

UNITED STATES OF AMERICA.

IT IS AGREED, Between the Master and Seamen or Mariner's, of the Schir. San Juan
or whosoever shall go for Master now in the Port of
and bound for Barbados or a market in the West Indies and back to

V. A. Knight
Elizabeth City N.C.
Elizabeth City N.C.

THAT, in consideration of the monthly or other wages against each respective Seaman or Mariner's name hereunder set, they severally shall and will perform the above mentioned voyage; and the said Master doth hereby agree with and hire the said Seamen or Mariners for the said voyage, at such monthly wages or prices, to be paid pursuant to this agreement, and the laws of the Congress of the United States of America, and the custom and usage of this Port. And t. cy. the said Seamen or Mariners, do severally hereby promise and oblige themselves to do their duty, and to obey the lawful commands of their officers on board the said vessel, or the boats thereunto belonging, as become good and faithful Seamen or Mariners; and at all places where the said vessel shall put in, or anchor at, during the said voyage, to do their best endeavors for the preservation of the said vessel and cargo, and not to neglect or refuse doing their duty by day or night, nor shall go out of the said vessel on board any other vessel, or be on shore under any pretence whatsoever, until the above said voyage be ended, and the said vessel be discharged of her loading, without leave first obtained of the Captain, or commanding officer on board; that in default thereof, they will be liable to all the penalties and forfeitures mentioned in the Marine Law, enacted for the government and regulation of Seamen in the Merchant's service, in which it is enacted:—That if any Seaman or Mariner shall absent himself from on board the ship or vessel, without leave of the master or commanding officer on board, and the Mate, or other officer having charge of the log book, shall make an entry therein of the name of such Seaman or Mariner on the day on which he shall so absent himself; and if such Seaman or Mariner shall return to his duty within forty-eight hours, such Seaman or Mariner shall forfeit three day's pay for every day which he shall so absent himself, to be deducted out of his wages; but if any Seaman or Mariner shall absent himself for more than forty-eight hours at one time, he shall forfeit all wages due to him and all his goods and chattels which were on board the said ship

or vessel, or in any store where they may have been lodged at the time of his desertion to the use of the owner or owners of the ship or vessel; and moreover shall be liable to pay him or them all damages which he or they may sustain by being obliged to hire other Seamen or Mariners in his or their place." And it is further agreed by both parties, that each and every lawful command which the said master shall think necessary hereafter to issue for the effectual government of the said vessel, suppressing immorality and vice of all kinds, to be strictly complied with, under the penalty of the person or persons disobeying, forfeiting his or their whole wages or hire, together with every thing belonging to him or them on board said vessel. And it is hereby understood and mutually agreed by and between the parties aforesaid, that they will render themselves on board the said *Schir.* *San Juan* on or before the *29th* day of *October, 1860*, at *9* o'clock in the *fore* noon. And it is further agreed on, that no officer or seaman belonging to the said vessel shall demand or be entitled to his wages, or any part thereof until the arrival of the said vessel at the above mentioned port of discharge, and her cargo delivered. And it is hereby farther agreed between the master and officers of the said vessel, that whatever apparel, furniture, and stores, each of them may receive into their charge, belonging to the said vessel, shall be accounted for on her return; and in case anything shall be lost or damaged, through their carelessness or insufficiency, it shall be made good by such officer or seaman, by whose means it may happen, to the master and owner of the said vessel. And whereas, it is custom-

ary for the officers and seamen, on the vessel's return home, in the harbor, and whilst the cargo is delivering, to go on shore each night to sleep, greatly to the prejudice of such vessel and freighters, be it further agreed by the said parties that neither officer nor seaman shall on any pretence whatever, be entitled to such indulgence, but shall do their duty by day in discharge of the cargo, and keep such watch by night, as the master shall think necessary to order for the preservation of the above. And whereas, it often happens that part of the cargo is embezzled after being safely delivered into lighters, and as such losses are made good by the owners of the vessel, be it therefore agreed by these presents, that whatever officer or seaman the master shall think proper to appoint, shall take charge of her cargo in the lighters, and go with it to the lawful quay, and there deliver his charge to the vessel's husband, or his representative, to see the same safely landed. That each seaman or mariner who shall well and truly perform the above mentioned voyage, (provided always that there be no plunderage, embezzlement, or other unlawful acts committed on the said vessel's cargo or stores,) shall be entitled to the payment of the wages or hire that may become due to him pursuant to this agreement, as to their names is severally affixed and set forth: Provided, nevertheless, that if any of the said crew disobey the orders of the said master or other officer of the said vessel, or absent himself at any time without liberty, his wages due at the time of such disobedience or absence, shall be forfeit ed; and in case such person or persons so forfeiting wages shall be re-instated or permitted to do further duty, it shall not do away such forfeiture. That for the due performance of each and every of the above mentioned articles and agreements, and acknowledgment of their being voluntary and without compulsion, or any other clandestine means being used, agreed to and signed by us—in testimony whereof, we have each and every of us under-affixed our hands, the month and day against our names as hereunder written.

TIME OF ENTRY.	MEN'S NAMES.	QUALITY.	PLACE OF BIRTH.	RESIDENCE.	AGE.	HEIGHT.		WITNESS TO THEIR SIGNING.	Advanced Wages.		Wages per Month.		Whole Wages.	
						Dollars.	Cents.		Dollars.	Cents.	Dollars.	Cents.		
October 29. 1860	V. A. Knight	Master	Brunswick Co N.C.	Elizabeth City N.C.	25	5	8	J Hunter	72	00	96	00		
" 29.	B. B. Keeling	Seaman	Elizabeth City N.C.	Elizabeth City N.C.	22	5	8	J Hunter	7 00	16	00			
" 29. "	William X Charles	Seaman						J Hunter	7 00	16	00	16 66	36	1630-
" 29. "	William Casey	Seaman	Kyde Co N.C.	Elizabeth City N.C.	23	5	7 1/2	J Hunter	16 50	16	00	17 66	36	830-
" 29. "	Benjamin X Kelpman	Seaman	New Jersey	Elizabeth City N.C.	27	5	7	J Hunter	12 00	16	00	12 66	36	1230+
" 29. "	Franklin X Jarco	cook	Brunswick Co N.C.	Brunswick Co N.C.	25	5	5 1/2	J Hunter	10 00	16	00	14 66	36	1430+
											117 97		144 41.70	

CUSTOM HOUSE, PORT OF ELIZBETH CITY,
DISTRICT OF CAMDEN, N. C.

I do hereby certify that these Shipping Articles are a true copy of the original this day produced to me, (and now on file in this office,) in conformity with the "Act in addition to the several acts regulating the shipment and discharge of seamen, and the duties of Consuls"—approved July 20th, 1840.

As witness my hand and seal of office this *29th* day of

October, A. D. 18*60*.

L. S. Granger Coll.