Consulate of the United States of Am.
Rio de Janeiro. Nov. 6. 1822.

To His Excellency
Jose Bonifacio de Andrada e Silva
Minister and Secretary of State
For Home & Foreign Affairs -

Most Excellent & Illustrious Sir.

I had the honour to receive yesterday afternoon, the two communications addressed to me by your Excellency, relative to some seamen belonging to an American vessel, who have solicited the interference of His Majesty's Government. I tender to your Excellency, my thanks for your polite intention, in inviting me to assist in the amicable settlement of the dispute existing between the said seamen, and the master of the vessel to which they belonged, and I flatter myself that when I shall have furnished you, with a true statement of the case, you will be convinced, that if the interference of the Government is at all necessary, it would be in compelling them to comply with their engagement. The seamen in question, as appears by the shipping articles in my possession, shipped, in Spain, in the months of April, May and June last, on board the American ship Sea Plant T. A. Boyd, master bound to the Pacific Ocean to trade, from thence to a port or ports in India or China

or back to one or more ports in Europe, and from thence
to a port of discharge in the United States, subject to all
the penalties and forfeitures mentioned in the marine laws
of the United States, enacted for the government and regula-
tion of seamen in the merchant service, in which it is ena-
ted that "if any seaman or mariner shall absent himself
from on board the ship or vessel without leave of the mas-
or officer commanding on board, for more than forty eight
hours at one time, he shall forfeit all wages due him, and
all his goods and chattels, which were on board the said ves-
and shall moreover be liable to pay all damages, which he
or they may sustain, by being obliged to hire other seamen
or mariners in his or their place". It is also stipulated
the said articles, that "no officer or seaman belonging to
the said vessel, shall demand or be entitled to his wages,
or any part thereof, until the arrival of the said vessel,
at the last abovementioned port of discharge, and her
cargo delivered.

Under this contract between the master and
mariners of the Sea Mark, signed by the latter, the voyage
was commenced, but was unfortunately interrupted
by a disaster which took place off Cape Horn where the
vessel received so much damage from ice, that she was
compelled to put into this port in distress. Since her arrival
here, as I am informed by the captain, the six men whose
names appear, on the petition addressed to the Emperour,

ve absented themselves from the said ship, without per-
ission, for more than forty eight hours, thereby for-
eiting, according to the terms of the contract, all their
wages, goods and chattels, and placing the captain in
situation, in which he may, for the want of hands
navigate his vessel, find himself obliged to
have recourse to the proper authorities of the country,
to compel them to return on board —

You Excellency will perceive the absolute ne-
cessity which is imposed upon every commercial
nation, to establish a system of regulations for the go-
vernment of their merchant vessels, which shall rigou-
rously enforce on the part of seamen, a fulfilment of
their contracts. Without such a system the United States
would see their ships deserted and left to the mercy
of the elements, in every port, where higher wages were
offered, or more enticing prospects held out by engag-
ing in a foreign service. In relation to the fact, that
the complainants are not citizens of the United States
it is a matter of no consideration as regards the contract
for after the completion of the voyage, they are equally
entitled with the American seamen on board, by the laws,
to redress for any grievances which they may have en-
dured —

Should you Excellency desire to see the Original articles of agreement, they shall be transmitted —

I have the honour to be,
With the highest respect
Your Excellency's
Most obedient
Cordy Raynal
Consul. U.