

4. To secure the "best sanitary condition" of a vessel the following points should be observed by the owners, agents, or master of such vessel.

- a. Exclusion from the vessels, as far as possible, of persons or things known or suspected to be infected.
- b. Cleanliness of the ship, both preliminary to loading and during the voyage.
- c. Ventilation preliminary to loading, and during the voyage when possible.
- d. Disinfection, that is the destruction or removal of the causes of disease,—which includes measures of cleanliness, ventilation, fumigation, &c.

Rules and Regulations.

1. All merchant ships and vessels sailing from a foreign port where contagious or infectious disease exists, for any port in the United States, must obtain from the Consul, Vice-Consul, or other Consular Officer of the United States, at the port of departure, or from the Medical Officer—where such officer has been detailed by the President for that purpose—a bill of health in duplicate, which shall be a clean bill or a foul bill, and which shall set forth the sanitary history of said vessel, and that it has in all respects complied with these rules and regulations. A clean bill of health shall be given when neither Asiatic cholera, yellow fever, nor plague exists, and neither small-pox nor typhus fever exists as an epidemic, at the port of departure, and the condition of the vessel is satisfactory; and in such case it shall be certified that the vessel leaves the port in "free pratique." A foul bill of health shall be given when either Asiatic cholera, yellow fever, or plague exists, and when small-pox or typhus fever exists as an epidemic at the port of departure, or where the sanitary condition of the vessel is unsatisfactory, and in such case it shall be certified that the vessel leaves the port in "quarantine."

2. In all cases of doubt, as to whether the port is infected or as to the sanitary condition of the vessel, the bill shall be foul.

3. No vessel shall have more than one bill of health, but if she touches at other ports on the passage, that fact and the condition of those ports as to the existence of contagious or infectious disease shall be endorsed upon the original bill of health by the consul, vice-consul, consular officer, or medical officer.

4. The bill of health shall be in the form appended. [Form A.]

5. Each consul, vice-consul, consular officer, or medical officer of the United States in a foreign port shall keep himself thoroughly acquainted with the sanitary condition of the port and its vicinity, especially with regard to the existence of contagious or infectious diseases, and shall upon request of the owner, agent, or master, make, or cause to be made, an inspection of every ship or vessel bound for any port in the United States, and give the certificate or bill of health required by these regulations. Vessels carrying a foreign flag shall be inspected, when practicable, in company with the consul or consular agent of the nation to which the vessel belongs.

6. The fee for such inspection shall be such as may be fixed by the Secretary of the Treasury in accordance with law.

7. The certifying officer at the port of departure shall certify whether vessels carrying passengers are provided with the means necessary for preserving good ventilation and cleanliness, in accordance with sections 4257 and 4263 of the Revised Statutes.

8. Every vessel before taking on cargo or passengers shall be clean and dry, and the certifying officer may at his discretion require that it shall be thoroughly disinfected if last from an infected port, or if the port of departure be itself infected. The examination of the vessel as to cleanliness shall be made before the cargo is taken on, and shall extend to all accessible parts, especial care being taken to note upon the bill of health the presence of decayed wood.

9. The ballast shall be of such material and from such localities as may be approved by the certifying authorities, but earth and porous stone shall not be used for ballast if avoidable.

10. Merchandise or articles known to be infected shall not be received or taken on board.

11. In case the port is infected, the certifying authority may require that the officers, crew, and passengers shall be examined by a medical officer or physician selected for that purpose, and the result of such examination reported to him not more than twenty-four hours before certifying to the bill of health.

12. Bills of health can be considered valid only when delivered within the twenty-four hours last preceding departure. If the departure is delayed beyond this period the bill must be *visé* by the authority delivering it, stating whatever changes have taken place in the sanitary condition of the port, vessel, officers, crew, or passengers.

13. When the port of departure or its vicinity is infected, that fact shall be noted in the bill of health and when the sanitary or other local authority of the port declares the existence of such infection, the bill of health shall give the date of the declaration.

14. The existence of contagious or infectious disease in the quarantine establishment of a port shall not be considered a cause for a foul bill of health.

15. Physicians attached to sea-going vessels shall be specially charged with the duty of watching their sanitary condition and the health of their officers, crew, and passengers. On arrival of the vessel they shall report to the health officer of the port the sanitary history of the voyage.

16. In case of the occurrence at sea of Asiatic cholera, yellow fever, plague, small-pox, or typhus fever, the wearing apparel and bedding used by those affected with such disease shall be burnt or sunk.

17. Captains, owners, or agents of vessels shall, at the port of departure, be required to answer, under oath to the consuls or sanitary officers all questions as to the sanitary condition of the vessel, &c.

18. The crew shall not be allowed liberty on shore after nightfall in suspected localities. They shall not be allowed to sleep on deck except under awnings. The forecabin shall be well ventilated and kept dry. Both in port and at sea the bilge shall be pumped out each morning and evening, or more frequently if necessary. The utmost cleanliness shall be observed at sea as well as in port. Each seaman should have two suits of underclothing. The clothing and bedding should be aired every clear day. In tropical climates the men should be required to wash their persons and change their underclothing every evening after work while in port, and each working suit should be washed, dried, and aired after a day's use. These regulations as to clothing, airing of bedding, and ventilation, should, as far as possible, be observed at sea as well as in port.

19. Whenever any vessel shall leave an infected foreign port, or having on board goods or passengers coming from any place or district infected