

This Agreement is to be used only for Voyages made on the Coasts of the United Kingdom, or to the Islands of Jersey, Guernsey, Alderney, Sark, and Eng. 6. Is. of Man, or to places on the Continent of Europe between the River Elbe and Brest, inclusive.

For 36 men.



Date of Termination of Half Year.

31/12 1894

Any Insertion, or Alteration in this Agreement will be void unless attested by some Superintendent of a Mercantile Marine Office, Officer of Customs, Consul or Vice-Consul to be made with the consent of the persons interested.

Issued by
THE BOARD OF TRADE,
1894.
In pursuance of
57 & 58 Vict., ch. 60.

HALF-YEARLY AGREEMENT AND ACCOUNT OF VOYAGES AND CREW OF A SHIP ENGAGED IN THE HOME TRADE ONLY,

And Official Log Book for a Vessel exclusively employed on the Coasts of the United Kingdom.

NOTICE. As this Agreement is made for Voyages in the Home Trade only, the Crew need not be engaged before a Superintendent of Mercantile Marine. On whatever date the Agreement is made it expires on the next following 30th day of June or 31st day of December next, as the case may be, and is then, or within 21 days afterwards, to be delivered to the Superintendent of a Mercantile Marine Office. If, however, the Ship is absent from the United Kingdom on the 30th day of June or 31st day of December, then this Agreement remains in force until the first arrival of the Ship at her final port of destination in the United Kingdom after such day, or the discharge of cargo consequent on such arrival, when it is to be delivered up to a Superintendent.

On this Agreement and Account of Crew being duly completed and deposited at a Mercantile Marine Office, the Superintendent will issue the Certificate C.C., to enable the Ship to be cleared at the Custom House.

Neglect to deposit the returns within the time prescribed by the Merchant Shipping Act subjects the Owner or Master to a penalty, and will lead to delay in the issue of the Clearance Certificate and consequent detention of the Ship.

N.B.—The Master's attention is specially directed to the "Instructions to Masters of Home Trade Vessels," contained on page 11.

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.	Nominal Horse-power of Engines (if any).	No. of Seamen for whom accommodation is provided.
Sound Fisher 99940		Barrow	151 4th Sept. 1894	46285.131.14	73	14
REGISTERED MANAGING OWNER.		MASTER.				
Name.	Address. (State No. of House, Street, and Town.)	Name.	No. of Certificate (if any).	Address. (State No. of House, Street, and Town.)	FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 11	
John Fisher	Barrow	M. W. B. Bee	5 Stafford St.	Barrow		

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 antiseptics in any case required by the Act.

Day	Beef lb.	Pork lb.	Pork lb.	Tomato lb.	Soup & Bouill. lb.	Preserves lb.	Turnips or Preserved Vegetables lb.	Pot lb.	Pork lb.	Lime lb.	Tea oz.	Coffee oz.	Sugar oz.	Molasses oz.	Water gals.
Sunday															
Monday															
Tuesday															
Wednesday															
Thursday															
Friday															
Saturday															

Note.—In any case an equal quantity of Fresh Meat or Fresh Vegetables may at the option of the Master, be served out in lieu of the Salted or Tinned Meats or Preserved or Compressed Vegetables named in the above Scale.

SUBSTITUTES.

Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein, and numbered², are adopted by the parties hereto, and shall be considered to be 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 the Seamen shall receive the advances of wages entered herein against their names: And it is also agreed, That³ If any member of the crew

wishes to leave he will give the master two days notice and "vice versa." But in cases of misconduct or incapacity the master shall summarily discharge the offender in any port of the United Kingdom.

In witness whereof the said Parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.

W. W. B. Bee

Master.

This Column to be filled in by the Master at the end of the last Voyage or the half-year.

I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.

M. W. B. Bee Master.



filled in by the Superintendent.

Received at M. M. OFFICE the day of

1894.

Superintendent of
Mercantile Marine.

¹ Here the probable nature of the Ship's Employment for the ensuing six months is to be described, thus, "In the Coasting Trade of the United Kingdom"; "In the Home Trade." The particulars of each Voyage made under this Agreement are to be inserted in the Form provided on page 12.

² Here are to be inserted the numbers of any of the Regulations for maintaining Discipline issued by the Board of Trade, and printed on page 11 hereof, which the parties agree to adopt.

³ Here any 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. If more men are engaged during the half-year, terminating on the 30th day of June or 31st day of December next, than the number for whom signatures are provided in this Form, an additional Form Eng. 6 should be obtained and used.

Name of

Ship Sound Fisher

Reference No.	PARTICULARS OF ENGAGEMENT.									
	SIGNATURES OF CREW.		Age.	Nationality* (If British, state Birthplace.)	In the Year of Commission or H. M. S.	Ship in which he last served, and Year of Discharge therefrom.	Date and Place of signing this Agreement.	In what capacity engaged, and if Master, Mid- or Engineer, I No. of Certificate.	Time at which he is to be on board.	
	1	2	3	4	5	6	7	8	9	10
1. William H. G. Bee	39	Liverpool	1899	5.5 S.S. Sound Fisher	1/7/99 Belfast	do	do	do	02483	at once
Muster to sign first.										
2. Richardson	46	Tuckerton	"	do	do	do	do	do		Mate
3. Laurence Sherley X	41	Dundalk	"	do	do	do	do	do		Bosun
4. Charles Amy X	65	Dorset	"	do	do	do	do	do		A.B.
5. William Henry	20	Hartland	soldier	do	do	do	do	do		A.B.
6. Alexander Macleeson	23	I.O. Skye	W.	do	do	do	do	do		A.B.
7. A. Nelson	42	Sweden	"	do	do	do	do	Cook		Steward
8. Matthew J. Stable	39	Hemmingro	"	do	do	do	do	do		Cook
9. David S. Steel	22	Liverpool	"	do	do	do	do	do		Cook
10. Henry McAlpin	42	Carthage	"	do	do	do	do	do		Fireman
11. George Saunders	33	Birkenhead	5.5 S.S. Sound Fisher	1899	do	do	do	do		Fireman
Pete Silva	25	Columbia	1898	5.5 S.S. Hesteeby	1/7/99 Liverpool	do	do	do	do	do
13. Thomas Hastings X	33	Porterly	1899	5.5 S.S. Garter	8/4/98	24/7/99 Garston	do	do		Cook
14. John Todd	45	Glasgow	"	5.5 S.S. Anaca	1092446	3/7/99 Cork	do	do		Steward
15. Richard McTavish	24	Edinburgh	1899	5.5 S.S. Thistle	1/7/99 Liverpool	8/8/99 Garston	do	do		A.B.
16. Christopher S. Parry	28	London	do	5.5 S.S. Garter	1092446	5/8/99 Liverpool	do	do		Steward
17. John Morgan	48	Liverpool	1899	5.5 S.S. Daffy	8/9/98	21/7/99 Garston	do	do		Cook
18. J. H. Thomas	29	St. Fock	1697	do	Lizzie Edith	5/10/99 Fowey	do	do		A.B.
19. Thomas C. Morgan	24	Liverpool	1899	5.5 S.S. Salavera	newcastle	10/10/99 Garston	do	do		Cook & Steward
20. Samuel Champion	35	Belfast	do	8.8 Wm. B. Revenge	1/6/99	1/6/99 Fowey	do	do		A.B.

H. G. Bee

Master

* 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 naturalised.

† Engineers not employed on the Propelling Engines and Boilers should be described as Engine Drivers here and in Dis. 1. Persons serving as Engineers in case of Battle should be described as Fighting Engineers.

* If any Member of the Crew enters Her Majesty's Service, the name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving."

† V.G. for "Very Good," G. "Good,"

Reference No.	PARTICULARS OF DISCHARGE, &c.										RELEASE (Date M.)				Report of Character &c.
	To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.				Date, Place, and Causes of leaving this Ship, or of Death.				Balance of Wages paid on Discharge.		Signature or Initials of other Witness to the Engagement.				
	11	12	13	14	15	16	17	18							
1. H. G. Bee	1/7/99	Remains	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1/7/99	1. H. G. Bee
2. Richardson	do	do	do	do	do	do	do	do	do	do	do	do	do	do	2. Richardson
3. Laurence Sherley X	do	do	do	do	do	do	do	do	do	do	do	do	do	do	3. Laurence Sherley X
4. Charles Amy X	do	do	do	do	do	do	do	do	do	do	do	do	do	do	4. Charles Amy X
5. William Henry	do	do	do	do	do	do	do	do	do	do	do	do	do	do	5. William Henry
6. Alexander Macleeson	do	do	do	do	do	do	do	do	do	do	do	do	do	do	6. Alexander Macleeson
7. A. Nelson	do	do	do	do	do	do	do	do	do	do	do	do	do	do	7. A. Nelson
8. Matthew J. Stable	do	do	do	do	do	do	do	do	do	do	do	do	do	do	8. Matthew J. Stable
9. David S. Steel	do	do	do	do	do	do	do	do	do	do	do	do	do	do	9. David S. Steel
10. Henry McAlpin	do	do	do	do	do	do	do	do	do	do	do	do	do	do	10. Henry McAlpin
11. George Saunders	do	do	do	do	do	do	do	do	do	do	do	do	do	do	11. George Saunders
Pete Silva	do	do	do	do	do	do	do	do	do	do	do	do	do	do	12. Pete Silva
13. Thomas Hastings X	do	do	do	do	do	do	do	do	do	do	do	do	do	do	13. Thomas Hastings X
14. John Todd	do	do	do	do	do	do	do	do	do	do	do	do	do	do	14. John Todd
15. Richard McTavish	do	do	do	do	do	do	do	do	do	do	do	do	do	do	15. Richard McTavish
16. Christopher S. Parry	do	do	do	do	do	do	do	do	do	do	do	do	do	do	16. Christopher S. Parry
17. John Morgan	do	do	do	do	do	do	do	do	do	do	do	do	do	do	17. John Morgan
18. J. H. Thomas	do	do	do	do	do	do	do	do	do	do	do	do	do	do	18. J. H. Thomas
19. Thomas C. Morgan	do	do	do	do	do	do	do	do	do	do	do	do	do	do	19. Thomas C. Morgan
20. Samuel Champion	do	do	do	do	do	do	do	do	do	do	do	do	do	do	20. Samuel Champion

country state whether a natural born British subject or naturalised.
should be described as Fighting Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys.
* If any Member of the Crew enters Her Majesty's Service, the name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving."
† V.G. for "Very Good," G. "Good,"

or Dec., "Declines to report."

[Twice yearly]

ACCOUNT OF APPRENTICES

Name of Apprehension.	Year of Birth.	Nationality* (If British, state birthplace).	Date of Arrival.	Port of Entry.
Christian and Surnames at full length.				

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

* If any Member of the Crown enters Her Majesty's Service, the name of the Crown is to be struck out, and the name of the new member put in its place.

** If any Member of the Crew enters Her Majesty's Service, the name of the Queen's Ship into which he enters is to be stated under the head of "Causes of leaving".

1558

Ship "Seung Fisher"

ON BOARD.

Date, Place, and Cause of leaving this Ship.			
Date of joining the Ship.	Date	Place	Cause **

Country state whether a natural born British subject or naturalized.

country state whether a natural born British subject or naturalized, should be described as *Refrigerating Engineers*. Boys entirely employed in connection with the work of Cooks and Stewards should be described as *Cabin Boys*, not merely as *Boys*. Agreement, a fresh entry should be made, which the *Seamans* should sign. The *Ship*, "H.M.S. *Revenge*;" and the other Causes of leaving the *Ship* should be briefly stated thus: "Discharged," "Deserted," "Left Sick," "Died," or *Dec.* "Deserted to render."

CERTIFICATES

Or Indorsements made by Consuls or by Superintendents of Mercantile Marine Offices.

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

Services required by law.	s. d.	Services required by parties interested.	s. d.
(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 Act requires should be made accessible to the Crew	10 0
(2.) For every alteration in agreements with seamen 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	(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 payable)	2 6
(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 0		

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. Stamp must on no account be removed.

No:

BRITISH VICE-CONSULATE
FLEUR

ARTICLES DEPOSITED 15 September { 1899
RETURNED 16 de

Average rate of Exchange 25.20

James R. Charlwood,

Yachtman



RECORDED
15 SEPTEMBER 1899
BY THE
BRITISH
VICE-CONSULATE
FLEUR

LOAD-LINE AND DRAUGHT OF WATER

POSITION OF DISC.

The centre of the disc is placed at _____ feet 9 1/2 inches below the _____ 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 _____ 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.

THE SUMMER MONTHS ARE APRIL TO SEPTEMBER INCLUSIVE.

THE WINTER MONTHS ARE OCTOBER TO MARCH INCLUSIVE.

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from the Mediterranean or any British or European Port, and which may sail to, or from, or call at, Ports in British New America, or eastern Ports in the United States, the entrance to which from the sea, or the entrance from the sea to the country river on which such Ports may be situated, is north of 37° 30' north latitude, from October to March inclusive.
The reduced freeboard allowed for voyages in the Fine Season in the Indian seas only applies to vessels trading between the banks of Suez and Singapore.

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

Regulations are distinct from and in addition to, those contained in the Articles of Agreement which 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 those offences specified in such of them as are so adopted will be legally liable by the appropriate fines or punishments. The Regulations, however, do not apply to Certificated Officers.

Regulations are all numbered, and the numbers of such of them as are to be adopted must be inserted in the space left for that purpose in the Agreement, and the following copy of these Regulations must be made to enter and sign the Agreement by erasing such of the Regulations as are not adopted. The initials of a Superintendent of a Mercantile Marine Office, Consular Officer before whom the Agreement is made must be placed opposite each regulation as are adopted.

In the purpose of legally enforcing any of the following penalties, the same is to be adopted as in the case of other Offences punishable under the Act; or, if any 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 sent over to the Officer, before the ship reaches any Port or voyage from the Port at which she is, and an entry of the same has been so furnished or sent over to the Offender, if any of the Officers, must be made and attested in the same manner as the entry of the Offender. These entries must, upon conviction 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 Offender is innocent, 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 convenience 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 signs the same to the Superintendent, the Fine shall be remitted or reduced accordingly. 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 Parioty is ascertained in similar cases under Sec. 234.

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent or Officer abroad.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise provided)	Five Shillings.	
2	Bringing or having on board spirituous liquors	Five Shillings.	
3	Drunkenness. First Offense	Five Shillings.	
4	Do. Second and for each subsequent Offense	Ten Shillings.	
	Taking on board and keeping possession of any fire-arms, knife, scabbard, loaded cane, shotgun, sword-stick, Bowie knife, dagger, or any other offensive weapon or offensive instrument without the consent of the Master, for every day during which a seaman retains such weapon or instrument	Five Shillings.	

Instructions to Masters of Vessels engaged in the Home Trade.

Home Trade Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in trading upon coasts of the United Kingdom, 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 lawfully indentured and registered, employed or engaged in any capacity on board any ship.

2. Neglect to comply with this regulation subjects the Master or Owner to a penalty exceeding £5 for every offence.

3. In order to enable the Seaman to know the contents of the Agreement, the Master must cause the Agreement to be read over and explained to each Seaman, and the Seaman will thereupon sign the same in the presence of a witness, who shall attest his signature.

4. The Master is bound, under a penalty of £5, to have a legible copy of the Agreement (omitting the Signatures) placed in an accessible part of the Ship.

5. All alterations in any Agreement (except additions in shipping subscriptions) are operative unless proved to have been made with the consent of all persons interested, the written attestation of a Superintendent of a Mercantile Marine Office, Justice of Customs, Consul or Vice-Consul, or where there is no such Officer, of two respectable British Merchants.

6. Fraudulently altering, or making any false entry in, or delivering a false copy of the Agreement, or being party to such an act, may be punished by the infliction of a penalty not exceeding £100, or by imprisonment with or without hard labour for any period not exceeding six months.

7. Upon the arrival of the Ship at any Port in Port where there is a British Consular Officer, 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 not a Passenger Ship) to the Consular Officer, the Agreement, and all Indentures and agreements of Apprenticeships. These the Consul will keep during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return to the Master, with a Certificate stating when they were delivered and returned.

8. The engagement or discharge of any Seaman abroad must be made before the 8. 12A. British Consul, who will indorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also para. 11 and 12).

9. This Agreement may not extend beyond the date of the first arrival of the Ship at her final port of destination in the United Kingdom after the 30th June or 31st December next following.

10. Within twenty-one days after the 3rd June or the 31st December, or previously 8. 12A and 8. 17B if by change of Employment the Vessel leaves the Home for the Foreign Trade, the Master or Owner is to deliver to the Superintendent of Mercantile Marine a Return in this Form, together with a statement of the wages and effects of any Seaman or Apprentice who has sailed on board during the period of the Home Trade Agreement, and any other remaining unpaid, and the balance of wages or other money belonging to any such Seaman or Apprentice. The Master is also to deliver to the Superintendent the Certificate of Birth, Engagement or Name Book, or any account of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance.

11. The Master is obliged to every Seaman to leave with the Superintendent on his 8. 12A an account of a sum advanced by the Board of Trade of his wages, and of all debts due to him, at least twenty-four hours before the time of payment or discharge under a Penalty of £5 for non-compliance. Definitions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

12. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of £10 to give the Seaman a Certificate of discharge, and the Master is also bound under a Penalty of £20 to return to any Certified Mate or Engineer upon his discharge his Certificate of competency or Service.

13. A statement of the conduct, character and qualification of each Member of the 8. 12A crew, or a statement that he declines to give an opinion on such particulars, is to be entered in this List, and signed by the Master.

14. For directions as to Official Log Books. (See pages 1 and 2 of the cover).

ACCOUNT OF ALL VOYAGES MADE DURING THE HALF YEAR, WITH THE NATURE OF EMPLOYMENT,
DRAUGHT OF WATER AND FREEBOARD.

NOTE.—If Passengers are carried the fact is to be stated.

The Draught of Water and Freeboard are to be entered upon the vessel leaving any dock, wharf, port or harbour, for the purpose of proceeding to sea.

(Note.—Additional Sheets for further entries can be obtained from the Superintendent of any Mercantile Marine Office.)

Additional
Freeboard Sheets

Name of Ship Sound Fisher S.S.

Official No. 99940

DRAUGHT OF WATER AND FREEBOARD.

NOTE.—If passengers are carried the fact is to be stated.

The Draught of Water and Freeboard are to be entered upon the vessel leaving any dock, wharf, port or harbour, for the purpose of proceeding to sea.

(Note.—Additional Sheets for further entries can be obtained from the Superintendent of any Mercantile Marine Office.)

(1) Date of Departure.	(2) Dock, Wharf, Port or Harbour.	FROM				TO				(7) Say "Passenger if more than Twelve Passengers were carried."	
		(3) Draught of Water.		(4) Freeboard amidships.		(5) Date of Arrival.	(6) Dock, Wharf, Port or Harbour.				
		Forward.	Aft.	Port.	Starboard.		th.	in.	th.		
July 1 st	Belfast	light-	5-6	10-3		July 2 nd	Garston				
" 3 rd	Garston	loaded	11-3	13-5	- 9½ - 9½	4	Bristol				
" 6 th	Bristol	light-	5-6	10-3	5-3	6	Lydney				
" 6	Lydney	loaded	11-2	13-6	- 9½ - 9½	8	Belfast				
" 8	Belfast	light-	5-6	10-3	5-3	9	Garston				
" 10	Garston	loaded	11-2	13-6	- 9½ - 9½	11	Bristol				
" 12	Bristol	light-	5-6	10-3	5-3	13	Lydney				
" 13	Lydney	loaded	11-2	13-6	- 9½ - 9½	15	Belfast				
" 15	Belfast	light-	5-6	10-3	5-3	16	Runcorn				
" 17	Runcorn	loaded	11-2	13-6	- 9½ - 9½	20	Wick				
" 22	Wick	light-	5-6	10-3	5-3	24	Garston				
" 26	Garston	loaded	11-2	13-6	- 9½ - 9½	27	Bristol				
" 28	Bristol	light-	5-6	10-3	5-3	28	Lydney				
" 29	Lydney	loaded	11-2	13-6	- 9½ - 9½	30	Cork				
" 31	Cork	light-	5-6	10-3	5-3	Aug 2 nd	Sherpness				
Aug 2 nd	Sherpness	loaded	11-2	13-6	- 9½ - 9½	3 rd	Cork				
" 5	Cork	light-	5-6	10-3	5-3	6	Garston				
" 8	Garston	loaded	11-2	13-3	- 11 - 11	9	Bristol				
" 11	Bristol	light-	5-6	10-3	5-3	11	Lydney				
" 12	Lydney	loaded	11-2	13-6	- 9½ - 9½	13	Ramsgate				
" 15	Ramsgate	light-	5-6	10-3	5-3	16	Fowey				
" 18	Fowey	loaded	11-4	13-4	- 9½ - 9½	20	Runcorn				
" 22	Runcorn	light-	5-6	10-3	5-3	22	Liverpool				
" 23	Liverpool	loaded	11-4	13-0	- 11½ - 11½	25	Gibraltar				
" 29	Gibraltar	light-	5-6	10-3	5-3	30	Liverpool				
" 31	Liverpool	loaded	11-0	13-0	1-1½ 1-1½	Sept 2 nd	Gibraltar				
Sept 6	Gibraltar	light-	5-6	10-3	5-3	7	Newport				
" 7	Newport	loaded	11-4	13-4	- 9½ - 9½	8	Plymouth				
" 11	Plymouth	light-	5-6	10-2	5-3	12	Swansea				
" 13	Swansea	loaded	11-4	13-4	- 9½ - 9½	15	Portsmouth				
" 17	Portsmouth	light-	5-6	10-3	5-3	18	St. Valery				
" 19	St. Valery	loaded	11-4	13-7	- 9½ - 9½	25	Gibraltar				
" 26	Gibraltar	Port light	5-6	10-3	5-3	26	Garston				
" 27	Garston	loaded	11-2	13-2	- 11½ - 11½	28	Bristol				
" 29	Bristol	light-	5-6	10-3	5-3	30	Newport				
" 30	Newport	loaded	11-2	13-5	- 10	Oct 2 nd	Plymouth				
Oct 3 rd	Plymouth	light-	5-6	10-3	5-3	3	Fowey				
" 6	Fowey	loaded	11-2	13-2	- 11 - 11	8	Weston Point				
" 10	Weston Point	light-	5-6	10-3	5-3	10	Garston				
" 11	Garston	loaded	11-3	13-2	- 11 - 11	12	Bristol				
" 13	Bristol	light-	5-6	10-3	5-3	14	Newport				
" 15	Newport	loaded	11-3	13-2	- 11 - 11	16	Cork				
" 16	Cork	light-	5-6	11-2	5-8½ 5-8½	18	Newport				
" 18	Newport	loaded	11-2	13-3	- 11 - 11	19	Dublin				
" 20	Dublin	light-	5-0	11-6	5-7½ 5-7½	21	Garston				
" 22	Garston	loaded	11-0	13-5	- 11 - 11	25	Bristol				
" 26	Bristol	light-	5-6	11-2	5-8½ 5-8½	26	Swansea				
" 27	Swansea	loaded	11-0	13-5	- 11 - 11	29	London Derry				
" 31	London Derry	light-	5-6	11-2	5-8½ 5-8½	Nov 1 st	Glasgow				

McBee
Master

(1) Date of Departure.	(2) Dock, Wharf, Port or Harbour.	FROM				TO				(3) Say "Passenger if more than Twelve Passengers were carried."	
		(3) Draught of Water.		(4) Freeboard amidships.		(5) Date of Arrival.	(6) Dock, Wharf, Port or Harbour.				
		Forward.	Aft.	Port.	Starboard.		th.	in.	th.		
Nov 2 nd	Glasgow	loaded	11-0	13-5	- 11 - 11	Nov 3 rd	Dublin				
" 6	Dublin	light-	5-6	11-2	5-8½ 5-8½	7	Garston				
" 8	Garston	loaded	11-0	13-5	- 11 - 11	10	Cork				
" 11	Cork	light-	5-6	11-2	5-8½ 5-8½	12	Swansea				
" 14	Swansea	loaded	10-10	13-7	- 11 - 11	15	Belfast				
" 16	Belfast	light-	5-6	11-2	5-8½ 5-8½	17	Garston				
" 17	Partington	loaded	10-10	13-3	1-1 1-1	18	Belfast				
" 20	Belfast	light-	5-6	11-2	5-8½ 5-8½	21	Garston				
" 22	Garston	loaded	11-0	13-5	- 11 - 11	22	Belfast				
" 23	Belfast	light-	5-6	11-2	5-8½ 5-8½	24	Garston				
" 25	Garston	loaded	11-0	13-5	- 11 - 11	26	Belfast				
" 27	Belfast	light-	5-6	11-2	5-8½ 5-8½	28	Partington				
" 28	Partington	loaded	11-0	13-0	1-1½ 1-1½	29	Belfast				
" 30	Belfast	light-	5-6	11-2	5-8½ 5-8½	Dec 1 st	Garston				
Jan 1 st	Garston	loaded	11-0	13-4	- 11½ - 11½	2 nd	Belfast				
" 4	Belfast	light-	5-6	11-2	5-8½ 5-8½	5	Garston				
" 6	Garston	loaded	11-0	13-5	- 11 - 11	7	Bristol				
" 8	Bristol	light-	5-0	10-6	6-4 6-4	9	Newport				
" 9	Newport	loaded	11-0	13-5	- 11 - 11	11	Plymouth				