

Par. 13. Cabin passengers from cholera-infected ports or places should be given a special inspection card, on which shall be printed the port of departure, name of passenger, name of ship, date of departure, and an indicated space for the seal or stamp of the consular or medical officer.

Par. 14. The baggage of such cabin passengers shall be labelled in the same manner as steerage passengers.

Par. 15. In a port where cholera prevails, or where yellow fever prevails in epidemic form, the crews of passenger ships should remain on board during their stay. Should additional men be shipped, the same precautions should be observed with them as in the case of steerage passengers. If it is considered necessary, the crews of freight ships may be similarly treated at the discretion of the medical officer.

Par. 16. Passengers and crews, merchandise and baggage, prior to shipment at a non-infected port, but coming from an infected locality, should be subject to the same restrictions as are imposed in an infected port.

Par. 17. Cuban vessels shall not ship men in ports where smallpox or yellow fever prevails, unless such men have been inspected and passed by the quarantine officer.

ARTICLE VI.—Requirements at Sea.

Par. 1. The master of the vessel should cause the following rules (which comprise those recommended by the International Conference of Rome, 1885) to be observed during the voyage.

(a) The soiled body linen of passengers and crew suffering from infectious disease should be at once immersed in boiling water, or in a disinfecting solution.

(b) The water-closets should be washed and disinfected twice a day.

(c) Rigorous cleanliness and free ventilation should be maintained during the voyage on board all ships.

Par. 2. An inspection of the vessel including the steerage, should be made by the ship's physician once each day.

Par. 3. Should cholera, (or cholerae), yellow fever, typhus fever or smallpox appear on board a ship while at sea, those who first show symptoms of these diseases will be immediately sent to the hospital; the ship's physician will then immediately notify the captain, and all of the effects liable to convey infection which have been in use will be destroyed or disinfected.

Par. 4. The compartments of those who fall sick with infectious diseases should be disinfected and, as far as possible, the compartments thus disinfected should be freely exposed to the air. If the vessel is an iron steamer and the compartments suitable, the entire compartment should be disinfected by steam. The articles liable to convey infection should remain in the compartments during the disinfection. After disinfection of the compartments, the bedding and clothing may be removed and dried.

Par. 5. Patients with infectious diseases should be isolated.

Par. 6. The hospital should be disinfected as soon as it becomes vacant.

Par. 7. The dead should be enveloped in a sheet saturated with one of the strong disinfecting solutions, without previous washing of the body, and at once placed in a coffin hermetically sealed, or buried at sea.

Par. 8. A clinical record should be kept on the prescribed form by the ship's surgeon, of all cases of sickness on board, and delivered to the quarantine officer at the port of arrival.

Par. 9. Under the foregoing paragraphs disinfecting solutions are limited to the following: Strong acid solutions of bichloride of mercury (1 to 500); a 1 to 20 solution of pure carbolic acid. Weak: acid solution of bichloride of mercury (1 to 1,000); pure carbolic acid, 1 to 40.

Par. 10. (Form for clinical report.)

Name.	Age.	Sex.	Last permanent residence.	Date of admission.	Disease.	Discharged.	Result.
Clinical history
Clinical history
Clinical history
Clinical history

Par. 11. Sailing vessels leaving ports infected with yellow fever and destined for any port in Cuba, which is not provided with proper facilities for treatment, shall, during the quarantine period be directed by the consular or medical officer to proceed for disinfection and treatment to some quarantine station in Cuba provided with the required facilities.

ARTICLE VII.—Disinfection.

Par. 1. The disinfection of iron vessels shall be as follows:

(a) Holds.—After mechanical cleansing, the hold to be thoroughly washed with an acid solution of bichloride of mercury, 1 to 800 (mercury 1 part, hydrochloric acid 2 parts, water 800 parts), applied under pressure to all surface by means of a hose.

In case the Disinfection is required for Yellow Fever.

If the cargo is so stowed as to admit of disinfection, the hold and cargo may be disinfected without breaking bulk, by sulphur dioxide, 10 per cent. per volume strength, forty-eight hours exposure for iron and seventy-two hours for wooden vessels.

(b) Steerage and Forecastle.—The same treatment should be given the steerage and fore-castle as the hold, but when practicable, steam disinfection of these compartments should be practised. The temperature in all parts of the compartments is to be not less than 100° C.

(Temperature to be recorded.)

(c) Cabins, Officers' Quarters, Staterooms, &c.—The bedding, fabrics, and carpets should be removed and disinfected by steam. After thorough mechanical cleansing, the exposed surfaces of