

5. Each boat should be placed under the charge of an officer or steady person, who should be held responsible for its being kept constantly fit for instant service. To insure this, the chief officer should periodically inspect all the boats and their gear, and report their condition to the master. Each boat to be in charge of a responsible person

6. It would be advisable, as soon as practicable after leaving port, to assign to each boat a certain number of the ship's company as its crew, or skeleton crew, to be completed with passengers; and, when opportunities permit, to exercise the men in lowering the boats at sea. The life-boat's crew should be picked men. Crews to be assigned to the boats.

### 2. To prevent Fire.

7. No passenger ship should put to sea until all her cargo is properly stowed away, and the decks cleared of any loose straw or hay, or other inflammable material used for packing or other purposes. Cargo to be properly stowed before sailing.

8. The passengers should be called on to deliver up whatever lucifer matches, gunpowder, or other inflammable articles they may have about them, and should be warned, not only of the danger to the ship and passengers, but that they will be subject to punishment, under Her Majesty's Order in Council, for retaining such things in their possession. Passengers to give up inflammable articles.

9. No naked lights should on any account be used in the hold or store rooms, nor in the between-decks, except under trustworthy superintendence; nor should any person be allowed to read in bed with a naked light. Smoking between decks should also be strictly prohibited. Naked lights and smoking to be prohibited.

10. Spirits should never be opened in the hold, but should be hoisted on deck for the purpose. Spirits not to be broached in the hold.

11. It is strongly recommended that both fire annihilators and fire engines should be carried. These should be placed under the special charge of one of the principal officers and the carpenter, who should be responsible that, with the buckets and other fire apparatus, they are kept in a state fit for immediate use. The engine should be worked once or twice a week, to keep it in proper order. Both fire annihilators and engines recommended

12. As soon as possible after leaving port, the officers and crew should be divided into parties, and assigned to stations, in case of fire, in the same manner as for the boats; possibly the same distribution may answer for both purposes. Ship's company to be divided into gangs and assigned stations.

### 3. On the Occurrence of Fire.

13. Should a fire break out, the first steps, with a view to arrest its progress as much as possible, must be so to place the ship as to keep the fire to leeward, and to cut off the supply of air by closing the ports, scuttles, hatches, &c., and by smothering the fire with wet blankets, sails, &c. Primary points for master to attend to on an alarm of fire.

14. The parties into which the ship's company has been divided should, immediately on the ringing of the fire-bell, fall into their respective places. To one party should be assigned the working of the fire annihilators and engines; to another the closing the ports, &c. and the preparation of wet cloths for suffocating the fire; to a third the preparations for lowering the boats and provisioning them. Each of these duties will require prompt and clear decision, and each should, therefore, be entrusted to an intelligent and responsible person; and as it might be a great assistance to an officer, when the emergency arises, to have had the opportunity of considering beforehand the best way of meeting it, it would be desirable that each should from the first be informed of the duty which, in such a case, would be assigned to him. Duties of gangs.

15. The male passengers should be required to fall into and assist the several parties as the master might direct. This would not only be a material aid, but would help to keep their minds engaged, and to promote the discipline on which the safety of all must to a great extent depend. Male passengers.

16. The females, with children, and sick, should remain under the immediate charge of the surgeon, who should endeavour to keep them from being a hindrance to the working parties, and prepare them for immediately leaving the ship, should that step ultimately become necessary. They should secure what warm clothing they could. Females and children.

17. No one should be permitted to enter the boats, except those in charge of them; nor should any boat be lowered on any pretext whatever, unless by the express orders of the captain. On a strict observance of this rule the safety of the people in the last extremity will depend. No one to enter or lower the boats without orders.

18. If the boats should be insufficient to hold all the people, the master will, of course, take whatever measures may be in his power to construct a raft. A raft may be made of spare spars lashed together in a triangular form, and to render it more buoyant, the ends should be secured to empty water casks, whose heads should be guarded by hammocks or beds. As a precautionary preparation against such an emergency, some of the largest water casks as soon as emptied should be grommetted round at each end with three-inch rope, becketted, and tightly bunged, and stowed away in the long boat, and daily wetted, and thus kept ready for use at a moment's notice. Raft.

19. Any attempt to get at the spirits or wine on board in moments of danger should be resisted by all hands and at all hazards. Broaching spirits in moments of danger to be forcibly resisted.

Colonial Land and Emigration Office,  
Park-street, Westminster,  
September 1853.

By Order of the Board,  
S. Walcott, Secretary.