

that if the Master of any Ship not belonging to the United Kingdom who engages Seamen in the United Kingdom is furnished with an Agreement made in due Form according to the Law of the Territory or Colony to which such Ship belongs, the Seamen so engaged in the United Kingdom may sign such Agreement in the Presence of the Shipping Master, and the Master shall not be compelled to enter into an Agreement with them in the Form required by the Mercantile Marine Act, 1850.

VIII. If the Crew of any Ship registered in any Territory or Colony, being Part of Her Majesty's Dominions abroad, is engaged within the Limits of such Territory or Colony according to the Laws for the Time being in force there, for a Voyage which is to terminate in such Territory or Colony, and is so expressed in the Agreement, such Ship shall not, by reason of her touching in the course of such Voyage at any Place or Places in the United Kingdom, and likewise at other Places not situate in such Territory or Colony as aforesaid, be construed to be a Ship to which the said Mercantile Marine Act, 1850, or this Act, applies, except so far as relates to the Engagement or Discharge of any Seaman engaged in or discharged from such Ship within the Limits of the United Kingdom.

IX. In the Case of Foreign-going Ships making Voyages averaging less than Six Months in Duration, Agreements with the Crew may be made to extend over Two or more Voyages, in the Manner and subject to the Conditions hereinafter mentioned; (that is to say,) no such Agreement shall extend beyond the next following Thirtieth of June or Thirty first of December, or the First Arrival of the Ship at her Port of Destination in the United Kingdom after such Date; and every Person entering into such Agreement, whether engaged upon the First Commencement thereof or otherwise, (except Seamen engaged out of the United Kingdom and such Substitutes as hereinafter mentioned,) shall enter into and sign the same in the Manner required by the said Mercantile Marine Act, 1850, in the Case of Foreign-going Ships; and every Person engaged thereunder, if discharged in the United Kingdom, shall be discharged in the Manner required by the said Act for the Discharge of Seamen belonging to Foreign-going Ships; and Seamen engaged out of the United Kingdom, and Substitutes engaged in the Place of Seamen who have duly signed this Agreement, and whose Services are lost within Twenty four Hours before the Ship puts to Sea, by Death, Desertion, or other unforeseen Cause, may be engaged in the Manner provided for such Cases by the Forty seventh Section of the said Mercantile Marine Act, 1850.

X. The Master of every Foreign-going Ship for which such a running Agreement as aforesaid is made shall, upon every Return to any Port in the United Kingdom before the final Termination of the Agreement, discharge or engage before the Shipping Master there any Seaman whom he is required by Law so to discharge and engage, and shall indorse on the Agreement a Statement (as the Case may be), either that no such Discharges or Engagements have been made or are intended to be made before the Ship again leaves Port, or that all such Discharges or Engagements have been duly made as hereinbefore required; and any Master who wilfully makes a false statement in such Indorsement shall be liable to a Penalty not exceeding Twenty Pounds; and the Shipping Master shall also sign an Indorsement on the Agreement to the Effect that the Provisions of this Act relating to such Agreement have been complied with, and shall re-deliver the Agreement so indorsed to the Master, when signed and attested.

XI. In Cases in which such running Agreements are made, the Duplicate Agreement retained by the Shipping Master upon the First Engagement of the Crew shall either be returned to the Registrar of Seamen immediately, or be kept by the Shipping Master until the expiration of the Agreement, as the Board of Trade may direct.

XII. For the purpose of determining the Fees to be paid upon the Engagement and Discharge of Seamen belonging to such Ships as aforesaid, the Crews shall be considered to be engaged when the Agreement is first signed, and to be discharged when the Agreement finally terminates, and all intermediate Engagements and Discharges shall be considered to be Engagements and Discharges of single Seamen: Provided that nothing herein contained shall effect the Power of reducing Fees which the Board of Trade possesses under the said Mercantile Marine Act, 1850.

XIII. Except as hereinbefore provided, all Enactments relating to Agreements or to Discharges which are contained in the said Act shall apply to Agreements and Discharges effected in the Manner hereinbefore mentioned.

XIV. All Shipping Masters appointed under the said Mercantile Marine Act, 1850, shall, if applied to for the Purpose, give to any Boards of Guardians or other Persons desirous of apprenticing Boys to the Sea Service, and to Masters and Owners of Ships requiring Apprentices, such Assistance as is in their Power, and is consistent with their other Duties, for facilitating the making of such Apprenticeships, and shall, notwithstanding anything in the Act of the Ninth Year of Her Majesty Queen Victoria, Chapter One hundred and sixteen, or in the Mercantile Marine Act, 1850, contained, be entitled to demand and receive from Persons availing themselves of such Assistance such Fees as may be determined in that Behalf by the Board of Trade, with the Concurrence, so far as relates to Parish Apprentices, of the Poor Law Board; and such Fees shall be accounted for and applied in the same Manner as Fees received under the Mercantile Marine Act, 1850.

XV. Such Provisions of the Mercantile Marine Act, 1850, as require the Masters or Owners of Ships of less than Eighty Ton Burden, employed exclusively in trading between different Places on the Coast of the United Kingdom, to keep, use, produce, or deliver Agreements with their Crews, and such Provisions of the same Act as require the Masters or Owners of any such Ships as last aforesaid, of whatever Burden, to keep, use, produce, or deliver Official Log Books, shall be repealed.

XVI. So much of the Fifty ninth Section of the said Mercantile Marine Act, 1850, as provides that Advance Notes shall not be given to Seamen who sign the Agreement before a Shipping Master until Four Hours after the Agreement has been so signed, shall be repealed; and so much of the Sixtieth Section of the same Act as relates to the Breach of such Provision shall also be repealed.

XVII. The Sixty first Section of the Mercantile Marine Act, 1850, shall be repealed; and in lieu thereof, be it enacted, That whenever any Advance Note is discounted for any Seaman, such Seaman shall sign or set his Mark to a Receipt indorsed on the Note, stating the Sum actually paid or accounted for to him by the Person discounting the same; and if the Seaman sails in the Ship from the Port of Departure mentioned in the Note, and is then duly earning his Wages, or is previously discharged with the Consent of the Master, but not otherwise, the Person discounting the Note may, Ten Days after the final Departure of the Ship from the said Port of Departure mentioned in the Note, sue for and recover the Amount promised by the Note, with Costs, either from the Owner or from any Agent who has drawn or authorized the drawing of the Note, either in the County Court or in the summary Manner in which Seamen are by the General Merchant Seamen's Act enabled to sue for and recover Wages not exceeding Twenty Pounds; and in any such Proceeding it shall be sufficient for such Person to prove that the Note was given by the Owner or Master or some other authorized Agent, and that the same was discounted to and receipted by the Seaman, and the Seaman shall be presumed to have sailed in the Ship from such Port as aforesaid, and to be duly earning his Wages, unless the contrary is proved, either by the Production of his Register Ticket, or by the official Statement of the Change in the Crew caused by his Absence, made and signed by the Master, as by the Mercantile Marine Act, 1850, required, or in some other Manner.

XVIII. The Power of dispensing with so much of the Act of the Eighth Year of Her Majesty Queen Victoria, Chapter One hundred and twelve, as relates to Lime or Lemon Juice, Sugar and Vinegar, which is by the Sixty fifth Section of the said Mercantile Marine Act, 1850, given to the Board of Trade, shall extend to Ships bound to any Port on the Eastern Coast of North America North of the Thirty fifth Degree of North Latitude, and to any Islands or Places in the Atlantic Ocean North of the same Limits.

XIX. The Board of Trade may direct that Citric Acid, or any other Article of a similar Nature, may, at the Discretion of Masters or Owners of Ships, be substituted for the Lime or Lemon Juice required by the Eighteenth Section of the Act of the Eighth Year of Her Majesty Queen Victoria, Chapter One hundred and twelve, and may impose any Conditions it thinks fit upon any such Substitution, and may revoke any such Directions; and no Master or Owner who complies with such Directions shall be compelled to carry or serve out Lime or Lemon Juice, or be liable to any Penalty for not carrying or serving out the same.

XX. Such Provisions of the Tenth Section of the Act of the Eighth Year of Her Majesty Queen Victoria, Chapter One hundred and twelve, as relate to the harbouring or secreting of Deserters, shall extend to the harbouring or secreting of any Seaman who after duly signing the Agreement wilfully neglects or refuses to join his Ship, or of any Apprentice who so neglects or refuses.

XXI. Any Pilot in charge of any Ship who by wilful Breach of Duty or by Neglect of Duty, or by reason of Drunkenness, does any Act tending to the immediate Loss, Destruction, or serious Damage of such Ship, or tending immediately to endanger the Life or Limb of any Person on board of such Ship, or who by wilful Breach of Duty or Neglect of Duty, or by reason of Drunkenness, refuses or omits to do any lawful Act proper and requisite to be done by him for preserving such Ship from Loss, Destruction, or serious Damage, or for preserving any Person belonging to or on board of such Ship from Danger to Life or Limb, shall for each such Offence be deemed guilty of a Misdemeanor.

XXII. Whenever in any Proceeding relating to Seamen's Wages it is shown that any Seaman or Apprentice has in the course of the Voyage been convicted of any Offence by any competent Tribunal, and rightfully punished therefor by Imprisonment or otherwise, the Court or Justice hearing the Case may, if they or he think fit, direct a Part of the Wages due to such Seaman, not exceeding Three Pounds, to be applied in reimbursing any Costs properly incurred by the Master in procuring such Conviction and Punishment.

XXIII. Any Court duly constituted according to the Eighty second Section of the Mercantile Marine Act, 1850, shall, in addition to the Powers given to it by that Act, have the Power of ordering that the Wages of any Seaman whom it discharges from his Ship, or any Part of such Wages, shall be forfeited, and may direct either that such forfeited Wages be retained by way of Compensation to the Owner, or that they be paid to the Board of Trade, in the same Manner as Fines payable under the said Mercantile Marine Act, 1850, and shall also have the Power of