

Eng. 1.
(40 Men.)



ISSUED BY THE BOARD OF TRADE in pursuance of 57 & 58 Vict. ch. 69.

G. R. & CO. LTD. RECEIVED AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

30 JUL 1929

The term "Foreign-going Ship" 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, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.

Any Breach, Nullification, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and witnessed by a Superintendent or Consular Officer.

Name of Ship: <i>21111007</i>	Official No. <i>161524</i>	Port of Registry. <i>Newcastle</i>	Port No. and Date of Register. <i>29/129</i>	Registered Tonnage. Gross: <i>1939</i> Net: <i>1159</i>	Horse Power of Engines (if any). N.I.P. I.M.P. E.I.P. <i>93</i>
REGISTERED MANAGING OWNER OR MANAGER.			CHARTERER.		
Name. <i>Thomas Swan Hunter & Wigham Richardson Ltd</i>	Address (State No. of House, Street and Town). <i>Walleend on Tyne</i>		No. of Seamen and Apprentices for whom accommodation is certified. <i>21</i>	Name.	Address.

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom *Seven* are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from

Glasgow via Dundee To Montreal C. Ky
and of any other port in Eastern Canada with liberty to call at any Port or Ports en route and to end in Canada, with the consent of the proper authority *CK*.
Each member of the crew agrees to accept the sum stated in this agreement for the voyage to Montreal, and this agreement to terminate at Montreal.

It is understood that there is no repatriation except in the case of the officers and engineers unless otherwise agreed.

Crew shall work Bunkers when and where required. *CK*

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be disgraced.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed herein and numbered

1, 2, 3, 4, 5 & 6.

are adopted by the parties hereto, and shall be considered as embodied in this Agreement; And it is also agreed, that if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

And it is also agreed, that^s

In port, when the vessel is moored at her berth, the ordinary daily hours of work, Sunday included, for all ratings in the Catering Department, except recognised night watchmen, shall be 9 hours actual time worked within 16 hours between the commencement of duty of each individual and midnight on that day. Time worked in addition or after expiry of 16 hours reckoned from commencement of duty of each individual on any day, whether weekday or Sunday, to be paid for as follows, unless equivalent time off is allowed:

Boys 6d. per hour.
Lower Ratings 1/- per hour.
Higher Ratings 1/9 per hour.

[Chief and only Stewards and Chief and only Cooks ... No overtime.]
For the purpose of this Clause Higher Ratings shall be deemed to be those receiving £11/10/- per month and over; Lower Ratings, those receiving less than £11/10/- per month.

All fractions of an hour worked as overtime to be paid for as half an hour, unless the time actually worked exceeds half an hour, when it shall be paid for as one hour.

No payment shall be made in respect of work done on day of arrival until loading or discharging of cargo has commenced, nor on day of departure after loading and discharge of cargo has finished.

In every case when overtime has been worked, the Master shall have the option of substituting at the same or any other port during the currency of the voyage, a period of leave equal to the overtime worked in lieu of payment.

It is also agreed that the Sailors and Firemen will receive on discharge at Montreal an additional 50 Dollars, if permitted to land. Should consent for their discharge not be granted the Master agrees to provide a passage home and wages to accrue until discharge in the United Kingdom. *CK*

In Witness whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by *Robert Bruce* Master.
on the *25th* day of *May* 1929

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
<i>24/5/29</i>	<i>Glasgow</i>	<i>2/4/1929</i>	<i>Montreal</i>	<i>2/7/1929</i>	

- Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.
 - Delete inapplicable letters. N.I.P. should always be inserted here if given in the certificate of registry.
 - Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.
 - Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.
 - 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 inserted to which the parties agree and which are not contrary to law.
- N.B.—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 engagement 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.

F.T. 19.

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—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 Port of Registry and date of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date.	Place.
1	Robert Russee. Master to sign first	45	Dundee	801 Maple Av. Lowell River, Canada Bl.	Maidenhead	25/5	GLASGOW
Dis A	not produced.			72, Robinson St	Geo. S. Eaton	do.	
2	W. O. Smith 108 2917.	36	do	S Shields	do.	do.	
3	R. E. Jackson 7th 815	37	London	2 Half Moon Lane Spremonth.	do.	do.	
4	J. Graham	43	GLASGOW	15 Crown St GLASGOW	West Lynn.	do.	
5	A. W. White 112800	22	S Shields	277 S Palmerston St S. Shields	Geo. S. Eaton	do.	
Dis A	not produced.			2 Laygate St	do.	do.	
6	Naurel Sweeney	40	London	-do-	Estecrasag	do.	
7	not produced			131 Denforth Av., Toronto Canada.	C. J. Jeffrey	do.	
8	not produced			West Yell, Shetland	Saravac	do.	
9	J. B. Beckett	70	Wellington	40 Stephendale Row, Newcastle.	John O'Whelan	do.	
10	James S. Boone	51	Greenock	72b, Holmes St Winnipeg, Canada.	Frederick	26/5	do.
11	not produced			27, Robertson St Greenock	British Lion	do.	
12	Charles, [unclear]	41	Spinal	25, Pinner St. Ontario, Canada	Cavour.	25/5	do.
Dis A	not produced.			26, Hill Row Dundee	Brown Newland	do.	
13	David Monaghan	37	Broughty Ferry	9, North St Jarrow	Butt Waller	do.	
14	John Keenan	45	Dundee	not produced.	do.	do.	
15	Perival Milligan	41	Canada	Box 102, Coburg, Provincie, Canada	do.	do.	
16	Charles G. W. Elliot	26	S Shields	91, Victoria St S. Shields	Jack Pandy	do.	
17	G. Thompson 7th 102	54	London	Golden Lyon Hotel - do -	Fennor	do.	
18	Michael Brown	28	S Shields	11 Ronilly St do.	Frost	do.	
19	1058 733. H. W. Campbell	56	Dumfries	Dumfries, Sutherlandshire	Magdala.	do.	
20							

* If a British subject, state Town or Country of Birth, and if born in a foreign country, state the name of the parents.
 † The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Boys not merely as Engine Drivers, etc.
 ‡ If the advance of wages is not conditional on going to sea the name of the ship into which he enters is to be stated under the head of "Cause of Leaving".
 ** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weekly contributions paid, where insurance cards are stamped. (b) "F.N." if contributions are required at all (e.g., in the case of an Officer whose

OF ENGAGEMENT.

PARTICULARS OF DISCHARGE, &c.
To be filled in by the Master upon the Discharge, Death or
Desertion of any Member of his Crew.

RELEASE.

In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve Commission or R. V. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	RELEASE.		** Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.
							Date.	Place.	Cause.		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 release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1).			
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Master	met 3.5 003227						2/1/09	Montreal	W.C.			R. P. Wallace	0	1
Male	met 007094	27/5/09	15	9			Do	Do	Do	5 15 8		J. A. Diamond	0	2
Boys		do.	12 70	8			Do	Do	Do	4 8 4		R. Jackson	6	3
A.B.		do.	8	4 10			Do	Do	Do	2 10 5		Faded to sign clear	6	4
Sails		do.	8				Do	Do	Do	6 16 11		A. Rolfe	6	5
do		do.	8	4 10			Do	Do	Do	1 16 4		J. Sweeney	6	6
do		do.	8	4 10			Do	Do	Do	7 1		Evans O'Rourke	6	7
A.B.		do.	8	4			Do	Do	Do	3 2 9		J. H. Elliott	6	8
1st Eng.	rel. 14514	do.	21				Do	Do	Do	2 6 10		James Beckwith	0	9
2nd do.	rel. 38636	do.	18				Do	Do	Do	2 1 6		J. S. Boone	0	10
3rd do.		do.	14 10	5			Do	Do	Do	1 2 6		A. Stewart	0	11
Ironman		0 5 am					Do	Do	Do	2 16 11		G. W. G. Jones	6	12
Trimane		27/5/09	8	4 10			Do	Do	Do	1 15 11		D. Donaghian	6	13
		do.	8	4 10			Do	Do	Do	2 18 6		J. Keenan	6	14
		do.	8	4 10			Do	Do	Do	2 1 11		P. Milligan	6	15
		do.	8	4			Do	Do	Do	2 3 11		L. Elliott	6	16
Cook	ce. 3272	do.	12 70	6			Do	Do	Do	10 4 9		J. P. Thompson	6	17
Head Stew		do.	8	3			Do	Do	Do	6 5 10		J. Brown	6	18
A.B.		do.	8	4 10			Do	Do	Do	2 15 6		A. Campbell	6	19
														20

country state if a natural born British Subject or naturalized. Engineers, 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 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," "Deserted," "Left Sick," "Died." where the seaman is not domiciled or resident in the United Kingdom and is to be included in the Owners' quarterly returns to the Ministry of Health. (c) "O," where non employment is non-manual and remunerated at a rate exceeding £250 a year).

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Consular Fees Orders in Council.

<i>Services required by Law.</i>		In countries other than China.		In China.	
		s.	d.	s.	d.
(10.)	For every seaman engaged before a Consular Officer	4	0	4	0
(11.)	For every alteration in agreements with seamen made before a Consular Officer	4	0	4	0
(12.)	For every seaman discharged or left behind with the sanction of a Consular Officer	4	0	4	0
(13.)	For every desertion certified by a Consular Officer	4	0	4	0
(19.)	For custody of ships' papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ships' papers—See No. 48)	6	6	7	0

Services required by parties interested.

(33.) 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 Act requires should be made accessible to the Crew:—

In Countries other than China—

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2. 10s. 0d.

In China—

2/- for each man with minimum of £1 and maximum of £3. 0s. 0d.

(48.) For inspecting ships' 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 in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval)

In countries other than China.		In China.	
s.	d.	s.	d.
6	6	7	0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, 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 Consular Officers or Superintendents.

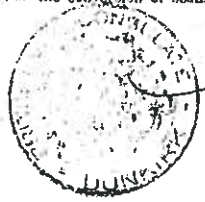
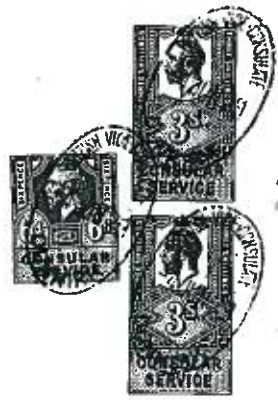
All Dts. A's produced on engagements were delivered to the Master.

Chilgour
of Capt

25 MAY 1929
CONSUL

BRITISH VICE-CONSULATE, DUNKIRK

Vessel arrived	1 st June	}	1929
Articles deposited	3 rd do		
returned	4 th do		
Average rate of exchange Francs <u>124.²¹</u> to the £ (For the conversion of seamen's wages only)			



awm hied.
Pro Consul
f. Van Comel