

(Sixteen Pages)

SCALE OF PROVISIONS to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other Anti-Scorbutics, in any case required by the Act.

[illegible]

SUBSTITUTES AND EQUIVALENTS.

SUBSTITUTES
AT THE MASTER'S OPTION

NO SPIRITS ALLOWED.

BILL OF FARE.*

	BREAKFAST.	DINNER.	SUPPER.
Sunday ...			
Monday ...			
Tuesday .			
Wednesday			
Thursday ..			
Friday ...			
Saturday ..			
Articles supplied daily			

* The Act does not require these particulars to be given, but the Table may be filled up if desired.



Part

Name of Ship	Name of Master	Name of Owner	Place of Origin	Date and Place of Departure and Termination of Voyage
<i>Easterke</i>	<i>Al. Bauer</i>	<i>M. Laell</i>	<i>Bergsheim</i>	<i>August 1906</i>
Other Number				<i>1906-28-57</i>

WE, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all and further claims for Wages or otherwise, in respect of the above-named Voyage. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said Voyage.

Dated at Papeete the 31st day of May 1897 Shat. L. Banks Master.

Signatures of Crew	Capacities	Ballance of Water Paid	Signatures of Crew	Capacities	Ballance of Water Paid
L Batwell. E J Hales.					

I attest the execution of the above release in my presence

(Signed)

rescued *M. morey* Superintendent.

LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

* The centre of the disc is placed at $\frac{1}{2}$ feet $\frac{1}{2}$ inches below the $\frac{1}{2}$ inch deck line marked under the provisions of the Merchant Shipping Act.

• POSITION OF LINES USED IN CONNECTION WITH THE DISC.
SAILING SHIP.

Maximum load-line in fresh water, feet $\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in winter, North Atlantic, feet $\frac{1}{2}$ inches below the centre of the disc.

STEAM SHIP.

Maximum load-line in fresh water, feet $\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in Indian summer, feet $\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in winter, feet $\frac{1}{2}$ inches below the centre of the disc.
Maximum load-line in North Atlantic winter, feet $\frac{1}{2}$ 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 crossed.

THE SUMMER MONTHS ARE APRIL TO SEPTEMBER INCLUSIVE.
THE WINTER MONTHS ARE OCTOBER TO MARCH INCLUSIVE.

The additional load-line specified for the North Atlantic trade is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, and which may call at, or pass by, any Port in British North America or eastern Port in the United States, the entrance to which from the sea, or the entrance from the sea to the estuary or river on which such Port may be situated, is north of 37° 30' north latitude from October to March inclusive.

The reduced load-line allowed for voyages in the Indian Ocean is to apply to vessels trading between the Straits 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 enforced 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. If the Agreement is made before the Superintendent of a Mercantile Marine Office, his signature or initials must be placed opposite each 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 shown to the Superintendent of a Mercantile Marine Office 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 Superintendent.

If in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew which has been entered in the Official Log, and signifies the same to the Superintendent, the Fine shall be remitted or reduced accordingly. If wages are contracted for by the Tonnage or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Perforance is ascertained in similar cases under Sect. 254.

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent.
1	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise prosecuted)	Five Shillings.	
2	Brigging or having on Board spirituous liquors	Five Shillings.	
3	Drunkenness. First offence	Five Shillings.	
4	Second and for each subsequent offence	Five Shillings.	
5	Taking on Board and keeping possession of any fire arms, knuckle-dusters, loaded cane, stung shot, or other article, knife, dagger, or any other offensive weapon or offensive instrument, without the consent of the Master, for every day during which a person retains such weapon or instrument	Five Shillings.	

ACCOUNT OF APPRENTICES ON BOARD (IF ANY).

Christian and Surname of the Apprentice as full length.	Year of Birth.	Nationality.	Registry of Indenture.	Date, Place, and Cause of leaving this Ship, or of Death. To be filled up by the Master.
1.	2.	3.	Date of Birth. Port of Birth.	Date of Leaving. Place. Cause.
Leonel Bedwell	1877	London	24/4/93 London	17.1.97 Wellington. Expiration of Indenture.
Charles Richard Collyer	1878	Lussex	1/1/94	
James Aubrey Sedgwick	1879	Lussex	13/3/94	
John Twiddle Twiddle	1879	Annar	27/3/95	
Edmund John St. John	1880	London	1/1/95	12.97 Wellington. Expiration of Indenture. Promoted to 3rd Mate.

* If a British Subject, state Town or Country of birth, and if born in a Foreign Country, state whether a natural born British subject or naturalized.

Name of

PARTICULARS

Reference No.	SIGNATURE OF CREW	Age	Nationality	(1) Port of Engagement Addressed and (2) Home Address	Whether he is married, the Name Address and Date of Marriage of his wife, and whether he is the father of any child, and if so, the Name and Address of the child	Year	Place Name and Official No. of his last employment	Date	Place	Date and Place of signing this Agreement
1	David C. Smith	39	St. Helens	31 Westlands Rd. Bellingham	Same	1911	Same	1911	Same	7
2	Thomas Richmond	31	Greenock	50 Regent St. Greenock	do	1911	do	1911	do	7
3	Thomas W. Spence	30	London	77 Regent St. London	Hermione	1911	do	1911	do	7
4	Henry C. Ditch	23	London	100 Regent St. London	do	1911	do	1911	do	7
5	Hugh Hill	33	Greenock	44 Juno St. Greenock	do	1911	do	1911	do	7
6	Paul Himmer	33	Greenock	No address	do	1911	do	1911	do	7
7	Sam Anderson	30	Belfast	100 Regent St. Belfast	do	1911	do	1911	do	7
8	John H. H. H.	32	London	100 Regent St. London	do	1911	do	1911	do	7
9	Edwin Dunsy	21	New Zealand	100 Regent St. London	do	1911	do	1911	do	7
10	James Pollock	21	Auckland	100 Regent St. London	do	1911	do	1911	do	7
11	James H. H.	29	Belfast	100 Regent St. London	do	1911	do	1911	do	7
12	Edward Bampton	25	Sweden	100 Regent St. London	do	1911	do	1911	do	7
13	William McFar	29	Belfast	100 Regent St. London	do	1911	do	1911	do	7
14	Col. W. Langdon	25	Belfast	100 Regent St. London	do	1911	do	1911	do	7
15	Thomas G. G.	21	do	100 Regent St. London	do	1911	do	1911	do	7
16	Donald G. G.	24	do	100 Regent St. London	do	1911	do	1911	do	7
17	Henry Morrison	24	do	100 Regent St. London	do	1911	do	1911	do	7
18	John Thompson	25	do	100 Regent St. London	do	1911	do	1911	do	7
19	John Thompson	19	do	100 Regent St. London	do	1911	do	1911	do	7

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

† If any Member of the Crew enters Her Majesty's Service, the Name of the Ship into which he enters is to be stated under the head of "Place of Service".

國際生態及環境 (Inter. 35)

Country, state whether a natural born British Subject or naturalized,
Engine Drivers, Dockmen, Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.
the Ship," thus, "B.M.S. Revenge," and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Used"

Name of *Sl*

PARTICULARS OF

No.	SIGNATURES OF CREW	Age	Nationality	(1) Port of Engagement, Address, and (2) Home Address	Place in which he last served, and Year of Discharge (if any)	Date and Place of signing this Agreement	Date	Place	Signature
21	<i>William Whitelaw</i>	18	<i>Glasgow</i>	<i>112 St George's Rd</i>	<i>46 Loch Long, near Glasgow</i>				
22	<i>John Mc Lennan</i>	24	<i>Glasgow</i>	<i>11 South St</i>	<i>1876 1877</i>	<i>1877</i>	<i>1877</i>	<i>1877</i>	<i>1877</i>
23	<i>E. Holmberg</i>	22	<i>Glasgow</i>	<i>Kirkcaldy</i>	<i>Glasgow</i>	<i>1877</i>	<i>1877</i>	<i>1877</i>	<i>1877</i>
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* The signature of Engineers not employed on the Propelling Engines and if there should be required here and in the 1st of 2. If any Member of the Crew enters at any time, the Name of the Ship and which for more or less is to be a record of the fact of entry.

NOTICE.

Services required by Icar.

Services required by parties interested.

(1.) For every seaman engaged before Consular Officers	2	0	(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 Crew	10	0
(2.) For every alteration in agreements with seamen made before Consular Officers	2	0	(7.) 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 when Fee No. 5 is leviable)	2	6
(3.) For every seaman discharged or left behind with the Consular Officer's sanction	2	0			
(4.) For every desertion certified by Consular Officers	2	0			
(5.) For making endorsement on ships' 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			

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.

Or Indorsements made by Consuls or by Officers in British Possessions Abroad

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