

Eng. (80 Mch)

G. R. & R. O. of S. & S.

RECEIVED

16 MAY 1928



ISSUED BY THE BOARD OF TRADE, in pursuance of 57 & 58 Vict., ch. 60.

AGREEMENT AND ACCOUNT OF CREW

FOREIGN-GOING SHIP.

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 Erasure, Interlineation, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and attested by a Superintendent or Consular Officer.

F.I.C. 1028
[Executed in the presence of]

Name of Ship. ¹		Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any). N.H.P. I.H.P. B.H.P.
M Maiden Road.		133550	London.	230/1924	4190	2640	386
REGISTERED MANAGING OWNER OR MANAGER.				CHARTERER. ²			
Name.		Address (State No. of House, Street and Town).		No. of Seamen and Apprentices for whom accommodation is certified.		Name.	Address.
British & Co Ltd.		4 Whitehall, London		40			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom *87 Apprs* 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 *London* of not exceeding *two* years duration to any ports or places within the limits of 75 degrees North and 60 degrees South latitude, commencing at *London* proceeding thence to *the Plate* and/or any other ports within the above limits, trading in any rotation, and to end at such port in the United Kingdom or Continent of Europe (within Home Trade limits) as may be required by the master. *LWS*

In all cases of Salvage Awards, notwithstanding anything herein provided, the rating of the Chief Officer shall be deemed to be the same as that of the Chief Engineer, the rating of the Second Officer that of the Second Engineer, and the Third Officer that of the Third Engineer. Apprentices who have not completed 2 years' service shall be deemed of the rating of an O.S., and those Apprentices of over 2 years' service the rating of an A. B.

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 on page 3.

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 on page 5 and numbered *1 to 10 inclusive*

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, that⁴

(a.) Should any of the crew fail to join at the time specified, the master may ship substitutes at once. *LWS*

(b.) Seamen and firemen shall keep their respective forecastles clean, and shall leave them so at the termination of the voyage, under a penalty of five shillings for each case of neglect.

(c.) The seamen and firemen shall mutually assist each other in the general duties of the ship.

(d.) The crew shall be deemed complete with *hands* all told, of whom not less than *shall be seafarers*

(e.) The firemen shall keep the galley supplied with coal.

" In the event of the engagement of any member of the crew originally made in the U.K. terminating in the U.K., through no act or fault of his own, at a port other than the port at which he is engaged, he shall be entitled upon notifying his desire at the time of his discharge to a free ticket by such train as may be selected by the owner or his representative to his port of engagement, or, if preferred, to his home, when nearer." *LWS*

" It is agreed that notwithstanding the statements appearing in Column 11 of this Agreement the amounts there stated shall be subject to any increase or reduction which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof as applying to the rating to which the statement appertains, and such increase or reduction shall take effect from such date as the Board or appropriate Panel may decide.

It is further agreed that any alteration of any of the printed clauses contained in this Agreement which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof shall take effect from the date agreed by the Board or appropriate Panel."

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

Signed by *Thomas Webb* Master,
on the *23rd* day of *December* 19*27*

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>Thomas Webb</i> Master.
<i>23/12 1927</i>	<i>London</i>			<i>23 APR 1928</i> SOUTH SHIELDS	

- Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.
 - Delete inapplicable letters. N.H.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 fifth 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.

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (D & A's).	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. <small>N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.</small>	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	Thomas Webb Master to sign first	39	Hull	Bank House Looney.	Same	13. 12. 27	Bany.
2	J. P. Pussace 18 11 51	44	London	40 Owners	do		
3	W. P. P. P. 10 8 04 98	25	Newcastle	140 Burdigan. Newcastle	do		DO
4	H. A. P. P. 9 11 12	28	Tosshields	56 Eskins Rd. Tosshields	do		DO
5	Robt L. Durrin	55	do	30. Gendals Cres do	Mandy Hoing		DO
6	C. P. P. P. 8 9 30 04	52	Wellbeli	Crynathan Farm Wellbeli	Anthea.		DO
7	C. Lewis 8 4 60 9	54	Swansea	18 Sea Rd. Badonston	Havenstone.		
8	O. P. P. P. 15 6 3 8	45	Breconth	73 George St. Bany.	Hooker Light.		DO
9	J. M. Durrin 9 11 6 9	42	Bardiff	15 Burlington St. Bardiff	Inverness.		DO
10	C. P. P. P. 25 10 28	52	Mogilwre Lona.	198 Allen Rd. Bany.	Bordenlaw.		
11	L. G. P. P. 10 5 4 9 4	43	Lyme Regis	Buttall Hill Lyme Regis	Bandale.		
12	J. P. P. P. 13	39	Hereford	114 Queen St. Bany.	Alms Hood		
13	H. P. P. P. 9 2 3 5 9	51	Hull.	Radua, St. George Cres. Hull.	Same		DO
14	M. P. P. P. 24 0 11 5	42	Kilwinning	12. King George Rd. do do	do		
15	A. P. P. P. 8 4 16 25	42	Petrograd	1 Garden Delaval Av. do do do	do		DO
16	E. P. P. P. 10 4 2 0 4	25	Ynyonddu	Wyn. Villa. Ynyonddu	Medmenham.		
17	L. P. P. P. 2 9 1 1 2	49	Lagoa	21 Long. Rd. Tosshields	Same.		
18	Percy X Richards 6 8 4 4 30	44	St Vincent	11 Harvey St. Badonston	Malton.		
19	Abdo X Annan 8 3 6 2 4 2	34	Arab	do do	Eastgate		
20	Jack Gable R 26 0 8 8	23	do	do	London City		

* If a British Subject, state Town or Country of Birth, and if born in a Foreign Country, state the Country of Birth, and if born in a Foreign Country, state the Country of Birth, and if born in a Foreign Country, state the Country of Birth.

† 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 Boys, not merely Boys, not merely.

‡ If the advance of wages is not conditional on going to sea the Cause of Leaving should be stated.

§ If any member of 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 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." where required at all (e.g., in the case of an Officer whose employment is conditional on the payment of contributions).

OF ENGAGEMENT.

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

RELEASE.

In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve Commission or R. V. 2 (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.	Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Master	Mills 204931	at					22 APR 1928	BOOTH SHIELDS	Died		Thomas Webb			1
1/Mate	Mills 203553	at			16	low				24 9 5	Russell			2
2 do	Mills 201629		15		8	low					W Robson			3
3 do	Mills 20019922		11 10	2	9	low					A Johnson			4
Carpenter		Yam	24.12.24	11 10	7	low			Failed Join					5
Boat			10 10			low	22 APR 1928	BOOTH SHIELDS	Died		W Roberts			6
ab		00	9	4		low					L Lewis			7
ab		00	9	4 10	4 10	low					P Roberts			8
ab		00	9	4	5	low				6 10 11	J H Burrows			9
ab		00	9	4		low					C. Kabu			10
ab			9	4		low					J. G. Proach			11
Sailor			9	5	4	low					AR 47 24 1/2 J. Hughes			12
Steward	10 2004450	at				low				35 1 9	H. Lovell			13
2 do	10 493445	once	19		15	low					M. ...			14
3 do			14 10			low					A. ...			15
4 do			11 10		6	low					A. ...			16
Boatman			10 10	3	4	low					L DeSouza			17
Engineer		Yam	24.12.24	10	3 5	low				13 1 1	P. X. Richards			18
Fireman and Steward			9 10	4 15		low					A. ...			19
Primer			9 10	4 15		low					Sail Gable			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." the seaman is not domiciled or resident in the United Kingdom and is to be included in the Owner's quarterly returns to the Ministry of Health. (c) "O," where no contributions is non-manual and remunerated at a rate exceeding £250 a year.

FEEES CHARGEABLE BY CONSULS.

NOTICE.

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

Services required by Law.

	In countries other than China. s. d.	In China. 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. s. d.	In China. 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 Consuls or Superintendents.

1918

Written at ...

BRITISH CONSULATE GENERAL, BUENOS AIRES.

To-day's ^{average} rate of exchange at this port is \$ 11.40 paper per £1 stg.

Vessel arrived January 25th

Articles deposited January 26th } 1918

Do. returned January 27th

[Signature]

BRITISH VICE-CONSUL

BRITISH VICE-CONSULATE BAHIA-BLANCA

Average To-day's rate of exchange at this port is eleven dollars ... 40 cents.

paper per £1 sterling

Vessel arrived 21st January 1918

Articles deposited 21st January 1918

Do. returned 11th February 1918

BRITISH VICE-CONSULATE CIVITAVECCHIA

VESSEL ARRIVED March 26th 1918

ARTICLES { DEPOSITED " 27th 1918
RETURNED April 10th 1918

AVERAGE RATE OF EXCHANGE, L. IT 9150 TO L1

for crews wages only

[Signature]
British Vice Consul

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

I certify that Carmelo Borg line 34 has been left behind at this port on the alleged ground of inability to proceed on the voyage because suffering from Fistulas, that I have inquired into the matter and found the grounds sufficient to sanction his discharge to be repatriated, and that he has received the balance of his wages due to him, signing the release in my presence. Discharge A. Insurance cards delivered to him.

I further certify that I have sanctioned the engagement of Mrs. K. M. Webb and M. Jowett, lines 34 and 35 upon the terms of the within written agreement which they have signed with a full understanding thereof.

BRITISH VICE CONSULATE
VITAVECCHIA

10th April 1928

James B. Ingle

Vice Consul



ISSUED BY
THE BOARD OF TRADE
in pursuance of
57 & 58 Vict., ch. 60.

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

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 Erasure, Interlineation, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and attested by a Superintendent or Consular Officer.

Name of Ship. ¹		Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any). N.H.P. I.H.P. B.H.P. ²
Ss "Maidenhead"		133550	London	1924 250	Gross. 4191	Net. 2670	386
REGISTERED MANAGING OWNER OR MANAGER.				CHARTERER. ³			
Name.		Address (State No. of House, Street and Town).		No. of Seamen and Apprentices for whom accommodation is certified.		Name.	
Watts Watts & Co., 7, Whittington Ave. E.C. 6				410			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom..... 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

of not exceeding Two years duration to any ports or places within the limits of 75 degrees North and 60 degrees South latitude, commencing at The Tyne proceeding thence to Lydney, G.B. and/or any other ports within the above limits, trading in any rotation, and to end at such port in the United Kingdom or Continent of Europe (within Home Trade limits) as may be required by the master.

And it is also agreed, that⁴

- (a.) Should any of the crew fail to join at the time specified, the master may ship substitutes at once.
- (b.) Seamen and firemen shall keep their respective forecastes clean, and shall leave them so at the termination of the voyage, under a penalty of five shillings for each case of neglect.
- (c.) The seamen and firemen shall mutually assist each other in the general duties of the ship.
- (d.) The crew shall be deemed complete with 11 hands of whom not less than 7 shall be sailors.
- (e.) The firemen shall keep the galley supplied with coal.

"It is agreed that notwithstanding the statements appearing in Column 11 of this Agreement the amounts there stated shall be subject to any increase or reduction which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof as applying to the rating to which the statement appertains, and such increase or reduction shall take effect from such date as the Board or appropriate Panel may decide.

It is further agreed that any alteration of any of the printed clauses contained in this Agreement which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof shall take effect from the date agreed by the Board or appropriate Panel."

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 on page 3.

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 disrated.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed on page 5 and numbered⁵

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.

The hours of labour at sea of Dayworkers in the Deck and Engine Departments (except on days of arrival and sailing or in cases of emergency) shall be 8 per day on Monday to Friday, 6 on Saturday, and 4 on Sunday, exclusive of mealtime. Overtime at the appropriate rate to be paid for hours worked in excess, but no Overtime to be paid in any circumstances until a full day's work has been performed. Sunday work of Dayworkers at sea should be limited as far as possible to the Sanitary and Routine Duties of their Department. Routine duties whenever performed are not to form the subject of Overtime pay.

In all cases of Salvage Awards, notwithstanding anything herein provided, the rating of the Chief Officer shall be deemed to be the same as that of the Chief Engineer, the rating of the Second Officer that of the Second Engineer, and the Third Officer that of the Third Engineer. Apprentices who have not completed 2 years' service shall be deemed of the rating of an O.S., and those Apprentices of over 2 years' service the rating of an A.B.

*brew to work cargo bunkers
not ballast when where required*

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

Signed by Thomas Webb Master,

on the.....day of.....19.....

These columns to be filled up at the end of the Voyage.					I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c. <u>Thomas Webb</u> Master.
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.	
26/4/28	Co. Lher.	18/12/28	London	18/12/28	

1. Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.
 2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 3. 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.
 4. 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.
 5. 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 fifth page hereof, which the parties agree to adopt.
 6. 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.

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (D 'A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS.		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.	
				N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.			Date.	Place.
1	Thomas Webb. Master to sign first	39	Hull	Bank House, Hagg, Lincolnshire				
2	J. P. ... 184454	47	Wendeg	801, Maple Av, Lowell Mass.				
3	J. B. ... 1132803	23	India	193, Hughlyn Rd, Nels				
4	J. ... 911412	28	Colhed	56, ... Colhed				
5	David M. Kay 37269	31	Wick	45, Alfred St, Wick				
6	P. Olson 1007827	26	Myth	10, Albert St, Myth				
7	E. J. ... 1043913	23	Warrington	31 Taylor St, Warrington				
8	A. ... 28618	23	Sheffield	41, Hedley St, Sheffield				
9	J. ... 238068	20	Rhodesia	Ob				
10	W. R. ... 1087416	23	Colhed	23, Adelaide St, Colhed				
11	J. ... 111032	21	Theringham	Theringham, Norfolk				
12	E. Rutter 1134172	21	Colhed	111, Woodbine St, Colhed				
13	H. ... 923559	52	Hull	Adna, Colhed				
14	... 45	45	Hibernia	112, George St, Colhed				
15	A. ... 841625	31	Petrograd	1, we ...				
16	A. G. ... 1072707	25	Lyons	... Lyons				
17	L. ... 297712	49	Lyons	21, Cong ...				
18	Leroy X ... 657730	45	St. Vincent	11, ...				
19	Zabet X ... 1068961	28	Aden	6, ...				
20	Abdo X ... 826272	35	Aden	6, ...				

* If a British Subject, state Town or Country of Birth, and if born in a Foreign ...
 † 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 ...
 ‡ If the advance of wages is not conditional on going to sea the ...
 § If any member of 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 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." where ...

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.</i>				RELEASE.			Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.
In what Capacity engaged?	No. of Certificate (if any) and No. of Reserve Commission or R. V. 2 (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 Allowance.	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.	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).		Signature or Initials of Official before whom the balance of Wages was paid and Date.		
8.	9.	10.	11.	12.	13.	14.	Date:	Place:	Cause:	18.	19.	20.	21.		
Masth	007931						19 DEC 1928	CARDIFF	Dis		Thomas Webb		1		
Mate	003300	7 am											2		
2	1M 2189		15-		10-					17 0/1			3		
3	2M 00170		110-	2-	9-					11 4/1	H. Johnson		4		
Cape			110-		7-					05 3/2	J. McKay		5		
Run			100-		8-					11	W. O'Brien		6		
CB			9-							29 1/1	E. P. Kelly		7		
Sailor	1701A		9-							11 1/2	R. Clark		8		
AB			9-							38 1/2	J. Maddocks		9		
AB			9-							24 1/1	W. A. Wickham		10		
Sailor			9-							25 1/2			11		
Boiler			9-	3-	6-					9 1/2	E. Butler		12		
16 yr			9-		18-					7 1/4			13		
2 1/2	09345		9-		15-					25 1/2	J. P. Farrell		14		
3 1/2			110-		9-					19 0/1	A. Perloff		15		
4 1/2			110-		5 1/2					29 0/1	C. G. Waygood		16		
5 1/2			100-	3-	7-					27 5/4	L. De Souza		17		
6 1/2			10-	3-	6 1/2					22 7/6	Peray Richard		18		
7 1/2			90-	6-						57 7/8	Talal Mohamed		19		
8 1/2			110-	6-						65 10	J. de Amun		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," the seaman is not domiciled or resident in the United Kingdom and is to be included in the Owner's quarterly returns to the Ministry of Health. (e) "O," where no contributions is non-manual and remunerated at a rate exceeding £250 a year.

FEES CHARGEABLE BY CONSULS.

NOTICE.

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

Services required by Law.	In countries other than China. s. d.	In China. 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.

	In countries other than China. s. d.	In China. s. d.
(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 :—		
<i>In Countries other than China—</i>		
Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2. 10s. 0d.		
<i>In China—</i>		
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)	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 Consuls or Superintendents.

All Disch' (29) produced on Eng^t handed to Master.

10/2/28

26 APR 1928
SOUTH SHIELDS

SHIPPING OFFICE
SYDNEY, N.S.

VESSEL ARRIVED... 11... 5- 28
ARTICLES DEPOSITED... 14... 5- 28
ARTICLES RETURNED... 12... 3- 28
Average rate of exchange to the £ 5/6

This is to certify that the under mentioned seamen have been discharged at this Port by mutual consent, and have received their wages and effects and signed accordingly in my presence. *avg 3/4*

for Du Amico



SHIPPING MASTER

SHIPPING OFFICE
SYDNEY, N.S.

VESSEL ARRIVED... *May 19 1928*
ARTICLES DEPOSITED... *May 22 1928*
ARTICLES RETURNED... *May 27 1928*
Average rate of exchange to the £ 5/6

10/2/28

Master reports no change in crew

SHIPPING MASTERS OFFICE, QUEBEC

Vessel arrived,..... **MAY 27 1928**
Articles deposited..... *MAY 28 1928*
do returned.....
Sterling exchange average rate \$.....



THE MASTER REPORTS: NO CHANGE IN THE CREW

SHIPPING MASTERS OFFICE, QUEBEC

Vessel Arrived... *18-6-28*
Articles Deposited... *19-6-28*
Articles Returned...
Sterling exchange average rate to the \$.....



The Master reports...

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

SHIPPING MASTER'S OFFICE, MONTREAL.

Vessel Arrived 28. 8. 28
 Articles Deposited _____
 Articles Returned 28. 8. 28
 Sterling Exchange average rate to the £ 485

The master reports no change in the crew.



SHIPPING OFFICE
 MONTREAL
 Vessel Arrived Sept 7/1928
 Articles Deposited Sept 4/1928
 Articles Returned Sept 4-1928

JAMES D. [Signature]
 SHIPPER
 SEVEN [Signature]

Vessel Arrived 24. 9. 28
 Articles Deposited 25. 9. 28
 Articles Returned 25. 9. 28
 Sterling Exchange average rate to the £ 485



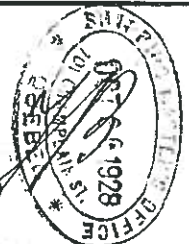
SHIPPING OFFICE
 SYDNEY, N.S.

VESSEL ARRIVED Oct 4/1928
 ARTICLES DEPOSITED Oct 16/1928
 ARTICLES RETURNED Oct 16/1928
 Average rate of exchange to the £ 512

RESIDENT MARINE OFFICER
Oct 16/1928
 J. M. [Signature]
 SYDNEY, N.S.

SHIPPING MASTER'S OFFICE, MONTREAL

Vessel Arrived Oct 30/28
 Articles Deposited _____
 Articles Returned _____
 Sterling Exchange average rate to the £ 483



THE MASTER REPORTS: NO CHANGE IN THE CREW

SHIPPING MASTER'S OFFICE, MONTREAL

Vessel Arrived 16 11 28
 Articles Deposited 19 11 28
 Articles Returned 22 11 28
 Sterling Exchange average rate to the £ 484

This is to certify that I have sanctioned the engagement of the undernamed seamen upon the terms of the within agreement, they having signed same in my presence with a full understanding thereof. 70. 39.



CONSUL GENERAL, MONTREAL

Vessel arrived: Dec. 11
 Articles deposited: Dec. 12
 do. returned: Dec 13
 Average rate of exchange £/fr. 20. 1. 5/10
 for the conversion of seamen's wages.



BRITISH VICE CONSUL