these rules are liable to a penalty fixed by the § 286 of the code maritime. Under the same penalty the Captain must present himself in person to the Consul or Vice Consul in those ports where the like duty is imposed by the rules.

§ IV

After the 1st January 1894 the Minister of Foreign Affairs is authorized to pay to Consuls and Vice Consuls actually working an annual remuneration, unless that it has been otherwise decided by special or financial law. This remuneration must not exceed the average sum that the collection of consular dues has actually brought in during the three years 1891 to 1893, including the indemnity which has been paid to them conformably to the law of the 5th April 1888. This remuneration will only be given in the case where this average has been from 100 crowns and upwards.

§ V

As soon as the Minister shall find suitable candidates and the means at his disposal are sufficient he shall endeavour to establish an organization having in view the most important commercial

places, not only sea-port towns where shall reside paid Consuls or Vice-Consuls. If a vacancy occurs in such a place where the appointment of a Head has been fixed, it cannot be filled up without a special or financial law. However the minister of Foreign affairs is authorized to provide first for such occasions and he shall pay to the Consul or Vice-Consul thus appointed from the Consular cash (see §II) a remuneration adequate to the expenses of the office.

§VI

Consuls and Vice Consuls merchants, who come into office after the publication of the present law, will not be affected by any condition but that according to §X. At any time the Minister of Foreign affairs is authorized, if he considers it necessary to give to the new Chief from the consular cash an annual sum for his office. In any case this sum shall not exceed the remuneration paid to his predecessor according to §IV without counting in the indemnity according to the law of the 5th April 1888.

§VII

Consuls or Vice Consuls ought to be able to assist indigent or ignorant Danes through their knowledge of Consular work and of commercial and maritime legislation. They (the Consuls) must take charge of the ordinary affairs of the Consulate, especially to keep in view the Commercial interests and industries of Denmark and to transmit to the Minister of Foreign Affairs frequent communications on these subjects. They are interdicted from engaging in Commerce at least until the Minister of Foreign Affairs considers that their private operations do

not interfere with their Consular work. Their official duties shall be regulated and their responsibilities defined by the instructions of the Minister of Foreign Affairs.

§ VIII

Consuls must be appointed by the King and shall have a right to a pension according to the law of retiring pensions. They will be entitled to an emolument of 6000 crowns per annum. They will receive besides as expenses of place from 4 to 8000 crowns according to the requirements of the place. Moreover they will be allowed up to 2000 crowns as exc--penses for office (or chancery). The Vice Consuls will have 1500 crowns per year with the additions of 5 in every 5 years until they reach 3,500 crowns maximum. As dwelling expenses they will receive 2,500 to 4,500 crowns. Seniority must be observed by officers in changing place. A special on the financial laws of each year will fix the places to which Consuls or Vice Consuls are nominated and also in each case the salary accorded to them.

§ IX

For services that by particular request they have been called upon to render in their official capacity and not having to do with ordinary voyages, the consuls and vice consuls shall collect the dues according to a tariff established by the Minister of Foreign Affairs. The sum thus collected and of which account shall be annually rendered to the Minister of Foreign affairs shall be paid as far as they concern the Consuls and Vice-Consuls in the monies of the country. Any contest relative to the application of this tariff shall be looked into by the Minister of

Foreign Affairs, who will likewise fix the extent to which in the different Countries the dues shall be paid.

§ X

All Consuls and Vice-consuls shall have as in the past the right of re-embursement by the State of their direct expenses comprising the expenses of travel. these expenses having been approved and authorized by the Minister.

§ XI

The annual expenditure of the exchequer according to §§ IV-VIII must not exceed 150,000 crowns, beyond the sum that the collection of Consular rate will eventually yield in excess of this sum. At any time to provide for the salary of the Consuls and the Vice Consuls a sum not going beyond 30,000 crowns shall be put at the disposal of the Minister by the treasurer. A scheme generally concerning the employments of these funds ought to be submitted to the Regsdag before the 1st Jan 1896.

These to all whom they concern

Given at our Palace d'Amalienborg 14th April 1893

(signed) Christian R

(L.S)