





# AGREEMENT AND ACCOUNT OF CREW.

The term "Foreign-going Shin" means every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Surk, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.

THE BOARD OF TRADE, in pursuance of 57 & 58 Vict., ch. 60.	Any Erasure, Interi	ineution, or Alte attested by a Si				unless made with the	e consent of	the persons inte	rested, and
12	Name of Ship.		Official No.	Port	of Registry.	Port No. and Date of Register.	Registe Gross.	Pred Tonnage.	Nominal Horse Power of Engines (if any).
Yu	endorine'		6	Stanl	3 6 %.	4 4			
-	REGISTERED MANAGE	G OWNER OF		ER. Iress		No. of Seamen for accommodation is o		DAD	FOR
2000 1	Name Name	,0		Street and	Town)	1.			TICULARS AS TO
whose description are engaged as several capacitic	everal Persons whose one are contained herein, and Sailors, hereby agree to serves expressed against their results.	d of whom the on board the opective names	said Ship, on a voyag	, in the	(2) of earn so at under of new (3) The sands	shether der she tem sens she tem	the er id, the she she she are an are she of the she she she of the she she she she she she she she she s	their a shall a deemed	espertanie l'have there voyage, each case
and suber many to be obedient shall lawfully sto the said Ship or on shore; it Master hereby Names respectito the Scale on And it is Destruction of Owner out of it And it is for which he is And it is Regulations au and numbered		gent in their respects of the control of the contro	pective Dution any person of any person board, in performed, is sums again ovisions acciliful or not e made goo self in a compage 2 a printed on	ies, and son who relating n boats, the said uses their scording egligent d to the capacity and the page 3	Jandy 6 Over the The Shear	time shall reade shall carly strates that	work when the last of the	Said at on Sum 21- her adran than	at the
Agreement; An himself to be agreement the sale orderly manuer and it is also stip that the ball he made a	the parties hereto, and shall not it is also agreed, that if a grieved by any breach of the time to the Master or Officer it, who shall thereupon take southed that advances on accoust specified against the names ed for that purpose.  Port at which Voyage commenced.	by Member of the Agreement or of the Such steps as the sunt and allotmer	Crew cootherwise, I hip in a qui case may retaits of part of verseamen	onsiders he shall hict and equire: f wages in the	herein, on the Signed by on the Albase Columns to the Date of	duy of_  be filled up at the end  Delivery  sts to I here!	ogainst the	ir respective signorme	Master.  2 19  the Entries in this of Crew, &c.
1. Here is to be ins	erted the nature, and as far as pract	icable, the duration	of the inten	ded voyage or	engagement, or th	o maximum period and	l the places or	parts of the world	, if any, which are exclude

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.

Here any other stipulations may be userted to which the parties agree, and which are not contrary to law.

N.E.—This form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of angagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional form Eng. 1 should be obtained and used.

### SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT 1906 TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

NOTE. - The scale agreed upon is in addition to the Lime and Lemon Juice, and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

	_			Wator.	Soft Bread	Bigcult.	Salt Beef.	Salt Pork.	Preserved	Fish.	Potatoes.	Compressed Vegetables.	1 2	Peas, Green,	Calavances or Haricot Beans	Flour.	Rice.	Ontment.	Tea.	Coffee.	Segar.	Wilk Condensed.	Butter.	Marmalade or Jum.	Syrap or Molasses.	Suot.	Pickles	Dried Fruits.	Fine Salt.	Mustard.	Pepper	Curry Powder	Onions.
Sunday				qts.	lbs.	169.	lbs.	lbs,	lbs.		lba.	lb.	pŧ.	քե	pt.	lbs.	lb.	oz.	oz.	οZ	lъ.	16.	IЪ.	1b.	lb	oz,	pt.	oz.	07.	GZ.	oz.	0%,	oz.
Monday	***		111	4	***	1	2	"; l	1	100					***	3	*1.0	411	***	**		400					***	85.4		***	148	,	111
Tuesday	***	***		4	1		11		***	410					***	***	1	***		400	111	***	***			die	444			494	100		3
Wednesday	***	***		4	***	1	***		2	A110	.,,				***	1	***	4		-	***	100	***	n. y a		100					- 40.		441
Thursday	***	***		4	1	***		1	***	.00	]					2	1	***		0.0	***	49.0	***	***	-14	***	444			Line	1.00	1.65	***
Friday	***	***		4	***	3	01		3	3				,		***	4			*100	***	***		***	***	494	***	0.0		civit	1.60	4 = 1	***
Saturday	***	***		1	***	1	12	***	***	***						3		4		4000		400		***	***	***	***	0.01		49.1	- 68	14.1	***
Weekly				28	3	4	3	9	01				-	-						-00		-0.0	411			541		Dr.	***	-0.0	***	***	4.48
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CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.

The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout.

The issue of soft bread under the scale shall not be required—
(a) in a ship of less than one thousand tons gross registered tonnage; or
(b) if rough weather renders the making of the bread impracticable, or
(c) in any ship until the date of the first agreement with the erew entered into after the first day of January nineteen hundred and eight; the scale is not issued an equivalent amount of biscuit shall be issued in retained. (c) in any sinp until the date of the first ogreement with the erew entered in but where soft bread is not issued, an equivalent amount of bisenit shall be issued instead.

but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.

3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under the above scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.

4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.

5. Fresh potatoes must be issued for at least the first eight week of the voyage in the case of every ship leaving a port within the home trade limits at when fresh potatoes are not so issued, an equal amount of yams, or vegetables preserved in tins, or an equivalent amount of dried or compressed vegetables, in the proportion of one pound to six pounds of fresh potatoes, must be issued in their place.

6. Fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables in the proportion of half a pound free ounces of the mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of the proportion of the dried fruit issued under the above scale must be taking subtraction of coffee may at any time be substituted for coffee in the proportion of the dried fruit issued under the above scale must be taking subtraction.

five ounces of the mixture to four ounces of coffee.

8. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.

9. The onions to be issued under the above scale must be fresh onions when in season; and, when fresh ouions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion of one ounce to half a pound of the proportion o

10. In port—

 (a) soft bread shall be issued in lieu of biscuit; and
 (b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when

 11. The stokehold hands are to receive sufficient outneal and one quart of water extra daily while under steam.

Fresh meat								TOTAL TENEDON		_					
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Salt meat	412	400					1	n'- 1	OBED WITHOUT REA!	SONART IN	CATTO	-			
Preserved me		454					a "	To be considered equal	to be used without Real		OAUS.	ri.			
Coffee		411	417				1 OZ		Flour		***	***		} pt.	1
Cocoa								To be considered equal	Calavances or haricot	bean	***	•••	***	i lb.	To be considered equal wi
Tea	•••					****		as considered equal.			•••	•••	***	l pt.	issued with ment rations
Flour	***	-		***	-	460	1 lb.		Narmalade		***		•••	i ib.	.)
Biscuit Rice	***	F6-1	***	***	***	-	١,,	To be considered equal.	Jun			***	]		l
1.100		***	•••		***		1 ,,	and edual	Butter		***	***	•••	, ,,	To be considered equal.
									Diastard				***	2 10	1
									Curry Powder		1.1	***	***	***	To be considered equal.

### LOAD-LINE AND DRAUGHT OF WATER.

\* The centre of the disc is placed at. \_deck-line marked under the provisions of the Merchant Shipping Act, 1894. \_feet\_ \_inches below the\_ \* POSITION OF LINES USED IN CONNECTION WITH THE DISC.

#### SAILING SHIP.

Maximum load-line in fresh water, \_\_\_fcet\_\_\_inches above the centre of the disc. Maximum load-line in winter, North Atlantic \_\_\_feet \_\_\_inches below the centre of the disc.

#### STEAM SHIP.

Maximum load-line in fresh water-feet-inches above the centre of the disc. Maximum load-line in Indian summer\_feet\_inches above the centre of the disc. Maximum load-line in summer the centre of the disc. Maximum load-line in winter-feet-inches below the centre of the disc. Maximum load-line in North Atlantic winter-feet-inches below the centre of the disc.

\* These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be erased

In the Northern Hemisphere the Summer months are April to September inclusive, and the Winter Months October to March clusive. In the Southern Hemisphere the Summer and Winter freeboards should be used during the corresponding or recognised mmer and Winter Months respectively.

The additional free-board specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, North of Cape Hatteras, from October to March inclusive.

The reduced free-board allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Suez and Singapore.

#### REGULATIONS FOR MAINTAINING DISCIPLINE

### SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT. 1894.

These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Punishments. These Regulations, however, are not to apply to Certificated Officers.

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at the same time be attested to be true by the signatures of the

Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender. must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shewn to the Super-intendent or Consular Officer, before whom the offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crow which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise prosecuted)	Five Shillings.	110
2	Bringing or having on Board intoxicating liquors	Five Shillings.	. 20
3 {	Drunkenness. First Offence	Five Shillings. Ten Shillings.	3
•	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung shot, sword-stick, bowic-knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence of the Master, for avery day during which a seaman retains such weapon or instrument	Five Shillings.	CALAL IN 18
5	Insolent or contemptuous language or behaviour to the Master or officers, or disobedience to lawful commands, if not otherwise dealt with according to law	Five Shillings.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Five Shillings.	

### ACCOUNT OF APPRENTICES ON BOARD.

Christian and Surnames of the Apprentices at full length,	Year of Birth,	Nationality.* [if British, state birthplace].	Registry of	Indenture.	Johning subsequent to commencement	lf th	Place, and Cause of leaving this ship, or of D f the Apprentice remains it should be stated. To be filled up by the Master.			
1.	2.	3.	Dute of	Port of 5.	of this Agreement 6.	Dute. 7.	Piace. 8.	C≜uso. 9		
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				/						
4 II - Dultinh Subject										

" If a British Subject, state Town or Country of Birth, and if born in a Foreign Country, state if a nutural born British subject or naturalised.

3

### PARTICULARS

_	1	1	1		Name of last Ship with	Date and this	d Place of Signing
Reference No.	SIGNATURES OF CREW AND NUMBERS OF IDENTITY CERTIFICATES. (R.S.L.)	Age.	"Nationality (If British, state birthplace)	HOME ADDRESS.  N. R.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No, or Fort of Recistry and date of discharge if more than a year previous.	Date.	Place.
1 {	Lev. O sboul.  Master to sign first	47	British	Maulou 4.4.	Falkland.	9/7/2	Stunley
2 {	of Full world	34	Dunich	Stanly I be	-dr	7	de.
3 {	de. Walsh	19	British	71,	-4.	d.	a,
4 {	H differ	30	British	As.	-d.	1.	de
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9 {	1 Ritchie	1.1	11	-do	Firsh.	13/x/25 -do	-do-
10 {	To Davis	17	"	-d-	Fush	d	-1-
11 {	& Coman	19	- 11	-du-	Fusi	de	w
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13 {	Robert Steel		1	-dv	First -	w	-dr
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17							
18					_		
19							
20							

\* If a British Subject, state Town or Country of Birth, and if born in a foreign for the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leasing"

Name of Ship Gwendoling

OF	OF ENGAGEMENT.							To be fill	ARTICULARS OF ed in by the Master t Descrition of any Me	DISCHARGE, upon the Discha under of his Cre	&c. rge, Death w.	or		RELEASE.		Number of Weeks	
In what Capacity engaged,	No of Certificate (if any) and No. of Reserve	Date and Hour at which he is	Amount of Wages	of Adva	t the	or Monthly	Signa- ture or Initials of Official before	Date, Place	and Cause of leaving or of Death.	ng this Ship.	Pala of W paid	ince ages don targe,		We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby re- lease the sold undersigned Membersof the Crew from all Claims in respect of the sold Voyage,	Signature or initials of Official before whom the balance of Wages was	fer which Insur- ance Act Contri- butions have been	
_ <u>5</u>	Commis- sion or R. V. 2 (if any).	to be on boant.	or Calenda Month.	Eng	ne of	Allotoment.	whom the Sev- man is engaged	Date.	Place.	Cause.		8.		Signatures of Crew (each to be on the live on which he signed in Col. 1.)	parl and Release signed and Date. 20.	part 21.	
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country, state if a natural born British Subject or naturalized.
Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys.
words "not conditional" should be inserted above the entry of the amount.
the Ship," thus H.M.S. "Revenge": and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Described," "Left Sick," "Died."

[Tucker Page.]

[Twelve Pages.

						-	LARS
6		1.8	Y .	HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and date of dhecharge if more than a year previous.	Date and	Place of Signif
laderones No.	SIGNATURES OF CREW NUMBERS OF IDENTITY CERTIFICATES, (R.S.2.)	Age.	• Nationality (If British, state berthplace)	N.B.—The Home Address is the one to which communications should be made in the event of the death of the Scauum.	if more than a year previous.	Date.	Piace.
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† The canacities of Engineers not employed on the Propelling Engineered Ratter.	11. 11. 11.
+ The capacities of Engineers not employed on the Propelling Engineer and Bollers should be described her § If any member of the Crew enters His Majesty's Service, the Name of	Band in the Cortificate of The state Town or Country of Birth, and if born in a foreign
If any member of the Crew enters His Majesty's Service the Name	If the Engine Drivers, Donkeymen, Refrigeration Engineers
er viring o	the King's Ship into which he outers is so be stated under the head of "Cause of Leating"
	- Crass So was 150 But 150 But of the course So

PARTICULARS OF DISCHARGE, &c.

To be filled in by the Master went the Bircharge, Beath or
Descrition of any Member of his Crew. OF ENGAGEMENT. We, the undersigned Mendary of the Crew of this Slop, do heredy reduce this Slop, and the distortand Owner or Owners therefor, from all Collins for Majors, or therefore in respect of this Voyage, and I, the Master, do hereby re-cereth, all underspredds industrathy the Crew from all Clalins in respect of the said Voyage. So, of Certificate (14 any) Date and Mount of Wages (14 any) Pate and Mount of Mount Page, Place, and Cause of having this Slap, or of Death. Palance of Wages paid on Discharge. Signatures of Crew (each to be on the line on which he signed in Col. 1.) Date Cause § 21 22 23 }24 25 26 27 38 29 30 31 32 33 34 35 36 37 38 39 140

country, state if a natural born British Subject or naturalized.
Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys, worts "not conditional" should be inserted above the cutty of the amount.

the Ship," thus H.M.S. "Bevence": and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Descried," "Left Sick," "Died."

[Twelve Pure]

Name of

CHARGEABLE BY CONSULS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers:-

Services required by Law.		
	1.	d.
(1.) For every seaman engaged before Consular		
Officers	2	0
(2.) For every alteration in agreements with		
seaman made before Consular Officers	2	0
(3.) For every seaman discharged or left behind		
with the Consular Officers sanction	2	0
(4.) For every desertion certified by Consular		
Officers	2	0
(5.) For making endorsement on ship's papers as		
required by Section 257 of the Merchant Shipping		
Act, 1894—(To include the fee for the inspection		
of ship's papers—See No. 7)	2	6

Services required by parties interested.

- (6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the ... ... ... ... ... ... 10 0
- (7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf, (N.B.—This fee is not to be charged when Fee No. 5 is leviable)

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 6. the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

### CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

I hearby entify that I have reactioned the engagemente the undermentioned come appoint he forme of the within witten agreement, which has been signed in my presence with a full understanding of same.

In view of the home practice authority is given for uncertificated masters being carried in coasting schooners with not more than twelve passengers on board.

Not. 9-10-11812 -13874.

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termination of Organie.

Colombistories

Ship Ywendoline

CERTIFICATES

Or Endorsements made by Consuls or Superintendents

### CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

## CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

NOTE.—If more space is required for certificates or endorsements they may be continued on page 6, if available, otherwise an additional form Eng. 1., must be used.

Endorsement to be made by the proper Officer on the tern.ination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference numbers in this Agreement, have been duly accounted for to me on Form L. a. 1.

The cases of scamen having the following reference Numbers.

are exempt under Section 28 (12 b) †

and those with reference Numbers.

under Section 28 (12 o) †

\_\_\_\_Signature.

\_\_\_\_\_\_Da

† These exemptions do not apply whon the Master elects to deal with the accounts collectively.

Reimbursement account charges are to be excluded from consideration in dealing with claims for exemption.

[Twelve Pages.

### INSTRUCTIONS TO MASTERS.

#### Anreements.

- 1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in the coasting trade, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and Registered), employed or engaged in any capacity on board any Ship.
- 2. In order to enable the Scamen to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l*., to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.
- 3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent, Justice, Officer of Customs, or other public functionary, or Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such an act, may be punished by the infliction of a Penalty not exceeding 100L, or by imprisonment with or without hard labour for any period not exceeding six months.

Engagement of Crews and Seamen in the United Kingdom.

- 5. The Crews of all British foreign-going Ships must be engaged (in the United Kingdom) in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to the Seamen before they are allowed to sign it.
- 6. Whenever a Master of a Ship is desirous of making use of the Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that a notice may be published for the information of those men who are seeking employment.
- 7. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—
  - (a) Produce the Certificates for himself, his Mates, and his Engineers (if any), and
  - (b) Produce the Apprentices destined for the voyage, together with their indentures.
- 8. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 9. Superintendents will give the like Certificates to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with sub-section 115 (7) M.S.A. 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.
- 10. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- 11. Carrying any Seamen to see without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of 5t.
- 12. The Master of a foreign-going Ship incurs a Penalty of 5t., if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

### Ports Abroad.

13. Upon the Arrival of the Ship at a Port where there is a British Consular Officer, or a Superintendent, the Master is bound under a Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep them during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return them to the master with a Certificate stating when they were delivered and returned.

- 14. If the Ship remains at any port for a period less than 48 hours, and the Consular Officer, or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that part, the Ship's Articles should be inspected before the Certificate is issued, and the fee of 2s. 6d. (as provided in Cause 7 relating to the Fees chargeable by Consuls), for the performance of a specific duty on the Ship's behalf, should be charged. The fee stamp is to be affixed to the Agreement with the crew in the part reserved for endorsements.
- 15. The engagement or discharge of any Seamen abroad must be made before a British Consul, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also pures 20, 21 and 22 below.)

#### Return to the United Kingdom.

- 16. The Crew of every British foreign-going Ship discharged in the United Kingdom must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10l.
- 17. In all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Super-intendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered, and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, &c., of the payment of wages,

- 18. Within forty-eight hours after the ship's arrival at her final port of destination in the United Kingdom, or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and Official Log Bock, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a vessel, the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consul or Superintendent abroad on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or Naval Reserve) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.
- 19. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four bours before the time of payment or discharge, under a penalty of 5% for non-compliance. Deductions for fines, forfeitures, &c., which are sought to be made in this account must be proved by proper entries made in the Official Log Book.
- 20. Upon paying off or discharging any seaman, the Master is bound under a Penalty of 10l. to give the Seaman a Certificate of Discharge; and the Master is also bound under a penalty of 20l. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- 21. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered and signed by the Master in the Official Log Book as required by the Act.
- 22. Upon payment of wages and settlement of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the crew to except from the release signed by him any specified claim or demand, in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 5 cols. 19 and 20.)