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# STATION REGULATIONS

AND

## PORT ORDERS

FOR THE

### SQUADRON

IN THE

**PACIFIC.**

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1863.

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VICTORIA, V. I.:  
PRINTED AT THE BRITISH COLONIST OFFICE.  
1863.

BY REAR-ADMIRAL JOHN KINGCOME, *Commander-in-Chief of Her Majesty's Ships and Vessels employed and to be employed on the Pacific Station.*

The following Orders are henceforth to be substituted for those previously in force on the Station, and are to be strictly complied with by all Officers under my command.

Given under my hand on board  
the *Sutlej*, at Esquimalt, this  
day of

To the Commodore, and  
the Respective Captains, Commanders,  
and Officers Commanding Her Majesty's  
Ships and Vessels, and other Officers on  
the Pacific Station.

By Command of the Commander-in-Chief.

8083

Secretary.

"SUTLEJ," AT SEA,  
Lat. 51 deg. 57 min. S., Long. 67 deg. 18 min. W.,  
*February 9, 1863.*

STANDING ORDER No. I.

I, JOHN KINGCOME, am desirous of partaking in the advantages, with the risks attendant thereon, arising out of the conveyance of Freight of Treasure in any of Her Majesty's Ships or Vessels of the Squadron or Packets, and I hereby engage to make good to the Captain or Captains, Officer or Officers Commanding such Ships or Vessels respectively, such part of any loss or damage for which he or they may be liable in respect to the Gold, Silver, Treasure or other Articles so carried on Freight, and which he or they respectively shall have actually paid and satisfied, as shall be in proportion to the Share or Interest in the said Freight Money to which I may be entitled.

(Signed)

JOHN KINGCOME.

REAR-ADMIRAL AND COMMANDER-IN-CHIEF.

To

The respective Captains, Commanders, and Officers Commanding Her Majesty's Ships and Vessels employed, and to be employed under my orders, and of Her Majesty's Packets arriving on the Station.

## LIMITS OF THE STATION.

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The Pacific Station is bounded

*On the North.*—By Behrings Strait.

*On the South.*—By the Antarctic Circle.

*On the East.*—By the Longitude of Cape Horn.

*On the West.*—By the Meridian of Longitude 170 deg. West.

# GENERAL SERVICE.

## CHAPTER I.

### 1.

ON entering Foreign Ports, every attention is to be shown to the local authorities, and an offer is to be made to salute the Flag of an acknowledged Power, keeping in view the Queen's Regulations on that subject. Foreign Ports.

An officer is to be sent on shore to communicate with the Governor or other Person in Chief Command, in order to ascertain the Regulations of the Port, which are to be strictly conformed to, and the Captain is never to omit waiting upon the Governor or Chief Authority, as also the Admiral or Commanding Naval Officer, if there be one.

### 2.

The Lords Commissioners of the Admiralty desire it to be distinctly understood, with reference to some cases of intemperate conduct on the part of British Officers in Foreign Ports : Department of Officers in Foreign Ports.

*Firstly*—That officers to be recognized as such on shore, should be in their proper uniform : and *secondly*, That the British Uniform does not authorise the wearer to neglect the observances and Regulations of a Foreign Country : but, on the contrary, an officer in

uniform is more especially bound to attend to those executing the orders of the proper Authorities, Military or Civil, and for the credit of the Service, whose uniform he wears, to be courteous, forbearing and gentlemanly in his deportment.

## 3.

Altercation  
with Military  
or Police  
Authorities  
forbidden.

No officer or other person is to dispute the orders of a Sentinel, or to approach him when ordered to keep off, or to enter into altercation with any of the Military or Police authorities; but, if he has complaint to make against such persons, he is to represent the same to his Captain, in order that such proper redress may be obtained as the circumstances of the case may require.

## 4.

Protection of  
Consuls British  
Subjects and  
their property.

Consuls and Vice Consuls are entitled to protection from the Governments of the Countries or States in which they reside; but the Captains of Her Majesty's Ships are not authorized to exact promises from the Authorities that the persons and residences of Consuls and Vice-Consuls should be held inviolate, nor does Her Majesty's Government claim a right to interfere on behalf of persons, not being British subjects, except on the score of humanity and where life is in imminent danger.

In cases where a British Naval Force may be present, but where none of any other nation is available, it is the duty of British Authorities, except in extreme cases, to confine themselves to the protection of British persons and property.

## 5.

Reception of  
Refugees.

Persons flying from justice on a Criminal charge, or who are escaping from the sentence of a Court of Law, should not be received; but a British Man-of-War has always, and everywhere, been considered a safe place of refuge for persons, of whatever country or party, who have sought shelter under the British Flag from persecution on account of their political conduct or opinions; and this protection has been equally afforded, whether the Refugee was escaping from the arbitrary acts of a Monarchical Government, or from the lawless violence of a Revolutionary Party.

The Captains of Her Majesty's Ships must not, however, seek out or invite Political Refugees to come on board, neither must they turn away from, or give up any who may reach, their ships and gain admittance on board; but any officer so receiving such persons must take care that they do not carry on from on board his ship any political correspondence with their partizans on shore, and should avail himself of the earliest opportunity to send them to some place of safety elsewhere.

## 6.

With reference to the Instructions for carrying out the Chinese Passenger Act, 18 and 19 Vict. cap. 104, the following is an Extract from the Report of the Law Officers of the Crown, stating the circumstances under which Foreign Vessels, and vessels not authorized to wear any Flag, should not be captured.

Chinese  
Passenger Act.

26th November, 1856.

"Vessels which are not British Vessels cannot in our opinion be legally captured on the high seas, or elsewhere out of British jurisdiction for any breach of the statutes, the principle of international law in such case being "*Extra territorum.jus dicenti impune non paretur.*" Any measures for the purpose of checking abuses or offences committed by Foreign Vessels, must be founded on treaty stipulations with the countries to which they may belong."

"We cannot advise that Her Majesty's Naval Officers should capture vessels 'not entitled to any flag,' or in places where there exists no lawful authority for violating this statute, inasmuch as the Chinese Emigrant traffic, (whatever may be its evils), is not in violation of the Law of Nations."

"Such course of proceedings might involve very serious international difficulties."

## 7.

Complaints having been made that persons belonging to Her Majesty's Ships have been concerned in smuggling Specie; I deem it necessary to call attention to the matter, and if any officer be implicated in any smuggling transaction with respect to the Shipment of Treasure, he will incur the serious displeasure of Her Majesty's Government.

Sh'pment of  
Treasure.

4

8.

Neutrality to  
be observed  
with belligerent  
Powers.

Great care is to be taken on all occasions to maintain the most perfect neutrality with regard to powers carrying on hostilities. The subjects of any belligerent power are not to be received on board for conveyance from one place to another, without the express permission of the Commander-in-Chief.

9.

Mexican Citi-  
zens connected  
with Slave  
Trade.

Mexican Citizens convicted of being concerned in the carrying on of the Slave Trade, have been declared Pirates by the Government of that Republic, and pursuant to the 5th Article of the Law to the above effect, (dated 8th August, 1851), San Blas has been named as the port to which any prizes made in the Pacific are to be taken.

10.

Exercises and  
Evolutions.

In order to keep the crews of the respective ships efficient in the general evolutions and exercises of a Fleet, every alternate Friday is to be appropriated to that duty, the nature of which will be directed by Signal from the Flag or Senior Officer's Ship

This order is to be duly observed by Ships of the squadron on detached service.

As a general rule sails are to be loosed for Exercise twice a week, viz., on Monday and Thursday. During wet weather they are to be loosed as circumstances may require.

11.

Return of  
Exercise.

A Quarterly Return of Exercise is to be forwarded for my information, according to the Form No. 2, in the Appendix, in which the time taken is to be noted.

12.

Scrubbing  
Hammocks and  
Clothes.

As a general rule in the Squadron, Hammocks are not to be scrubbed oftener than once a fortnight. The men are not to be allowed to wash their clothes over night.

When at sea, clothes and hammocks are not to be scrubbed on the same day.

13.

The Ships' Companies are to be exercised in the arrangements in case of Fire, at least once a month. Fire Bill.

14.

Every precaution is to be taken to prevent Desertion. When men are absent without leave from their Ships, duplicate descriptions, noting thereon any marks or scars on their persons, are to be taken to the Consul's Office and Chief of Police, and a copy is also to be left with the Senior Officer when the Ship leaves the Port. Desertion.

15.

With reference to the Convention sanctioned by the French and British Governments, on the subject of Salutes to Diplomatic and Consular officers on this Station, according to the scale under-mentioned, viz. : Diplomatic Salutes under French Convention.

#### CONVENTION POUR LES SALUTS.

	COURS.
La Terre . . . . .	21
Les Presidents . . . . .	21
Vice Presidents . . . . .	17
Ministres D'Etat . . . . .	15
Lieutenants Generaux Gouverneurs . . . . .	15
Envoyes Extraordinaires Ministres Plenipotentiaires . . . . .	15
Consuls Generaux Charges d'Affaires . . . . .	13
Contre Amiraux . . . . .	13
Commodores . . . . .	13
Consuls Generaux . . . . .	11
Commissaires des Gouvernements Anglais, Americain et } Français aupres du Roi des Iles de Sandwich . . . . . }	11
Consuls . . . . .	9
Vice Consuls et Agents Consulaires . . . . .	7

The Lords Commissioners of the Admiralty direct that the Foreign Commissioners at the Sandwich Islands be saluted with 13 guns, and that a British Charge d'Affaires should receive a similar salute, with a view to avoiding any appearance of inferiority.

## 16.

**Dressing Ship.** The Flags 4 and 8, and Pendants 1 and 2 are not to be used in dressing Ships, nor for any other purpose whatever, except for signalizing.

## 17.

**Boats to land and embark Officers and Men.** Regular hours are to be appointed for the departure of proper Boats between the Ship and the shore, for landing and embarking officers or others proceeding on, or returning from, leave of absence. The Ship's Boats are intended amongst other purposes for the accommodation and comfort of the officers and men, and Commanding Officers are enjoined to avoid, as much as possible, compelling them to employ private boats.

## 18.

**Quarter Boats** Instances having occurred in which Quarter Boats have been lost, the greatest care is to be taken in fitting the Davits so as to admit of their being readily topped up, and the practice of carrying two boats at the same Davits is not to be admitted under circumstances in which the Ship may be exposed to a heavy sea.

Every precaution is to be taken to prevent a recurrence of such loss, and in any case that may happen a special report is to be made to me, stating whether the Davits were topped up and if more than one Boat was carried at the Davits at the time.

## 19.

**Boats, Ensigns and Pendants.** Boats away from their ships are always to have their Ensigns and Pendants flying and, in hot weather, their Awnings spread.

## 20.

**Awnings.** The Awnings are to be kept spread in hot weather whenever it can be done without inconvenience.

## 21.

**Preservation of Boats** Great attention is to be paid to the preservation of the Boats, and when not required, they are to be hoisted in or up to avoid injury from worms.

## 22.

On Ships of the squadron meeting my Flag Ship, the Commanding Officers are to cause the Signal Books to be compared, that any temporary insertions in the Geographical or other Tables, may be made. Their Order-Books, Circulars, Charts, etc., are also to be compared.

Signal Books  
to be compared  
Order and  
Circular Books  
to be compared

## 23.

The discharge by Purchase of Royal Marines serving abroad is, for the present, suspended.

Marines' Dis-  
charge by Pur-  
chase.

## 24.

Marines, when serving afloat, are to be dealt with precisely as seamen with respect to the award of Good Conduct Badges.

Marines' Good  
Conduct  
Badges.

## 25.

Officers' Stewards, Cooks, or Servants are not to be entered or rated as such under the age of 18.

Officers'  
Stewards, Ser-  
vants, &c.

## 26.

A Quarterly Return is to be made to me of the Names and Ratings of all persons serving in the squadron whose engagements or periods of service will expire within six months.

Men, whose  
period of Ser-  
vice will ex-  
pire within six  
months.

## 27.

When Acting Assistant Engineers are recommended for confirmation, the Commanding Officers of the Ships to which they belong are to state whether the conduct and qualifications of the candidates are so satisfactory as to render them desirable acquisitions to Her Majesty's Service.

Confirmation  
of Assistant  
Engineers.

## 28.

In all cases of discharging Disposable Supernumeraries, they are to be taken from the top of the List, unless permission be obtained to the contrary.

Disposable  
Supernume-  
raries.

## 29.

No officer is to be removed from one Ship to another, without my permission, except a Medical Officer to fill a vacancy in a Ship where only one is allowed to be borne.

Removal of Of-  
ficers.

## 30.

**Courts Martial.** Warrant Officers cannot be sentenced by Court Martial to be reduced from one class to another, but may be dismissed from the rank of Gunner, Boatswain or Carpenter.

## 31.

**Applications for Examination of Candidates.**

Commanding Officers are to ascertain, prior to making application for the examination of Candidates for promotion, that they are provided with the necessary Certificates, Logs, &c.

## 32.

**Deviation of Compasses**

Ships are to be swung for the deviation of their compasses, as opportunities occur, at the undermentioned places, a report of which is to be forwarded to me.

Any snug anchorage between latitude 50° and 40° west of Cape Horn, and likewise at Coquimbo, Callao, Gulf of California, Straits of Juan de Fuca, the Sandwich, Marquesas, or Society Islands.

## 33.

**Slop and Bread Rooms.**

The Slop and Bread Rooms are to be cleared and whitewashed every six months.

## 34.

**Passages for Seamen in Merchant Ships.**

With reference to the 11th and 82nd section of the Act 11th, George IV. cap. 20 ; Officers are informed that the Masters of Merchant Ships refusing to act on orders given by them for the reception of Seamen, does not authorize the Lords Commissioners of the Admiralty in enforcing the penalties of the Act ; but such an order given by a Governor, Minister, Consul or other Civil Officer of Her Majesty in Foreign Ports, and in all places where there shall be no such Officer, then by two British Merchants, would be sufficient to convict.

## 35.

**Hammocks to be furnished to Invalids sent home in Packets.**

On all occasions of men being sent home from Foreign Stations in Contract Packets, each man is to be furnished with a Hammock for his use on the passage. Supply Notes and Receipts are to be sent with these Stores, enclosed to the Commanding Officer on board the "Victory."

## 36.

In cases of necessity only, Invalided Seamen or Marines are to be sent home in Merchant Ships ; when so sent they are to be furnished with a Hammock, and care is to be taken that proper and satisfactory arrangements are made for the accommodation of the men before they leave the Port. They are to be taken on board by a Commissioned Officer, and accompanied by a list containing their names, qualities and diseases ; and the officer is to afford any further information in his power.

Passage of Invalids in Merchant Ships.

## 37.

If Invalids are sent in any vessel whose destination is Liverpool, a letter is to be forwarded by the Master of the Vessel conveying the Invalids, addressed to the officer conducting the Transport Service at that Port, stating the number of Invalids, with the particulars of each case ; and strict injunctions are to be given to the Master of the Vessel to deliver the letter immediately on his arrival at Liverpool, at the Transport Office, in order that arrangements may be made forthwith for the reception of the Invalids.

Invalids sent in Ships proceeding to Liverpool.

## 38.

All officers are to make themselves acquainted with the Station Regulations, and the Captain and other officers in command are to take care that this instruction is complied with.

Station Orders. Officers to make themselves acquainted with.

## 39.

The Letter Bags of the Squadron are to be forwarded via Panama.

Letter Bags to be sent via Panama.

## 40.

Leave of absence is to be granted to the Crews of the Squadron—when the exigencies of the Service will permit—at ports suitable for the purpose. Commanding Officers are to caution the men, previous to their going on leave, respecting the necessity of conforming to the Laws of the Country in which they land, and of avoiding all contests with the Police Force employed for the preservation of order.

Leave to Crews

## 41.

Contract Packets are *not* to be detained unless in cases of the most urgent importance ; and, should such occur, an immediate report is

Contract Packets not to be detained.

to be made to me for the information of the Lords Commissioners of the Admiralty, stating the reasons which induced the step to be taken and the time of detention.

41.

**Mails.** Mails while in transit are never to be opened.

42.

**Half Pilotage  
for certain  
Ports.**

The Lords Commissioners of the Admiralty approve of Masters being granted half Pilotage for Victoria Harbor, Esquimalt Harbor, and Port Beaver ; but not for Valparaiso, Arica, or Panama ; nor for Callao, unless coming through the Boqueron, nor Chicarene Point, unless passing it and going into Union Roads.

43.

**Pilotage.** Pilots are not allowed to Ships going into San Francisco or up to (San Francisco) Mare Island.