

LEAD LINE.

A Hand Lead line has "nine marks" and "eleven deeps" thus

1 deep	9 deep	16 deep
2 two strips leather	10 leather with a	17 red rag
3 three strips leather	hole in it	18 deep
4 deep	11 deep	19 deep
5 white rag	12 deep	20 cord with two
6 deep	13 blue rag	knots.
7 red rag	14 deep	
8 deep	15 white rag	

CALLING SOUNDINGS.—The fathoms are always prefaced by the words "By the mark" or "deep;"—thus, 7 fathoms "By the mark seven"; 9 fathoms "deep nine." The quarter and half fathoms are always prefaced by the words "and a quarter," or "and a half"; thus, $7\frac{1}{4}$ fathoms, "and a quarter seven"; $9\frac{1}{2}$ fathoms, "and a half nine." The three quarter fathoms are always prefaced by the words "a quarter less" thus, $7\frac{3}{4}$ fathoms, "a quarter less eight"; $9\frac{3}{4}$ fathoms, "a quarter less ten."

A **DEEP SEA** lead line is marked the same as a hand lead up to 20 fathoms, after that an additional knot for every ten fathoms, and a strip of leather for every five fathoms.

MASTER'S DOCUMENTS.

CHARTER PARTY is a contract by which a ship, or part of a ship is hired for the conveyance of goods, on certain specified conditions. It should state the nature of the voyage, the terms on which the cargo is to be carried, the penalty for non-performance, the number of lay days, whether working or running days, and amount of demurrage.

PROTEST.—Within 24 hours after arrival in port, the Master should go to the British Consul (or a Notary Public in a home port,) and note a protest "against wind and weather," as the term is—giving particulars of voyage, and protesting that any damage that may have occurred was caused by winds, bad weather, &c. The protest should be extended when the amount of damage is known.

SURVEY.—If a survey is required—which in a foreign port should consist of two Masters of vessels. The survey report should particularize the goods damaged, stating marks and numbers, and being signed must be delivered to the Master.

A **BILL OF LADING** is a formal receipt signed by the Master, acknowledging the receipt of certain goods on board, and binding himself to deliver the same to the individual, at the place named