

ANNO TRICESIMO NONO

GEORGII III. REGIS.

***

The Space allotted for Slaves to be Five Feet high.

III. And be it further enacted, That in every such Ship or Vessel, the said Space between Decks so allotted for the Reception of Slaves shall be, in every Part throughout the whole Length and Breadth thereof, of the full and complete perpendicular Height of Five Feet, measuring from the upper Surface of the Lower Deck to the under Surface of the Upper Deck.

Vessels of One Deck shall have a false Deck fixed in the Hold.

IV. And whereas Ships or Vessels having only One Deck, are sometimes used for shipping and carrying Slaves from the Coast of *Africa*, be it further enacted, That in all such Vessels a false Deck shall be fixed in the Hold for the Reception of the Slaves; which shall be taken and considered as her Lower Deck for the Purposes of this Act.

No Vessel to clear out till the proper Officer of the Customs shall have admeasured it as herein described, and certified the same to the Collector.

V. And be it further enacted, That no Ship or Vessel shall be permitted to clear out from any Port in *Great Britain*, for the Purpose of shipping and carrying Slaves from *Africa*, until the proper Officer of the Customs at such Port shall have examined and admeasured such Ship or Vessel, and shall have certified in Writing to the Collector of His Majesty's Customs at such Port, the Height between Decks, and also the extreme Length and Breadth, in Feet and Inches, of the Lower Deck of the said Vessel; which Length and Breadth being multiplied together, the Product shall be deemed and considered to be the true superficial Contents of the said Deck; and the said Contents so obtained, being divided by Eight, the Quotient in whole Numbers shall express the greatest Number of Slaves which the said Vessels shall be permitted to have on board at any one Time (for which Certificate he shall be entitled to demand and receive the Sum of Ten Shillings from the Master or Owner of the said Vessel); and the said Certificate, verified as to the Calculation of the Number to be taken on board by the Examination and Signature of the Collector, shall be annexed to the Clearance of the said Vessel, and shall be produced therewith to the Collector or Comptroller, or other proper Officer of the Customs, at every Port in the *West Indies* or *America*, belonging to His Majesty, at which the said Vessel shall arrive, before any Slave or Slaves shall be permitted to be landed out of the said Vessel at any such Port,

Certificate to be annexed to the Clearance, and produced before any Slave shall be landed.

Vessels to have painted on their Stern the Words 'Allowed to carry Slaves,' and the Number they are permitted to carry.

VI. And be it further enacted, That every such Ship or Vessel, previous to her being cleared out, shall have painted in White or Yellow Letters, of a Length not less than Four Inches, upon a Black Ground, on some conspicuous Part of her Stern (provided there shall be sufficient Space for that Purpose, but if not, in Letters as large as the Space will admit) the Words 'Allowed to carry Slaves,' the Number of Slaves expressed in the Licence annexed to the Clearance of the said Vessel being added thereto, in Figures of the same Length and Colour.

Masters of Vessels to forfeit 30*l.* for every Slave exceeding the Proportion of One Slave for every Eight square Feet of the Lower Deck.

VII. And be it further enacted, That it shall not be lawful for any Master or other Person taking or having the Charge or Command of any such Ship or Vessel, to take or have on board at any one Time, or to convey, carry, bring, or transport Slaves from the Coast of *Africa* to any Part beyond the Sea, in any such Ship or Vessel, in any greater Number than in the Proportion of One such Slave for every Eight square Feet of the superficial Contents of the Lower Deck of such Ship or Vessel, ascertained as herein-before directed; and if any such Master or other

other Perſon taking or having the Charge or Command of any ſuch Ship or Veſſel, ſhall act contrary hereto, ſuch Maſter or other Perſon as aforeſaid ſhall forfeit and pay the Sum of Thirty Pounds of lawful Money of *Great Britain*, for each and every ſuch Slave exceeding in Number the Proportions herein-before limited, One Moiety whereof ſhall go to His Majeſty, His Heirs or Succeſſors, and the other Moiety thereof ſhall go to any Perſon or Perſons who ſhall firſt ſue for the ſame.

No greater Number of Slaves than in the Proportion of 10 to each Perſon compoſing the Crew, ſhall be taken on board.

VIII. And whereas great Mortality has been found to occur among the Slaves from their having been ſubjected to a Confinement more than uſually cloſe and ſevere in conſequence of the Weakneſs of the Crews of ſome of the Veſſels employed in tranſporting them: Be it further enacted, under the Penalty aforeſaid, That it ſhall not be lawful to carry away from the Coaſt of *Africa*, on board any ſuch Ship or Veſſel, any greater Number of Slaves than in the Proportion of Ten to each of the Mariners or other free Perſons compoſing the Crew, who ſhall, at the Time of clearing Outwards for the Voyage, belong to the ſaid Veſſel, and be actually ſerving on board thereof; and that all ſuch Seamen ſhall ſo remain until the Arrival of the ſaid Veſſel at her Firſt Port of Delivery in the *Weſt Indies*, (Death and unavoidable Accidents only excepted).

If more than Two Fifths of the Slaves be Children, Five of the Surplus ſhall be deemed equal to Four Slaves.

IX. Provided always, That if there ſhall be in any ſuch Ship or Veſſel any more than Two Fifth Parts of the Slaves who ſhall be Children, and who ſhall not exceed Four Feet Four Inches in Height, then every Five ſuch Children over and above the aforeſaid Proportion of Two Fifths, ſhall be deemed and taken to be equal to Four of the ſaid Slaves, within the true Intent and Meaning of this Act.

No Cargo of Slaves, of whatever Dimenſions the Veſſel, ſhall exceed 400.

X. Provided always, That the Number of Slaves taken or to be taken on board any Veſſel, of any Meaſurement whatſoever, in conſequence of the Regulations and Allowances of this Act, ſhall in no caſe exceed Four Hundred.

Act not to extend to the taking of Slaves on board in caſes of Shipwreck, Mutiny, or any Diſtreſs of the Veſſel.

XI. Provided alſo, That nothing herein contained ſhall extend, or be conſtrued to extend, to the Caſe of a Ship taking on board any Number of Slaves that ſhall be found ſhipwrecked, or from on board any other Ship or Veſſel where, by reaſon of Mutiny or Inſurrection among the Slaves or the Crew, or by Failure of Hands, or by any actual Diſtreſs of the Veſſel, the Maſter or Commander ſhall be diſabled from governing the Ship or continuing the Voyage, the Proof of which ſhall lie upon the Maſter or other Perſon having Charge of ſuch Ship or Veſſel ſo taking on board ſuch Slaves.

Maſters of Veſſels not to remove Falſe Decks for the Reception of Slaves, till ſuch Slaves are landed, on Penalty of 200 *l.*

XII. And be it further enacted, That after the ſurveying Officer ſhall have examined and meaſured any Ship or Veſſel, as herein-before directed, it ſhall not be lawful for the Maſter or Owner thereof to remove, or cauſe to be removed, any Floor or Falſe Deck which ſhall have been fixed in the Hold for the Reception of Slaves, as herein-before directed, except for the Purpoſe of loading or unloading his ſaid Veſſel on the outward-bound Voyage, or other unavoidable Neceſſity, or to do, or cauſe or ſuffer to be done, any other Matter or Thing whereby the Height of the Places or Apartments allotted for the Reception of Slaves ſhall be diminiſhed, until all the Slaves which ſhall have been taken on

board ſuch Ship or Veſſel ſhall have been diſcharged or landed therefrom, under the Penalty of Two hundred Pounds for every ſuch Offence.

Maſters of Veſſels, before they land any Slaves in the *Weſt Indies*, to give in a written Declaration to the Officer of the Cuſtoms of the greateſt Number of Slaves permitted to be carried in ſuch Veſſels,

XIII. And be it further enacted, That on the Arrival of any ſuch Ship or Veſſel in any Iſland in the *Weſt Indies* belonging to or under the Dominion of His Majeſty, His Heirs or Succeſſors, from the Coaſt of *Africa*, carrying or conveying any ſuch Slaves as aforeſaid, the Maſter or other Perſon having or taking the Charge or Command of ſuch Ship or Veſſel ſhall, before any of the ſaid Slaves ſhall be unſhipped or landed from ſuch Ship or Veſſel, repair to the neareſt Cuſtom Houſe, and there give in a written Declaration to the Collector or other Chief Officer of the Cuſtoms, (who is hereby required to accept and preſerve the ſame), of the greateſt Number of Slaves permitted to be carried in ſuch Ship or Veſſel, and ſhall at the ſame Time ſhew to ſuch Officer the Certificate annexed to the Clearance thereof, and ſhall alſo give in a written Declaration to the ſaid Officer (who is hereby required to accept and preſerve the ſame), containing an exact and true Account of the greateſt Number of ſuch Slaves, (diſtinguiſhing the Number of Males and Females, and ſpecifying the Number of ſuch Slaves as ſhall exceed the aforeſaid Height of Four Feet Four Inches), who are or ſhall have been at any One Time in or on board ſuch Ship or Veſſel, before, when, or after ſuch Ship or Veſſel quitted or departed from the Coaſt of *Africa* for that Voyage; and if ſuch Maſter or other Perſon taking or having the Charge or Command of any ſuch Ship or Veſſel, ſhall unſhip or land, or ſhall cauſe to be unſhipped or landed, or ſhall wilfully permit or ſuffer to be unſhipped or landed, any ſuch Slaves, contrary to the true Intent and Meaning of this Act, ſuch Maſter or other Perſon as aforeſaid ſhall forfeit and pay the Sum of Five hundred Pounds of lawful Money of *Great Britain*, for every ſuch Offence, and One Moiety of the ſaid Forfeiture ſhall go to His Majeſty, His Heirs or Succeſſors, and the other Moiety ſhall go to the Perſon or Perſons who ſhall firſt ſue for the ſame; and it ſhall and may be lawful for ſuch Collector or other Chief Officer of the Cuſtoms, and he is hereby required, to ſearch or to cauſe Search to be made in every Part of ſuch Ship or Veſſel, to ſee and to take an Account of the Number of ſuch Slaves on board ſuch Ship or Veſſel, and to ſpecify in ſuch Account the Number of Males and Females, and alſo the Number of Slaves not exceeding Four Feet Four Inches in Height, and without Delay to tranſmit ſuch Account, atteſted under his Hand and Seal, to the Commiſſioners of His Majeſty's Cuſtoms in *London*, under the Penalty of Five hundred Pounds.

and if they land Slaves contrary hereto, to forfeit 500 *l.*

Officers of the Cuſtoms to take an Account of the Slaves on board ſuch Veſſels, &c. on Penalty of 500 *l.*

Where there is no Officer of the Cuſtoms, any Civil Officer to receive the Declaration of the Maſter, &c.

XIV. Provided always, That in caſe the ſaid Collector or other Chief Officer of the Cuſtoms ſhall be abſent, or that there ſhall be no ſuch Officer in any ſuch Iſland where the ſaid Ship ſhall arrive as aforeſaid, or in caſe there ſhall be no other Officer of the Revenue, then any Civil Officer in the ſaid Iſland ſhall be, and he is hereby authorized and required, upon Application as aforeſaid, to receive and preſerve the ſaid Declaration of the Burthen of ſuch Ship as aforeſaid, and to perform all the other Duties aforeſaid, which the ſaid Collector or other Chief Officer of the Cuſtoms is hereby required to perform.

XV. And

Penalty on making falſe Declaration.

XV. And be it further enacted, That if any Perſon making any Declaration by this Act authorized or required to be made, ſhall therein be guilty of wilful Falſehood, or if any Perſon ſhall procure or ſuborn any Perſon to become guilty of ſuch wilful Falſehood, every ſuch Perſon ſhall be deemed guilty of a Miſdemeanor, and ſhall be puniſhed by ſuch Fine as the Court, before whom ſuch Offender ſhall have been tried and convicted, ſhall think fit to order or adjudge, and alſo by Impriſonment for any Time not exceeding Twelve nor leſs than Three Calendar Months, from the Time of ſuch Sentence.

No Veſſel to carry any Slaves, unleſs entered for that Purpoſe at clearing out, nor unleſs the Surgeon give Bond to keep a Journal of the Slaves during the Voyage;

XVI. And be it further enacted, That it ſhall not be lawful for the Maſter or other Perſon taking or having the Charge or Command of any ſuch Ship or Veſſel, to take or have on board ſuch Ship or Veſſel, or convey, carry, bring, or tranſport any Slaves from the Coaſt of *Africa* to any Parts beyond the Seas, in any ſuch Ship or Veſſel as aforeſaid, unleſs the Surgeon of or belonging to ſuch Ship or Veſſel ſhall have given Bond to His Majeſty, His Heirs and Succeſſors, and ſhall have left the ſame in the Hands of the Collector or Comptroller of the Cuſtoms in the Port from whence ſuch Ship or Veſſel ſhall depart for ſuch Voyage to the Coaſt of *Africa*, in the penal Sum of One hundred Pounds, with Condition that ſuch Surgeon ſhall keep a regular and true Journal, containing an Account of the greateſt Number of Slaves which ſhall have been at any Time during ſuch Voyage on board ſuch Ship or Veſſel, from the Time of the Arrival of ſuch Ship or Veſſel on the Coaſt of *Africa* as aforeſaid, until her Arrival at the Port of her Delivery, diſtinguiſhing the Number of Males and Females, and of the Deaths of any ſuch Slaves or Crew of the ſaid Ship or Veſſel, and of the Cauſe thereof, during the Voyage, from the firſt Departure of the ſaid Ship or Veſſel to her Arrival on the Coaſt of *Africa*, during her Stay on the ſaid Coaſt, and after her Departure from thence to the ſaid Port of Delivery, or during ſuch Time as ſuch Surgeon ſhall have been on board ſuch Ship or Veſſel; and that the ſaid Surgeon ſhall deliver ſuch Journal to the Collector or other Officer as aforeſaid, at the Firſt *Britiſh* Port where ſuch Ship or Veſſel ſhall arrive after leaving the Coaſt of *Africa*, and ſhall deliver in a written Declaration of the Truth of ſuch Journal, to the beſt of his Knowledge and Belief, to ſuch Collector or other Officer as aforeſaid, who is hereby required to accept and preſerve the ſame; and ſuch Collector or other Officer as aforeſaid ſhall deliver to ſuch Maſter or other Perſon as aforeſaid, and to ſuch Surgeon reſpectively, Copies of the Declaration of ſuch Maſter or other Perſon, and of ſuch Surgeon as aforeſaid, and alſo of the ſaid Journal; which Copies ſhall ſeverally be atteſted (as true Copies) by ſuch Collector or other Officer as aforeſaid, under his Hand and Seal, and Duplicates of the ſaid Copies (atteſted in like Manner) ſhall be tranſmitted by the ſaid Collector or other Chief Officer to the Commiſſioners of His Majeſty's Cuſtoms in *London*; and if ſuch Maſter or Perſon taking or having the Charge or Command of any ſuch Ship or Veſſel ſhall carry his Cargo of Slaves to, and land the Whole or any Part in any Port or Ports not ſubject to the Crown of *Great Britain*, and ſhall afterwards arrive at any *Britiſh* Iſland or Port, having delivered the Whole or any Part of his ſaid Cargo, ſuch Maſter or other Perſon, and alſo the Surgeon of ſuch Ship or Veſſel, ſhall make the ſame Declaration, deliver in the ſame Journal to, and take the ſame Oaths before the Collectors or other Chief Officers of the Cuſtoms,

Journal is to be delivered to the Officer of the Cuſtoms, at the Firſt *Britiſh* Port of Arrival, &c.

Officer to deliver to the Maſter a Copy of his Declaration, and to the Surgeon a Copy of his Journal, and tranſmit Duplicates to the Commiſſioners of the Cuſtoms.

Customs, or Civil Officer of the Island or Port, and receive the same attested Certificate, in like Manner as if he had first arrived at such Island or Port; and if the said Ship or Vessel shall not arrive at any *British* Island or Port before her Return to *Great Britain*, then the said Master or other Person, and Surgeon, shall make the said Declaration, deliver in the said Journal to, and take the said Oaths before the Collector or other Chief Officer of the Customs of the Port where they shall first land, which the Collector or Chief Officer is hereby empowered and required to receive and administer; and the said Collector or other Chief Officer shall forthwith transmit the same to the Commissioners of His Majesty's Customs in *London*; and if such Master or Surgeon shall act contrary hereto, such Master or Surgeon shall, for every such Offence, forfeit the Sum of One hundred Pounds, One Moiety whereof shall go to His Majesty, His Heirs or Successors, and the other Moiety thereof shall go to any Person or Persons who shall sue for the same.

Masters or Surgeons acting contrary hereto, to forfeit 100*l.*

If Penalty on Masters be not paid within 14 Days, their Vessels may be seized and sold.

XVII. And be it further enacted, That in case the Master or other Person having or taking the Charge or Command of any such Ship or Vessel, shall be convicted of any One of the said Offences before mentioned, and shall not, within the Space of Fourteen Days, pay or cause to be paid into the Hands of the proper Officer of the Court wherein the Offence shall be prosecuted, in order that the same may be applied in Manner herein directed, the Amount of the Penalty on such Conviction, it shall and may be lawful for any Admiral or other Commander at Sea of any of the Ships of War or other Ships having Commission from His Majesty, or from His Heirs or Successors, or for any Governor of any Island or Plantation to His Majesty belonging, in *America* or the *West Indies*, or for any Officer or Officers of His Majesty's Customs, to seize and detain the said Ship or Vessel wherever found, and to convey the same to the Custom House nearest to the Place where she shall be found, and the Collector or other principal Officer of the Customs of such Custom House shall, and he is hereby required to cause every such Ship or Vessel to be sold publickly by Auction, and the Produce arising by such Sale thereof, to apply towards satisfying the said Penalty, and if there shall remain any Overplus, to pay the same over to such Person or Persons as shall prove his, her, or their Property therein, or to his, her, or their lawful Assigns.

On Arrival of Vessels in *America* or the *West Indies*, the Owners to give Bond for Payment of Penalties, &c.

XVIII. And whereas it may happen that the Master or other Person having the Command of such Ship or Vessel so prosecuted and convicted, may be unable to pay such Penalty or Penalties incurred, be it enacted, That as soon as such Ship or Vessel shall arrive in any of the said Islands, and due Notice of such Arrival shall have been given at the Custom House thereof, the Owner or Owners of the said Ship or Vessel, or his, her, or their Factor or Agent to whom such Ship and Cargo are consigned, shall give Bond, in the penal Sum of Five thousand Pounds, to the Collector or other Officer of the Customs, for the full and just Payment of such Penalty or Penalties as may be awarded against such Captain or other Officer by the Verdict of a Jury.

Vessels not to be admitted to Entry till Bond is given, &c.

XIX. And it is hereby enacted, That no such Ship or Vessel shall be permitted or suffered to enter or clear inwards until such Bond shall be first given; and it shall be lawful for any Officer of the Customs to detain

tain such Ship or Vessel with all her Cargo on board, until such Bond shall be entered into as before required.

Suits to be commenced within One Month.

XX. Provided always, That no Suit against such Captain or other Officer shall be prosecuted in any Island, unless the same shall be commenced within One Month after due Notice given of the Ship's Arrival, to the Collector or other Officer of the Customs in the said Island.

No Vessel to be cleared out a Second Time, till an attested Copy of the Declaration of the Master, and Journal of the Surgeon, &c. of the preceding Voyage, shall be deposited with the Collector at the Port of Clearance.

XXI. And be it further enacted, That no Ship or Vessel which shall be cleared out from any Port in *Great Britain*, for the Purpose of shipping and carrying Slaves from the Coast of *Africa*, after the First Day of *August* next after the passing of this Act, shall be permitted to be cleared out again for the same Purpose, until an attested Copy of the Declaration of the Master, and also of the Journal of the Surgeon, and also the Muster Roll of the said Vessel for or during her last preceding Voyage to the said Coast of *Africa*, shall have been deposited with the Collector or other Chief Officer of the Customs at the Port from which she sailed on such last preceding Voyage.

Where Penalties may be sued for.

XXII. And be it further enacted, That the several Penalties and Forfeitures inflicted by this Act shall and may be sued for, prosecuted, and recovered in any Court of Vice Admiralty in any Part of *America*, or in any Island in the *West Indies*, wherein any such Offence shall have been committed, or wherein any such Ship or Vessel shall have disposed of the Whole or any Part of her Cargo, or in any of His Majesty's Courts of Record at *Westminster*, or in the Court of Exchequer at *Edinburgh*.

If any Person take the Command of a Vessel, who is not qualified as herein directed, he, and also the Owner, shall forfeit 500 *l.*

XXIII. And be it further enacted, That, from and after the First Day of *August* next after the passing of this Act, it shall not be lawful for any Person to become a Master, or take or have the Command or Charge of any such Ship or Vessel, at the Time he shall clear out from any Port of *Great Britain*, for purchasing and carrying Slaves from the Coast of *Africa*, unless such Master or Person taking or having the Charge or Command of any such Ship or Vessel, shall have made Oath, and delivered in to the Collector or other Chief Officer of the Customs, at the Port where such Ship or Vessel shall clear out, a Certificate, attested by the respective Owner or Owners of the Ships or Vessels in which he has formerly served, that he has already served in such Capacity during One Voyage, or shall have served as Chief Mate or Surgeon during the Whole of Two Voyages, or either as Chief or other Mate during Three Voyages, in purchasing and carrying Slaves from the Coast of *Africa*, under Pain that such Master or other Person taking or having the Charge or Command of any such Ship or Vessel, and also the Owner or Owners who shall hire or employ such Person, shall, for every such Offence, forfeit and pay the Sum of Five hundred Pounds.

Former Acts recited,

XXIV. And whereas by an Act, made in the Thirty-third Year of His present Majesty's Reign, and several preceding Acts, it is enacted, That, from and after the First Day of *August* One thousand seven hundred and ninety-three, it should not be lawful for any Owner or Owners of any Ship or Vessel to insure any Cargo of Slaves, or any Part thereof, on board the same, against any Loss or Damage, save and except the Perils of the Sea, Piracy, Insurrection, or Capture by the King's Enemies,

Barratry

Barratry of the Maſter and Crew, and Deſtruction by Fire, and that all and every Policy of Inſurance thereafter made contrary to the ſaid Act ſhould be, and the ſame are thereby declared to be null and void, to all Intents and Purpoſes whatſoever: And whereas the Owners of Ships, and others concerned in the Trade to *Africa*, underſtanding that it was merely intended by the above mentioned Proviſion of the ſaid Act, to preſcribe and ſpecify the particular Kinds of Loſs and Damage for which alone an Indemnity ſhould thereafter be recoverable in reſpect to Cargoes of Slaves, and not to interfere with, or vary the particular Forms of the Policies of Inſurance whereby ſuch Inſurances had been theretofore effected, have continued to make Inſurances on the Perils and Dangers allowed to be inſured by the ſaid Act, in the ſame general Terms as are contained in the common Policies theretofore uſed in other Inſurances on Ships and Goods: And whereas Doubts have ariſen reſpecting the Validity of ſuch Inſurances ſo made on Cargoes of Slaves, on Account of the Policies whereby the ſame are effected not being expreſsly reſtrained to the particular Perils and Dangers which are by the ſaid Proviſion of the ſaid Act alone ſaved and excepted as the Subjects of lawful Inſurance: For Remedy whereof, and for the more effectual Security of ſuch Perſons, be it therefore enacted, That nothing in the ſaid Act, or any former Act contained, ſhall extend, or be conſtrued to extend, to make void any Inſurance already made, or which hereafter ſhall be made, upon Ships, Slaves, Goods, and Merchandize, in the ſame general Terms with the Policies now commonly made uſe of in all other Inſurances on Ships and Goods; (that is to ſay), on Account of their expreſſing to be made "againſt the Riſks and Perils of the Seas, Men of War, Fire, Enemies, Pirates, Rovers, Thieves, Jettiſons, Letters of Mart and Countermart, Surpriſals, Takings at Sea, Arreſts, Reſtraints, and Detainments of Kings, Princes, and People, of what Nation, Condition, or Quality ſoever, Barratry of the Maſter and Mariners, and of all other Perils, Loſſes, and Misfortunes, that have or ſhall come to the Detriment or Damage thereof."

and nothing therein to make void Inſurances made in the ſame general Terms as other Inſurances;

but under them no Damages ſhall be recoverable in certain Caſes.

XXV. Provided nevertheleſs, That under ſuch Policies of Aſſurance ſo made or to be made, no Loſs or Damage ſhall hereafter be recoverable on Account of the Mortality of Slaves by natural Death or ill Treatment, or againſt Loſs by throwing overboard of Slaves on any Account whatſoever, or againſt Loſs or Damage by Reſtraints and Detainments by Kings, Princes, People, or Inhabitants of *Africa*, where it ſhall be made appear that ſuch Loſs or Damage has been occaſioned through any Aggreſſion for the Purpoſe of procuring Slaves, and committed by the Maſter of any ſuch Ship, or by any Perſon or Perſons commanding any Boat or Boats, or Party or Parties of Men belonging to any ſuch Ship, or by any Perſon or Perſons acting by the Direction of any ſuch Maſter or Commander reſpectively.

No Veſſel to be cleared out that has not a Surgeon who has paſſed his Examination, &c.

XXVI. And be it further enacted, That no ſuch Ship or Veſſel ſhall be allowed to clear out, unleſs it ſhall appear to the Collector, or other principal Officer of the Cuſtoms at the Port, that there is One Surgeon at leaſt engaged to proceed on board ſuch Ship or Veſſel, and unleſs ſuch Surgeon ſhall have produced and delivered to ſuch Collector, or other principal Officer of the Cuſtoms, a Certificate or Warrant of his having paſſed his Examination at Surgeons Hall, or at ſome publick or County Hoſpital, or at the Royal College of Phyſicians, or Royal Col-

lege of Surgeons at *Edinburgh*, or ſhall have ſerved as a Surgeon or Surgeon's Mate in His Majeſty's Fleet or Armies, of which Certificate or Warrant the ſaid Collector, or other principal Officer, ſhall give to the ſaid Surgeon an atteſted Copy *gratis*.

XXVII. And, for the better Regulation, Encouragement, and Preſervation, of the Health of the Officers and Seamen employed in Ships or Veſſels trading to the Coaſt of *Africa* for Slaves, and from thence to the *Weſt Indies* and *America*; be it further enacted, That, from and after the Firſt Day of *Auguſt* next after the paſſing of this Act, before any Ship or Veſſel ſhall proceed to Sea, the Maſter, Officers, and Mariners, ſhall ſign and execute Articles of Agreement and a Muſter Roll, in the Preſence of, and witneſſed by the Clearing Officer, and One of the Tideſmen of the Port from whence the Ship departs, and a Duplicate of the Articles of Agreement and Muſter Roll, duly ſigned and executed, ſhall be delivered to the aforeſaid Clearing Officer, in order to its being lodged with the proper Officer in the Cuſtom Houſe, according to the Forms hereunto annexed; which Agreement ſhall be concluſive to all Parties for the Time contracted for, and no other Form whatſoever of Articles of Agreement, or Muſter Roll, ſhall be uſed under the Penalty of Fifty Pounds, One Half to be paid to the Uſe of *Greenwich Hoſpital*, and the other Half to the Informer, or other Perſon who ſhall ſue for the ſame in any of His Majeſty's Courts of Record.

Before any Veſſel is cleared Outwards, the Maſter, Officers, and Mariners, to execute Articles of Agreement in the Forms hereunto annexed; and no other Form to be uſed on Penalty of 50*l.*

XXVIII. And be it further enacted, That a Continuation of the Muſter Rolls ſhall be regularly and duly kept during the Voyage, alſo a Log Book, wherein all Penalties, Forfeitures, and Charges againſt any Officer or Seaman, ſhall be regularly entered, and ſigned by the Maſter, Chief Mate, and Surgeon; which ſaid Log Book, and the ſaid Muſter Roll, ſhall, on the Arrival of the Ship or Veſſel at her diſcharging Port in *Great Britain*, be delivered in to the Collector or other Chief Officer of the Cuſtoms, together with the written Declaration of the Truth thereof, which Declaration the Collector or other Chief Officer, as aforeſaid, is hereby required to accept and preſerve; and if any Maſter, Chief Mate, or Surgeon, ſhall be convicted of ſigning falſe Muſter Rolls, Articles of Agreement, or Log Book, he or they ſhall forfeit and pay the Sum of One hundred Pounds, and ſhall alſo ſuffer Six Months Impriſonment.

Muſter Roll to be regularly kept, &c.

Penalty for ſigning falſe Muſter Rolls, &c.

XXIX. And be it further enacted, That no Officer, Mariner, or Seaman, ſhall be turned over or diſcharged, upon any Pretence whatſoever, unleſs into His Majeſty's Ships of War, or to aſſiſt a Ship in actual Diſtreſs, which is to be certified by the principal Officers of both Ships concerned, and an Agreement made in Writing with the ſaid Officers or Men ſo lent, or upon Preferment, or under ill State of Health, with the Conſent of the Party, for which a Certificate ſhall be given from the Captain of any of His Majeſty's Ships or Veſſels, if any are preſent, or in their Abſence Two Juſtices of the Peace, or the Collector or Comptroller of the Cuſtoms at the Place or Port where ſuch Ship or Veſſel ſhall be, or ſhall firſt arrive, which Certificate ſhall be returned with the Muſter Roll and Log Book, on the Arrival of the Ship at her delivering Port in *Great Britain*.

No Officer, &c. to be turned over or diſcharged, but under the Circumſtances herein mentioned.

XXX. And be it further enacted, That no Maſter, Commander, or other Perſon, ſhall ſupply the Officers or Mariners, Seamen or Seafaring Men, with more Slops, Tobacco, Spirits, or any other Article whatſoever,

No Slops, &c. to be ſupplied beyond One Fourth of the Monthly Wages.

ſoever, than to the Amount of One Fourth Part of the monthly Wages of ſuch Officer, Mariner, Seaman, or Seafaring Man.

Regulations with reſpect to Officers, &c. behaving in a riotous, ſeditious, or mutinous Manner.

XXXI. And be it further enacted, That if any Officer, Mariner, or Seaman, ſhall behave in a riotous, ſeditious, or mutinous Manner, it ſhall be lawful for the Commander or Commanding Officer to put ſuch Officer, Mariner, or Seaman into Confinement, for a Time not exceeding Twenty-four Hours before the ſame is reported to the Captain or Commander of any of His Majeſty's Ships or Veſſels, (being preſent or within a convenient Diſtance), who is hereby authorized to enquire into the Cauſe of ſuch Complaint, and to examine upon Oath, if found neceſſary, and to grant ſuch Relief or Remedy therein as the Circumſtances of the Caſe may require; and in caſe none of His Majeſty's Ships are preſent, the Cauſe of Complaint ſhall be fully examined into by the Maſter and Two Officers, in the Preſence of the Ship's Company, and if it ſhall be judged neceſſary for the Safety of the Ship and Cargo to continue the Offender or Offenders in Confinement, ſuch Determination ſhall be drawn up in Writing, with the Reaſons of coming to ſuch Reſolution ſtated at large, and ſigned by the Maſter and Two Officers, which they are hereby enjoined, under the Penalty of Fifty Pounds, to report without Delay to the Captain or Commander of the firſt Ship or Veſſel belonging to His Majeſty they may fall in with, and in Default thereof to report the ſame to the Governor or Chief Officer of any *Britiſh* Fort on the Coaſt of *Africa*, or to the Governor of any of the *Weſt India* Iſlands, on their Arrival at any Port or Road therein, that ſuch Meaſures may be taken to bring the Offender or Offenders to Juſtice, as the Nature of the Caſe will admit.

Maſter to cauſe a printed Abſtract of this Act, &c. to be delivered to each of the Officers, and to be hung up in the moſt publick Place in his Veſſel, on Penalty of 20 *l.*

XXXII. And be it further enacted, That the Maſter or other Perſon having or taking the Charge or Command of every ſuch Ship or Veſſel, ſhall cauſe a printed Abſtract of this Act, and alſo a Copy of the Schedule (A.) and of the Muſter Roll reſpectively annexed to this Act, to be delivered to each of the Officers of the ſaid Ship or Veſſel, and alſo a Copy of each, *videlicet*, of the ſaid Abſtract, Schedule, and Muſter Roll, to be hung up and affixed to the moſt publick Place of ſuch Ship or Veſſel, and ſhall cauſe the ſame to be conſtantly kept and renewed, ſo that at all Times they may be acceſſible to the Officers and Seamen on board of ſuch Ship or Veſſel, upon Pain that every ſuch Maſter or other Perſon having or taking the Charge or Command of every ſuch Ship or Veſſel, who ſhall neglect to affix and renew the ſame, ſhall, for every ſuch Offence, forfeit the Sum of Twenty Pounds.

If mutinous Officers, *etc.* be taken into Cuſtody, in *Africa* or the *Weſt Indies*, a Statement, upon Oath, to be lodged with the Governor, *etc.* and if the Witneſſes do not appear at the Trial, they ſhall incur a Penalty.

XXXIII. And be it further enacted, That if any Officer, Mariner, or Seaman, charged with Mutiny or Sedition, ſhall be delivered over or taken in Cuſtody by the Order of the Governor or Chief Officer of any Fort on the Coaſt of *Africa*, or the Governor of any of the Iſlands in the *Britiſh Weſt Indies*, a full Statement upon Oath, which they are hereby empowered to adminiſter, ſhall be made out and lodged with the ſaid Governor, together with the Names of the Witneſſes who are to ſupport the Charge alledged againſt the Priſoner or Priſoners, in order to their being ſent Home for Trial, at the next Admiralty Seſſions, for the Offence or Offences alledged againſt him or them; and in caſe the ſaid Witneſs or Witneſſes ſhall neglect to appear at the Trial upon being duly ſummoned, he or they ſhall incur ſuch Penalty as the Court ſhall adjudge.

XXXIV. And

XXXIV. And be it further enacted, That upon the Arrival of every Ship or Veſſel at her diſcharging Port in *Great Britain*, the Officers and Seamen therein ſhall be continued in full Pay and Proviſions until the Ship is cleared Inwards, or their Accounts are ſettled and paid; and that all Wages due to Run Men ſhall be forfeited, and paid One Half to the Uſe of *Greenwich* Hoſpital, and the other Half to the Merchants Hoſpital of the Port to which ſuch Ship belongs, and all other Forfeitures ſhall be applied as is ſpecified in the Articles of Agreement; any Cuſtom, Law, or Uſage, to the contrary notwithſtanding.

Officers, *etc.* to continue in Pay till the Veſſel is cleared Inwards.

Wages of Run Men to go to *Greenwich Hoſpital*, &c.

XXXV. And be it further enacted, That any Offence committed in Breach or Violation of this Act, may be tried in any Court of Oyer and Terminer in any County in *England* wherein any ſuch Offence ſhall have been committed, or in caſe any ſuch Offence ſhall have been committed on the Seas, or in Parts beyond the Seas, then in ſuch County within which the Ship on board which ſuch Offence ſhall have been committed ſhall have cleared out, or in the County of *Middleſex*; and any Penalty or Forfeiture inflicted by this Act may be proſecuted, ſued for, and recovered, in any Court of Record in *Great Britain*; and in every ſuch Action or Suit, the Party againſt whom Judgement ſhall be given (whether Plaintiff or Defendant) ſhall pay double Coſts of Suit; and every ſuch Action ſhall and may be brought at any Time within Three Years after the Offence committed, and not afterwards; and every ſuch Action ſhall be carried on without wilful Delay.

Where Offences may be tried, and Penalties ſued for.

Limitation of Actions.

XXXVI. And be it further enacted, That if any Maſter or other Perſon having or taking the Charge or Command of any Ship or Veſſel, ſhall be proſecuted on Account of any Offence committed againſt this Act, and the Officer whoſe Buſineſs it ſhall be to ſerve the Writ or Proceſs iſſuing out of the Court in which ſuch Maſter or other Perſon ſhall be proſecuted, ſhall not be able to find the ſaid Maſter or other Perſon ſo proſecuted, either on board the ſaid Veſſel, or on Shore or elſewhere, of which ſuch Officer ſhall give publick Notice in ſuch Court, then, and in all ſuch Caſes, the Delivery of the ſaid Writ or Proceſs on board the ſaid Ship or Veſſel of which the ſaid Perſon ſhall have had the Charge or Command, ſhall be deemed due and legal Service of the ſaid Writ or Proceſs.

Delivery of Writs on board Veſſels, to be deemed legal Service.

XXXVII. And be it further enacted, That if any Perſon taking any Oath by this Act authorized or required to be taken, ſhall thereby commit wilful Perjury, or if any Perſon ſhall unlawfully procure or ſuborn any Perſon to take any Oath by this Act authorized or required to be taken, whereby ſuch Perſon ſhall commit wilful Perjury, every ſuch Perſon ſhall incur and ſuffer the like Pains and Penalties as are by Law inflicted upon Perſons committing wilful and corrupt Perjury or Subornation of Perjury.

Perſons taking falſe Oaths, to incur the Pains of Perjury, &c.

XXXVIII. And whereas by an Act, paſſed in the Thirty-ſecond Year of the Reign of His preſent Majeſty, and which was afterwards continued by ſeveral ſubſequent Acts, it was enacted, That, from and after the Firſt Day of *Auguſt* One thouſand ſeven hundred and ninety-two, it ſhall not be lawful for any Perſon to become a Maſter, or take or have the Command or Charge of any ſuch Ship or Veſſel, at the Time he ſhall clear out from any Port of *Great Britain* for purchaſing and carrying Slaves from the Coaſt of *Africa*, unleſs ſuch Maſter or Perſon taking or having

Clauſe in former Acts reſpecting the Certificates of Qualification required to be given by Maſters, recited.

having the Charge or Command of any ſuch Ship or Veſſel ſhall have made Oath, and delivered in to the Collector or other Chief Officer of the Cuſtoms at the Port where ſuch Ship or Veſſel ſhall clear out, a Certificate, atteſted by the reſpective Owner or Owners that he has already ſerved in ſuch Capacity during One Voyage, or ſhall have ſerved as Chief Mate or Surgeon during the Whole of Two Voyages, or either as Chief or other Mate during Three Voyages, in purchaſing and carrying Slaves from the Coaſt of *Africa*, under Pain that ſuch Maſter or other Perſon taking or having the Charge or Command of any ſuch Ship or Veſſel, and alſo the Owner or Owners who ſhall hire or employ ſuch Perſon, ſhall, for every ſuch Offence reſpectively, forfeit and pay the Sum of Five hundred Pounds: And whereas Doubts have ariſen reſpecting the Conſtruction of the above mentioned Clauſe, whether the Certificate thereby required to be delivered in to the Collector or other Chief Officer of the Cuſtoms, ſhould be atteſted by the reſpective Owner or Owners of any Ship or Veſſel wherein the Perſon or Perſons then about to take the Command of the Ship or Veſſel required to be cleared out, had formerly ſailed in ſome or One of the Capacities by the ſaid Act ſpecified and required, or by the reſpective Owner or Owners of the Ship or Veſſel in which ſuch Perſon or Perſons was or were then about to ſail as the Maſter or Commander thereof, as believing the Facts ſtated in the Affidavit of ſuch Perſon or Perſons then about to have or take the Charge or Command of any ſuch Ship or Veſſel to be true: And whereas, in conſequence of ſuch Doubts, the Collectors or other Chief Officers of the Cuſtoms at the Ports of *London* and *Liverpool*, doubting the Meaning and Conſtruction of the ſaid Acts, have required and taken Certificates atteſted in both the Ways before mentioned, and cleared out Ships or Veſſels under each Form of Certificate, in conſequence of which great Inconveniences have ariſen, and Doubts have been made touching the Legality of the Policies of Inſurance made upon ſuch Ships or Veſſels; be it therefore further enacted, That nothing in the ſaid former Acts of Parliament herein-before mentioned, or in any of them contained, ſhall extend, or be conſtrued to extend, to impeach, invalidate, or make void any Policy or Policies of Inſurance which ſhall have been made before the paſſing of this Act, by reaſon or in conſequence of any Certificate or Certificates which have been required and given, in order to the clearing out any Ship or Veſſel employed in the Slave Trade to the Coaſt of *Africa*, by the Owner or Owners of the Ship or Veſſel then about to clear out and to ſail, or by the Owner or Owners of ſome other Ship or Veſſel in whoſe Employ the Perſon then about to ſail had been formerly employed and ſailed, or to inflict any Penalty or Penalties upon the Owner or Owners of ſuch Ship or Veſſel: Provided always, That the Matter contained in ſuch Affidavits of the Owner or Owners heretofore made as aforeſaid ſhall have been, and in ſuch Affidavits as ſhall hereafter be made ſhall be, true in Subſtance and Matter of Fact.

Doubts ariſing by whom Certificates to be atteſted.

Policies of Inſurance made before the paſſing of this Act, not to be void by reaſon of Certificates given under recited Acts, &c.

XXXIX. And be it further enacted, That, from and after the Firſt Day of *Auguſt* next after the paſſing of this Act, no Ship or Veſſel ſhall be permitted to be entered or cleared Outwards, for the Purpoſe of ſhipping and carrying Slaves from the Coaſt of *Africa*, from any Part of His Majeſty's Dominions, except the Ports of *London*, *Liverpool*, and *Briſtol*.

Ports from which Veſſels ſhall be cleared out for carrying Slaves.

SCHEDULE (A.)

ARTICLES of Agreement between the Maſter, Officers, Mariners, Seamen, and Seafaring Men, of the Ship bound from the Port of upon an intended Voyage to the Coaſt of *Africa* for from thence to the *Weſt Indies*, or *America*, and afterwards to in *Great Britain*, or to her delivering Port in *Europe*.

FIRST, The Maſter does hereby covenant, agree, and engage, with the ſaid Officers, Seamen, Seafaring Men, Landſmen, and Boys, That he will pay, or cauſe to be paid, to each and every of them, at the Rate of the Wages *per* Month, Sterling Value, as againſt each Perſon's Name is expreſſed in the Muſter Roll.

Secondly, The ſaid Maſter does further agree and engage with the ſaid Officers, Mariners, Seamen, Seafaring Men, Landſmen, and Boys, that they ſhall be daily and regularly ſupplied with good and wholeſome Victuals, and a Portion of Wine or Spirits, as hereafter ſpecified; the ſaid Proviſions to be iſſued and dreſſed in the uſual Manner in which it is done on board His Majeſty's Ships of War, and ſerved out to the Ship's Company in the Manner following; (*videlicet*),

Sunday,	–	One Pound and an Half of Beef, containing Sixteen Ounces to the Pound, and a Pint of Flour.
Monday,	–	One Pound of Pork, containing Sixteen Ounces to the Pound, and Half a Pint of Peaſe.
Tueſday,	–	One Pint of Oatmeal, and Two Ounces of Butter, and Four Ounces of Cheeſe; or, One Pound of Stock Fiſh, with One-eighth of a Pint of Oil, and a Quarter of a Pint of Vinegar, in lieu of Butter and Cheeſe.
Wedneſday,		The ſame as Monday.
Thurſday,	–	The ſame as Sunday.
Friday,	–	The ſame as Tueſday.
Saturday,	–	The ſame as Monday.

Each Perſon beſides to have Six Pounds of Bread *per* Week; and a Quarter of a Pint of Spirits, or Half a Pint of Wine, together with of Water *per* Day during the Voyage.

In lieu of Peaſe and Oatmeal may be ſerved Rice, Indian Corn, Yams, or Calavances.

In caſe of being put to Short Allowance, the Maſter, Officers, and Seamen, are to be at the ſame Allowance of Proviſions and Water, and to be allowed Short Allowance Money, at the Rate of Three-pence *per* Day if at Two Thirds Allowance, and Four-pence Halfpenny *per* Day *per* Man, if at Half Allowance, and to be paid their Short Allowance Money Ten Days before the Veſſel ſails from the *Weſt Indies* or *America*.

And it is hereby further covenanted and agreed by and between the ſaid Parties, That the Maſter of the ſaid Ship, at his or the Owners proper Coſt and Charge, will hire and employ the Natives in their Craft, to wood and water the ſaid Ship, during her Continuance on the Coaſt of *Africa*, if ſuch Natives can be procured, under the Direction of a Patroon belonging to the ſaid Ship.

And it is further agreed on the Part of the ſaid Maſter, That whenever the Officers and Seamen are employed trading in Craft up the Rivers, that the ſaid Maſter will, on the Part of the Owners, furniſh the Parties ſo employed with a ſufficient Quantity of painted Canvas, or Tarpawling, for an Awning, and Proviſions for the Time, in the Proportion *per Diem* as is ſet forth in the foregoing Article, with proper Utenſils and Fire to dreſs the ſame; and upon Failure thereof, for every ſuch Neglect he ſhall forfeit Double the Value of Proviſions.

The ſaid Maſter does further agree and engage, That there ſhall be a Space reſerved for Two Third Parts of the Ship's Company to ſhelter themſelves while the Slaves are on board; if a Frigate-built Ship, it ſhall be under the Half Deck, or in the Steerage, or under a ſtanding Awning of Wood, well caulked, in any other Ship or Veſſel.

It is hereby further agreed by the ſaid Maſter, That he will not, upon any Pretence whatſoever, turn over or diſcharge any of the Officers or Ship's Company belonging to the ſaid Ship, unleſs on Promotion, or to aſſiſt a Ship actually in Diſtreſs, and not then unleſs properly certified as before expreſſed in this Act; and the ſaid Maſter does hereby further agree to advance One Month's Pay to the Officers and Ship's Company, before the ſaid Ship departs from *Great Britain*, at the Time of ſettling the River or Harbour Pay, and that the Monthly Wages ſhall commence from that Period: And it is further agreed by the ſaid Maſter, That he will pay, or cauſe to be paid, One Month's Pay after the landing of the Slaves in the *Weſt Indies* or *America*, Ten Days before the ſailing of the ſaid Ship on her Homeward-bound Paſſage: And alſo the ſaid Maſter engages to make the general Signal for ſailing Twenty-four Hours before the Departure of the ſaid Ship, *videlicet*, by looſing the Foretopſail and firing a Gun.

And we the Officers, Mariners, Seamen, Seafaring Men, Landſmen, and Boys, in Conſideration of the Monthly or other Wages, foregoing Stipulations and Engagements, do ſeverally promiſe and agree, and bind ourſelves by theſe Preſents, to behave with due Subordination and Reſpect, and to obey the lawful Commands of our Commander or ſuperior Officers on board the ſaid Ship, or Boats thereunto belonging, as becomes good and faithful Seamen and Mariners; and at all Places where the Ship ſhall touch at, put into, or anchor, during the ſaid Voyage, to do our utmoſt Endeavours for the Preſervation of the ſaid Ship and Cargo, and not to neglect or refuſe doing our Duty by Night or by Day, nor go out of the ſaid Ship on board any other Veſſel, or be on Shore under any Pretence whatſoever, without Leave firſt obtained of our Commander or Commanding Officer on board: And further, That we will on no Account whatſoever leave or deſert the ſaid Ship without the Maſter's Conſent; (unleſs to ſerve on board any of His Ma-

jeſty's Ships), till the aboveſaid Voyage be ended, and the ſaid Ship diſcharged, under the Forfeiture of our Wages: And we do further agree, That when abſent upon Leave, we will immediately repair on board when required ſo to do by our Commander, or any of our ſuperior Officers, on Failure thereof to forfeit for ſuch Diſobedience Seven Days Pay, to be charged againſt our Wages, for every ſuch Offence: And we do further agree and acknowledge, That Forty-eight Hours Abſence without Leave ſhall be deemed a total Deſertion from the ſaid Ship, and our Wages forfeited as above agreed on, unleſs good and ſufficient Cauſe can be aſſigned for ſuch Abſence.

And it is further agreed by us the ſaid Officers and Mariners belonging to the ſaid Ship, That we will not demand our Wages, or any Part thereof, except the Value of a Fourth Part of our Wages, to be ſupplied in Slops or other Neceſſaries, and One Month's Pay, with our Short Allowance Money, then due in the *Weſt Indies* or *America*, until the Arrival of the ſaid Ship at her delivering Port, except we ſhould be impreſſed or enter on board any of His Majeſty's Ships, or be diſcharged by mutual Conſent, agreeably to the foregoing Certificate, as ſpecified in the Act.

And it is hereby further agreed by us the ſaid Officers, Mariners, Seamen, Seafaring Men, Landſmen, and Boys, That whatever Stores, Furniture, or Apparel, each or any of us receive into our Charge belonging to the ſaid Ship, ſhall be accounted for; and in caſe any Thing ſhould be loſt or damaged by our Negligence or Careleſſneſs, it ſhall be made good to the Maſters or Owners, out of the Wages of ſuch Officers or Seamen by whoſe Negligence it has happened.

SCHEDULE

SCHEDULE (B).

MUSTER ROLL.

Officers and Men's Names.	Quality.	Where born.	Age.	Years at Sea.	Time of Entry, and Place where.	Time when, and Place where, discharged, died, run, or drowned.	Cause of Discharge, Death, or drowned.	Number of Months and Days on Board.	Wages per Month.	Advance Money.	Hospital Duty.	Amount of Slops supplied.	Amount of DeadMen's Cloaths.	Amount of Short Allowance Money.	Total Amount of Wages due when discharged, &c. &c.	Amount of Run Men's Pay.
									£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.

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