of service prior to such termination, but not for any further period.

SEC. 34. That no seaman or apprentice shall be entitled to wages for any period during which he unlawfully refuses or neglects to work when required, after the time fixed by the agreement for his beginning work, nor, unless the court hearing the case otherwise directs, for any period during which he is lawfully imprisoned for any offense committed by him.

SEC. 35. That the master or owner of any ship making voyages as hereinbefore described in section twelve of this act, except foreign-going ships, shall pay to every seaman his wages within two days after the termination of the agreement, or at the time such seaman is discharged, whichever first happens; and in the case of foreign-going ships, within three days after the cargo has been delivered, or within five days after the seaman's discharge, whichever first happens; and in all cases the seaman shall, at the time of his discharge, be entitled to be paid, on account, a sum equal to one-fourth part of the balance due to him; and every master or owner who neglects or refuses to make payment in manner aforesaid without sufficient cause shall pay to the seaman a sum not exceeding the amount of two days' pay for each of the days, not exceeding ten days, during which payment is delayed beyond the respective periods aforesaid; and such sum shall be recoverable as wages in any claim made before the court; provided, that this section shall not apply to the masters or owners of any vessel where the seaman is entitled to share in the profits of the cruise or voyage.

SEC. 36. That any three or more of the crew of any merchant ship of the United States, as described in section twelve of this act, may complain to any officer in command of any of the ships in the United States navy, or any American consular officer, or any shipping commissioner, or any chief officer of the customs that, the provisions or water for the use of the crew are at any time of bad quality, unfit for use, or deficient in quantity; such officer shall thereupon examine the said provisions or water, or cause them to be examined; and if on examination such provisions or water are found to be of bad quality and unfit for use, or be deficient in quantity, the person making such examination shall signify the same in writing to the master of the ship; and if such master does not thereupon provide other provisions or water, where the same can be had, in lieu of any so signified to be of a bad quality and unfit for use, or does not procure the requisite quantity of any so signified to be insufficient in quantity or uses, any provisions of water which have been so signified as aforesaid to be of bad quality and unfit for use, he shall, in every such case, incur a penalty not exceeding one hundred dollars; and upon every such examination as aforesaid the officers making or directing the same shall enter a statement of the result of the examination in the log book; and shall send a report thereof to the district judge of the port at which such vessel is bound, and such report shall be received in evidence in any legal proceedings.

SEC. 37. That if the officer to whom any such complaint as last aforesaid is made certifies in such statement as aforesaid that there was no reasonable ground for such complaint, each of the parties so complaining shall be liable to forfeit to the master or owner, out of his wages, a sum not exceeding one week's wages.

SEC. 38. That if any seamen, as aforesaid, while on board any ship, shall state to the master that they desire to make complaint, as aforesaid, to any consular officer, or naval officer of any ship of the United States, or any shipping commissioner, against the master, the said master shall, if the ship is then at a place where there is any such officer as aforesaid, so soon as the service of the ship will permit, and if the ship is not then at such a place, so soon after her first arrival at such place as the service of the ship will permit, allow such seamen, or any of them, to go ashore, or send him or them ashore, in proper custody, so that he or they may be enabled to make such complaint; and shall in default incur a penalty not exceeding one hundred dollars.

SEC. 39. That in the following cases, that is to say, first, if, during a voyage, the allowance of any of the provisions which any seaman has, by his agreement, stipulated for is reduced (except in accordance with any regulations for reduction by way of punishment, contained in the agreement, and also for any time during which such seaman willfully, and without sufficient cause, refuses or neglects to perform his duty, or is lawfully under confinement for misconduct, either on board or on shore); secondly, if it is shown that any of such provisions are, or have been during the voyage, bad in quality, and unfit for use, the seaman shall receive by way of compensation for such reduction or bad quality, according to the time of its continuance, the following sums, to be paid to him in addition to and to be recoverable as wages, that is to say: First, if his allowance is reduced by any quantity not exceeding one-third of the quantity specified in the agreement, a sum not exceeding fifty cents a day; secondly, if his allowance is reduced by more than one-third of such quantity, a sum not exceeding one dollar a day; thirdly, in respect of such bad quality as aforesaid, a sum not exceeding one dollar a day. But if it is shown to the satisfaction of the court before which the case is tried that any provisions the allowance of which has been reduced could not be procured or supplied in sufficient quantities, or were unavoidably injured or lost, and that proper and equivalent substitutes were supplied in lieu thereof in a reasonable time, the court shall take such circumstances into consideration, and shall modify or refuse compensation, as the justice of the case may require.

SEC. 40. That every ship belonging to a citizen or citizens of the United States, as described in section twelve of this act, shall be provided with a chest of medicines; and every sailing ship bound on a voyage across the Atlantic or Pacific Ocean, or around Cape Horn, or the Cape of Good Hope, or engaged in the whale or other fisheries, or in sealing, shall also be provided with, and cause to be kept, a sufficient quantity of lime or lemon juice, and also sugar and vinegar, or other anti-scorbutics, as Congress may sanction, to be served out to every seaman as follows, that is to say, the master of every such ship, as last aforesaid, shall serve the lime or lemon juice, and sugar and vinegar, to the crew, within ten days after salt provisions mainly have been served out to the crew, and so long afterward as such consumption of salt provisions continues, the lime or lemon juice and sugar daily at the rate of half an ounce each per day, and the vinegar weekly at the rate of half a pint per week for each member of the crew.

SEC. 41. That if on any such ship as aforesaid such medicines, medical stores, lime or lemon juice, or other articles, sugar and vinegar, as are hereinbefore required, are not provided and kept on board, as hereinbefore required, the master or owner shall incur a penalty not exceeding five hundred dollars; and if the master of any such ship as aforesaid neglects to serve out the lime or lemon juice, and sugar and vinegar in the case and manner hereinbefore directed, he shall for each such offense incur a penalty not exceeding one hundred dollars; and if any master is convicted in either of the last mentioned penalties, and it appears that the offense is owing to the act or default of the owner, such master may recover the amount of such penalty, and the costs incurred by him, from the owner.

SEC. 42. That every master shall keep on board proper weights and measures for the purpose of determining the quanties of the several provisions and articles served out, and shall allow the same to be used at the time of serving out such provisions and articles, in the presence of a witness, whenever any dispute arises about such quantities, and in default shall, for every offense, incur a penalty not exceeding fifty dollars. And every vessel bound on any foreign port shall also be provided with at least one suit of woolen clothing for each seaman for use during the winter months, and every such vessel shall be provided with fuel and a safe and suitable room in which a fire can be kept for the use of seamen.

SEC. 43. That whenever any seaman or apprentice belonging to or sent home on any merchant ship, whether a foreign going ship or home trade ship, employed on a voyage which is to terminate in the United States, dies during such voyage the master shall take charge of all moneys, clothes and effects which he leaves on board, and shall, if he thinks fit, cause all or any of the said clothes and effects to be sold by auction at the mast or other public auction, and shall thereupon sign an entry in the official log-book containing a true account of the sums so received by him, and of the gross amount of the sales of such effects, and of the expenses (if any) payable in respect thereof, and shall, if practicable, get such entry countersigned by the first officer of the ship, and shall, if practicable, and if such officer be not the sole officer, and if such officer be not himself a party to the transaction, get such officer to join with him in the sale, and to sign the said log-book; and shall, if there be no such officer, or if such officer be a party to the transaction, or if it be not practicable to get the signature of such officer within a reasonable time, or if such officer shall refuse to sign the entry, make the entry herein directed to be signed by such officer in the presence of two or more of the principal officers of such ship, and shall, if practicable, and if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be practicable, get such entry signed by such officer as aforesaid; and shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be practicable, get such entry signed by two of the principal officers of such ship; and shall, if there be but one principal officer of such ship, and if such officer be not himself a party to the transaction, and if it be practicable, get such entry signed by such officer and by one of the principal officers of such ship; and shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be not practicable to get such entry signed by such officer as aforesaid, or by any other officer, or if such officer or any other officer or officers be a party to the transaction, or if it be not practicable to get such entry signed by any officer, make such entry in such log-book in the presence of two or more of the principal officers of such ship, who shall sign the same; and such master shall, if practicable, and if such officer be not himself a party to the transaction, and if such officer be not the sole officer, and if such officer be not himself a party to the transaction, and if it be practicable, get such officer to countersign such entry; and such master shall, if there be no such officer, or if such officer be a party to the transaction, or if it be not practicable to get such entry countersigned by such officer, make such entry in such log-book in the presence of two or more of the principal officers of such ship, who shall countersign the same; and such master shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be practicable, get such entry countersigned by two of the principal officers of such ship; and such master shall, if there be but one principal officer of such ship, and if such officer be not himself a party to the transaction, and if it be practicable, get such entry countersigned by such officer and by one of the principal officers of such ship; and such master shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be not practicable to get such entry countersigned by such officer as aforesaid, or by any other officer, or if such officer or any other officer or officers be a party to the transaction, or if it be not practicable to get such entry countersigned by any officer, make such entry in such log-book in the presence of two or more of the principal officers of such ship, who shall countersign the same; 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and such master shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be practicable, get such entry countersigned by two of the principal officers of such ship; and such master shall, if there be but one principal officer of such ship, and if such officer be not himself a party to the transaction, and if it be practicable, get such entry countersigned by such officer and by one of the principal officers of such ship; and such master shall, if there be no such officer as aforesaid, or if such officer be not himself a party to the transaction, and if it be not practicable to