

bound to answer one or the other. If they take as the freight of the ship shall happen, they shall have proportionably as the ship hath; and if they will freight by themselves, they ought to freight so as the ship be not impeded or hindered thereby. And if it so happen, that they cannot let out their freight, or get goods themselves, when

he has tendered them their share or stowage, the master is blameless; and if they will there lade a tun of water instead of so much wine, they may: and in case there should happen at sea, an ejection or a casting of goods overboard, the case shall be the same for a tun of water, as for a tun of wine, or other goods, livre by

common, and be equally divided and appraised half by halt and the master and mariners of the vessel that struck or grappled with the other, shall be bound to swear on the Holy Evangelists, that they did it not willingly or wilfully. The reason why this judgment was first given, being, that an old decayed vessel might

in such case, those that were hired for a share of the freight, ought to follow the master, and such as are at wages ought to have their wages advanced course by course, that is, in proportion to the length of the voyage, in what it was longer than they agreed for, because he hired them to one certain place. And if they go not

the master shall procure them wine to drink.

When a vessel is unladen, and the mariners demand their freight, some of them having neither bed, chest, nor trunk aboard, the master may lawfully retain part of their wages, till they have brought back the ship to the port from whence she came; unless they give out the security to serve out the

Article XVIII

damage thereby, they shall be bound to give full satisfaction for the same: but if they put out a buoy or anchor-mark, and the anchor does any damage, the master and mariners to whom it belongs are not bound to make it good; if they do not, they are; for all masters and mariners ought to fasten such buoys or anchor-marks,

the said master nor his mariners will take up the said anchor accordingly, then may that other master and his mariners (who might be otherwise thereby damaged) take up the said anchor, and distance from them; and let it down at a farther up of their anchor, and withstand the taking there afterwards happens

Suppose two or more vessels in a harbor, where there is but little water, so that the anchor of one of the vessels lie dry; the master of the other vessel ought, in that case, to say unto him whose anchor lies dry; Master, take up your anchor, for it is too high us, and may do us a prejudice: if neither

Article XV

and such cables to their anchors, as may plainly appear and be seen at full sea.

whole voyage.

Article XVII

The mariners of Britany ought to have but one meal a day from the kitchen, because they have beverage going and coming. But those of Normandy are to have two meals a day, because they have only water at the ship's allowance; and when the ship arrives in a wine country, there

Article XIX

If the master hire the mariners in the town to which the vessel belongs, either for so much a day, week or month, or for such a share of the freight; and it happens that the ship cannot procure freight in those parts where she is arrived, but must sail further to obtain it:

livre. If they let out their proportion of freight to merchants, what freedom and immunity the said mariners have, the said merchants shall also have.

not purposely be put in the way of a better, which will the rather be prevented when they know that the damage must be divided.

Article XVI

When a ship arrives with her lading at Bordeaux, or elsewhere, the master is bound to say to his company, when she is ready to load again, Gentlemen, will you freight your own share yourselves, or be allowed for it in proportion with the ship's general freight? the mariners are