

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 Isle of Man, or to places on the Continent of Europe between the River Elbe and Brest, inclusive.

Eng. 6.

(For 36 men).



ISSUED BY
THE BOARD OF TRADE,
1895.
In pursuance of
57 & 58 Vict., ch. 61.



Any Transference, Interchange, 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.

Date of Termination of Half Year.

31 December 1890

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 O.O., 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. Gross. Net.	Nominal Horse-power of Engines (if any).	No. of Seamen for whom accommodation is certified.
<i>Valante</i>	<i>86.550</i>	<i>Liverpool</i>	<i>22 1889</i> <i>Liverpool 29.6.23/14.11</i>	<i>332.50</i>	<i>60</i>	<i>14</i>
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.	
<i>Rogers & Bright</i>	<i>17 Water Street Liverpool</i>	<i>Richard Edwards</i>	<i>88.695</i>	<i>135 Rodney Street Birkenhead</i>		

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 antiscorbutics in any case required by the Act.

	Bread lb.	Meat lb.	Pork lb.	Tinned Meats lb.	Soup & Hominy lb.	Preserved Potatoes lb.	Compressed Vegetables lb.	Flour lb.	Rice lb.	Tea oz.	Coffee oz.	Sugar oz.	Malt oz.	Yeast qts.
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.

The Several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, 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, which is to be employed¹

Home Trade

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 above Scale. 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 if any Person enters himself as qualified for a duty which he proves incompetent to perform, his

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

the crew shall give twenty four hours notice before leaving or otherwise forfeit a days pay, and the crew shall be entitled to twenty four hours notice before being discharged. Any member of the crew losing his passage shall be considered as a deserter and shall forfeit his claims to the ship and wages due to him. and the crew shall individually pay any fine incurred by them through neglect of port or harbour Regulation, Tide Watch Light or Smuggling & Cetra and the crew mutually to assist each other to work the ship when require and to coal the ship when require

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.

R. Edwards Master.

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

To be filled in by the Superintendent.

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

R. Edwards Master.

Received at

1890

9-JAN-1901

the day of

E. M. Forbes

{ 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 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.

PARTICULARS OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Age.	Nationality,* (If British, state birthplace.)	If in the Booster, No. of Commission or B.V. 2.	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, Mate, or Engineer, & No. of Certificate.	Time at which he is to be on board.
					Year.	State Name and Official No. or Port she belonged to.	Date.	Place.		
1	Richard Edwards	56	Barnes		1900	86.560 Liverpool	4/7/1902	Cardiff	Master	once
2	Edward Williams	37	Barnes	3761		Volante	4/7/1902	Cardiff	Mate	once
3	John Mollet	20	Guernsey			Volante	4/7/1902	Cardiff	Ats	once
4	Henry Thompson	50	Stroud			Volante	4/7/1902	Cardiff	Ats	once
5	David Thomas	54	Wharfedale			Volante	4/7/1902	Cardiff	Ats	once
6	Samuel Champion	36	Wharfedale			Volante	4/7/1902	Cardiff	Ats	once
7	Alick Taylor	40	W. Yorks			Volante	4/7/1902	Cardiff	Engineer	once
8	William Henri Jones	32	Liverpool			Volante	4/7/1902	Cardiff	Engineer	once
9	John Ormond	29	Forfar			Volante	4/7/1902	Cardiff	Fireman	once
10	Neil Lindsay	21	Glasgow			Volante	4/7/1902	Cardiff	Fireman	once
11	Olaf B. Jensen	21	Oslo			Lucinda	24/7/1902	Jersey	Ats	once
12	Fred Jeffery Freestone	Teovil				Volante	7/8/1902	Bristol	Fireman	once
13	William Condon	33	Cork			Exan	13/8/1902	Cork	Ats	once
14	John Price	38	Spital			Gertrude	27/8/1902	Hartlepool	Engineer	once
15	Pierre Varietas	26	Harve			Leif	27/8/1902	Hartlepool	Fireman	once
16	John Edward Richard	25	Jersey			Gertrude	24/9/1902	Jersey	Ats	once
17	John Williams	39	Barnes			Snowdon	6/10/1902	Manchester	Ats	once
18	William Hughes	23	Barnes			Clifton	12/10/1902	Manchester	Ats	once
19	William Wiseman	40	Cork			Trinatu	12/10/1902	Manchester	Fireman	once
20	W. J. Jones	47	Liverpool			St Oswald	27/10/1902	Garston	Mate	once
	John McDonald	40	Campheltown			Plarudes	29/10/1902	Garston	Ats	once

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

† Should the Rate of Wages in any case be altered during the continuance of this Agreement, a fresh entry should be made, which the Seaman should sign.

‡ 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 the Ship," thus, "H.M.S. Revenge;" and the other Cause of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died," or Dec., "Declines to report."

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

Amount of Wages per Week or Calendar Month. †	Advance agreed to.	Amount of Wages or Monthly Allowment.	Signature or Initials of Official or other Witness to the Engagement.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	RELEASE (Signature of Master and Crew, each to be on the Line on which he signed in Oct. 1).		Report of Character. ‡		Reference No.
				Date.	Place.	Cause. **		Signature of Master and Crew, each to be on the Line on which he signed in Oct. 1.	Signature or Initials of Official or other Witness to the Discharge	For Ability.	For General Conduct.	
				9/1/1901	Newport	Remain		Remain				1
2 0 0			R.R.	27/9/1902	Garston	Discharge	1 12 0	Edward Williams	R.R.	vava		2
1 9 0			R.R.	21/9/1902	Jersey	discharge	1 9 0	John Mollet	R.R.	avva		3
1 8 0			R.R.	25/7/1902	Barry	Discharge	1 8 0	Henry Thompson	R.R.	avva		4
1 8 0			R.R.	10/4/1902	Manchester	discharge	1 0 0	David Thomas	R.R.	avva		5
1 8 0			R.R.	25/12/1902	Manchester	discharge	1 8 0	Samuel Champion	R.R.	avva		6
3 0 0			R.R.	25/10/1902	Garston	returned to duty	3 0 0	Alick Taylor	R.R.	avva		7
2 0 0			R.R.	27/10/1902	Garston	discharge	3 0 0	W. H. Jones	R.R.	avva		8
1 10 0			R.R.	12/10/1902	Manchester	discharge	1 9 1/2	John Ormond	A.S.	avva		9
1 10 0			R.R.	25/7/1902	Barry	discharge	2 2 10	Neil Lindsay	A.S.	avva		10
1 8 0			R.R.	21/9/1902	Jersey	in goal	1 3 0		R.R.	avva		11
1 10 0			A.S.	15/8/1902	Garston	discharge	- 15 0	Fred Jeffery Freestone	A.S.	avva		12
1 8 0			A.S.	4/10/1902	Manchester	discharge	1 8 0	William Condon	R.R.	avva		13
2 0 0			A.S.	14/12/1902	Liverpool	Left behind	3 6		A.S.	avva		14
1 10 0			A.S.	10/11/1902	Newport	discharge	1 10 0	Pierre Varietas	R.R.	avva		15
1 8 0			R.R.	10/11/1902	Newport	discharge	1 8 0	John E. Richard	R.R.	avva		16
1 8 0			R.R.	1/12/1902	Manchester	discharge	1 9 0	John Williams	R.R.	avva		17
1 8 0			R.R.	1/12/1902	Manchester	discharge	1 8 0	William Hughes	R.R.	avva		18
1 10 0			A.S.	25/10/1902	Manchester	discharge	1 1 0	William Wiseman	R.R.	avva		19
2 0 0			R.R.	9/1/1903	Newport	discharge	1 8 7	W. J. Jones	R.R.	avva		20
1 8 0			R.R.	1/1/1903	Liverpool	discharge	1 0 0	John McDonald	R.R.	avva		

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 Seaman should sign.
the Ship," thus, "H.M.S. Revenge;" and the other Cause of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died," or Dec., "Declines to report."

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 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 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)	2 6
(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		

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.

British Vice-Consulate Ceylon
Articles deposited } July 15th 1900
Returned } Rate of exchange 25th 12
Arthur J. P. Consul



LOAD-LINE AND DRAUGHT OF WATER

POSITION OF DISC.

* The centre of the disc is placed at feet 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 North America, or eastern Ports 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 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 limits 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.

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. The 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 a Superintendent of a Mercantile Marine Office, Consular, or other 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 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 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 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 prosecuted)	Five Shillings.	
2	Bringing or having on board spirituous liquors	Five Shillings.	
3	Drunkenness. First Offence	Five Shillings.	
	Do. Second and for each subsequent Offence	Ten Shillings.	
4	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung-shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence 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.

- S. 113. 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 (duly indentured and registered), employed or engaged in any capacity on board any Ship.)
- S. 113. 2. Neglect to comply with this regulation subjects the Master or Owner to a penalty not exceeding £5 for every offence.
- S. 113. 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.
- S. 120. 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.
- S. 123. 5. 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 of a Mercantile Marine Office, Justice, Officer of Customs, Consul or Vice-Consul, or where there is no such Officer, of two respectable British Merchants.
- S. 121. 6. Fraudulently altering, or making any false entry in, or delivering a false copy of any 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.

Ports Abroad.

- S. 113. 7. Upon the arrival of the Ship at any Foreign 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 is not a Passenger Ship) to the Consular Officer, the Agreement, and all Indentures and Assignments 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 S. 124. 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 pars. 11 and 12.)

Termination of Voyage or Half-year.

9. This Agreement may not extend beyond the date of the first arrival of the Ship S. 113 (4). 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 30th June or the 31st December, or previously S. 233 and 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 accounts of the wages and effects of any Seaman or Apprentice who has died on board during the period of the Home Trade Agreement, and any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. The Master is also to deliver to the Superintendent the Certificates (Mates, Engineers, or Naval Reserve men) 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 to give to every Seaman (or leave with the Superintendent on his S. 123. 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 hours 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.
12. Upon paying off or discharging any Seaman, the Master is bound under a Penalty S. 123. 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 Certificated 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 S. 123. 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.

Official Log Books.

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.)

FROM						TO		
(1)	(2)	(3)		(4)		(5)	(6)	(7)
Date of Departure.	Dock, Wharf, Port or Harbour.	Draught of Water.		Freeboard amidships.		Date of Arrival.	Dock, Wharf, Port or Harbour.	Say "Passengers" if more than Twelve Passengers were carried.
		Forward.	Aft.	Port.	Starboard.			
		ft. in.	ft. in.	ft. in.	ft. in.			
5/7/1900	West of Cardiff	11.5	12.5	1.1	0.11½	6/7/1900	St Malo & K	
8/7/1900	St Malo & K	8.9	5.4	5.8½	5.8½	16/7/1900	Swansea & K	
17/7/1900	Swansea & K	11.1	12.7	0.10	0.10	13/7/1900	Caen & K	
16/7/1900	Caen & K	9.0	5.4	5.7	5.7	18/7/1900	Port Tolbot	
19/7/1900	Port Tolbot & K	10.11	12.7	0.11½	0.11½	21/7/1900	Jersey Harbour	
24/7/1900	Jersey Harbour	9.0	5.4	5.7	5.7	26/7/1900	Barry Dock	
26/7/1900	Barry Dock & K	11.1	12.5	0.11½	0.11½	29/7/1900	Sheerness	
1/8/1900	Rochester	10.5	12.8	1.2½	1.2½	6/7/1900	Bristol	
9/8/1900	Bristol & K	5.4	9.0	5.7	5.7	10/8/1900	Heathabhy	
10/8/1900	Heathabhy Wharf	11.0	12.7	0.11	0.11	11/8/1900	Barry	
14/8/1900	Barry Wharf	5.4	9.0	5.7	5.7	15/8/1900	Swansea	
15/8/1900	Swansea	10.10	12.7	1.1	1.1	18/8/1900	Rochester	
24/8/1900	Rochester	5.4	9.0	5.7	5.7	25/8/1900	Dunkirk Hartlepool	
26/8/1900	Hartlepool	11.0	12.6	1.0	1.0	28/8/1900	Caen	
30/8/1900	Caen	5.4	9.0	5.7	5.7	1/9/1900	Glanelly	
4/9/1900	Glanelly	11.2	12.4	0.11½	0.11½	6/9/1900	Caen	
8/9/1900	Caen	5.4	9.0	5.7	5.7	9/9/1900	Dunkirk	
11/9/1900	Dunkirk	11.0	12.1	1.2½	1.2½	14/9/1900	Liverpool	
16/9/1900	Liverpool	10.10	12.7	0.11½	0.11½	17/9/1900	Cardiff	
19/9/1900	Cardiff	5.4	9.0	5.7	5.7	19/9/1900	Port Tolbot	
20/9/1900	Port Tolbot	11.1	12.8	0.10½	0.10½	21/9/1900	Jersey	
25/9/1900	Jersey	10.1	13.0	1.3	1.3	27/9/1900	Liverpool	
30/9/1900	Manchester	9.1	11.3	3.7	3.7	2/10/1900	Bristol	
3/10/1900	Bristol	7.0	10.0	3.3	3.3	3/10/1900	Swansea	
4/10/1900	Swansea	9.9	10.5	2.8	2.8	6/10/1900	Manchester	
6/10/1900	Manchester	8.0	10.3	3.7½	3.7½	9/10/1900	Bristol	

R. Edwards Master
Edward Williams Mate