

Eng. 1.  
(40 Men).



ISSUED BY THE  
MINISTRY OF WAR TRANSPORT  
in pursuance of  
57 & 58 Vict. ch. 60

*B. Bigg*

Supplementary to an Agreement opened on the  
17th day of December, 1947 at London for a period not  
exceeding 1 year's duration.

[Executed in Fourteen Pages.]

# AGREEMENT AND LIST OF THE CREW/ FOREIGN-GOING SHIP.

SHI/LOG/JO#1

The term "Foreign-going Ship" includes every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the following limits: the coasts of the United Kingdom, the Channel Islands and Isle of Man, and the continent of Europe between the River Elbe and Brest inclusive. For this purpose the term "the United Kingdom" is to be construed as including Eire.

M/S	Name of Ship. <sup>1</sup>	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage. Gross.	Net.	Power of Engine (if any) N.H.P. I.H.P. B.H.P.
	"JOHN BISCOE"	181806	STANLEY, FALK IS	1948	870.48	415.97	750
REGISTERED MANAGING OWNER OR MANAGER.				No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER.		
Name.		Address (State No. of House, Street and Town).		Name.		Address.	
Falk Is. Government.		Govt. House, Stanley Falk Is.		15			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom *ccut* are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from<sup>2</sup>

the Falkland Islands to any ports or places between the limits of 65 degrees North latitude and 75 degrees South latitude, trading in any rotation and to end on the completion of the 1948/49 Season in the Antarctic Waters or earlier at the option of the Master.

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 Scale printed herein.

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 it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent he is liable to be disrated.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade and the Ministry of War Transport which are printed herein and numbered *1-6 inclusive*

are adopted by the parties hereto, and shall be considered as 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 advances on account and allotments of part of the wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

And it is also agreed, that<sup>3</sup>

*no cash shall be advanced or liberty granted to them at the pleasure of the master.*

(a) The crew when required to, will act or work in accordance with their Government contract subject to the regulations promulgated from time to time by His Excellency the Governor of the Falkland Islands.

(b) The seamen and gressers shall mutually assist in other in the general duties of the ship.

(c) The crew individually and collectively agree to keep their quarters clean & tidy and in readiness for inspection by the Master or Officer deputed by him. Further, it is agreed that at the time when the crew or any individual member finally leaves the ship at termination of the contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the Master or authorised deputy.

For each breach of the foregoing the Master may, at his entire discretion, impose on each member of the crew concerned, a fine not exceeding 2 days pay.

(d) All stores and provisions issued to the crew are only for use and consumption on board ship, and the property in any unused or unconsumed stores or provisions remains in the shipowner.

Any member of the crew taking ashore, selling, destroying or giving away any such stores or provisions renders himself liable to prosecution.

(e) The crew shall wear uniform when and where required.

(f) No overtime will be paid - all rates of pay being inclusive.

(g) Should any of the crew fail to join at the specified time or times appointed by the shipowner, the ship substitutes at once.

In Witness whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by *[Signature]* Master,  
on the *26th* day of *April* 1948

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
26/4/48	Stanley Falk Is.	1/5/49.	Stanley Falkland Is.	4/5/49.	<i>[Signature]</i> Commander. Royal Navy. Master.

- Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
  - Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
  - Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
  - Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.
  - Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade and the Ministry of War Transport, and printed on the fourth page hereof which the parties agree to adopt.
  - Here any other 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. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

# ADDITIONAL CLAUSES.

Bed and Bedding will be supplied. In the event same not being returned in good condition (fair wear and tear) excepted - the following amounts will be deducted from wages-

Mattress }  
Blankets } Cost price.  
Pillows }



*B.B.*

*It is agreed that N°20's services shall terminate on vessel's return to Falk. Is. from the United Kingdom*

*B.B.*

## SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1939, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note.—The scale agreed upon is in addition to the Lime or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article.	Allowance per week.	Article.	Allowance per week.
Water	28 quarts.	Milk { Condensed or Dried	4 ozs.
Soft Bread	7 lbs.	Milk for cooking { Condensed or Dried	4 ozs.
Fresh Meat	8 1/2 lbs.	Butter (see note 2 below)	1 lb.
Fresh Fish	See note 1 below and paragraphs 3, 4 and 5 of Conditions and Exceptions.	Marmalade or Jam	1 lb.
Eggs	7 lbs.	Syrup	3 ozs.
Smoked Ham or Bacon	1 1/2 lbs.	Cheese	4 ozs.
Potatoes	1 lb.	Suet	4 ozs.
Dried or Compressed Vegetables	1 lb.	Pickles	1 pint
Peas, Split	1 lb.	Onions	1 lb.
Green Peas, Haricot Beans or Butter Beans	1 lb.	Dried Fruits	3 ozs.
Rice	6 ozs.	Fine Salt	3 ozs.
Oatmeal, Rolled Oats or similar cereal	3 ozs.	Mustard	1 oz.
Tea	2 ozs.	Pepper	1 oz.
Coffee (containing not more than 25 per cent. Chicory)	3 ozs.	Curry Powder	1 oz.
Cocoa (or Chocolate)	1 1/2 lbs.		
Sugar (see note 2 below)			

NOTE 1.—The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lbs. 3 ozs.

NOTE 2.—The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

### CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. GENERAL.—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. BREAD.—The issue of soft bread under the scale shall not be required:—

(a) in a ship of less than 1,000 tons gross registered tonnage; or

(b) if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;

but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.

3. MEAT.—The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking.

When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3/4 lb. of salt meat or 1/2 lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 ozs. weekly but not exceeding 8 ozs. and count as preserved meat.

NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. FISH.—The weight of fresh fish is the gross weight before preparation for cooking.

Fresh fish up to an amount not exceeding 1 1/2 lbs. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

In any week in which less than 8 ozs. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 ozs. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1 1/2 ozs. of dried fish or 1 oz. of tinned fish to 2 ozs. of fresh fish.

5. EGGS.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1 1/2 ozs. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

6. POTATOES.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

7. DRIED MILK.—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

8. VEGETABLES.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when 1/2 lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

9. DRIED FRUITS.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches or apricots.

10. ONIONS.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1/2 lb. of fresh onions must be issued.

11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

NOTE.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

### SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE.

Salt Meat	1 lb.	Marmalade	1 lb.
Preserved Meat	1 lb.	Jam	1 lb.
Coffee	1 oz.	Syrup	1 lb.
Cocoa or Chocolate	1 1/2 ozs.	Butter	1 lb.
Tea	1 lb.	Cheese	1 lb.
Flour	1 lb.	Condensed Milk	8 1/2 ozs.
Biscuit	1 lb.	Dried Milk	4 ozs.
Rice	1 lb.	Mustard	1 oz.
Oatmeal, Rolled Oats or similar cereals	1 lb.	Curry Powder	1 oz.
Split Peas	1 lb.		
Flour	1 lb.		
Green Peas, Haricot or Butter Beans	1 lb.		
Rice	1 lb.		

# POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.	Load Line.
Tropical ..... feet $5\frac{1}{4}$ inches. (T)..... $4\frac{1}{4}$ inches above S.	
Summer ..... feet $9\frac{1}{4}$ inches. (S) Upper edge of line through centre of disc.	
Winter ..... feet $1\frac{1}{2}$ inches. (W)..... $4\frac{1}{4}$ inches below S.	
Winter North Atlantic (if assigned) } ..... feet $3\frac{1}{2}$ inches. (WNA)..... $6\frac{1}{4}$ inches below S.	
Allowance for fresh water for all freeboards: — $4\frac{1}{4}$ inches.	
The upper edge of the deck line from which these freeboards are measured is..... inches above the top of the $3\frac{1}{2}$ " wood upper deck at side.	
(Above particulars to be taken from Load Line Certificate.)	

The Winter North Atlantic load line (if assigned) applies for voyages across the North Atlantic, north of latitude 36°N., during the winter months as defined in the Load Line Rules. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

## REGULATIONS FOR MAINTAINING DISCIPLINE

SANCTIONED BY THE BOARD OF TRADE AND MINISTRY OF WAR TRANSPORT IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

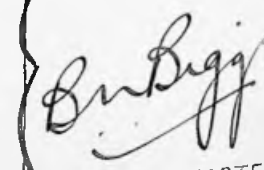
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Punishments. 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 deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular 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 or Consular Officer 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 be paid over to the Officer.

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 Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. 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 Sect. 234.

No.	OFFENCE.	Amount of Fine for a first offence.	Amount of Fine for a second or subsequent offence.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	Ten Shillings.	One Pound.	 SHIPPING MASTER
2	Bringing or having on board intoxicating liquors	Ten Shillings.	One Pound.	
3	Drunkenness	Ten Shillings.	One Pound.	
4	Taking on board and keeping possession of any fire-arm, 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	Ten Shillings.	One Pound.	
5	Insolent or contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	Ten Shillings.	One Pound.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound.	
7	For exposing between sunset and sunrise a light of any description so as to be visible outboard or to reflect upwards, including the lighting of matches anywhere on the upper deck or for failing to comply with any lawful command as to the extinguishing of lights on board, if the seaman is not otherwise prosecuted	Forty Shillings.	Forty Shillings.	

## Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorized by the Board of Trade or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade.

Where in any port a fireman or trimmer is required and no person over 18 years of age is available, young persons over 16 may be employed, but in such cases two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age.

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth.

This summary must be included in every agreement with the crew.

## List of Young Persons under 18 years of age, and account of all Apprentices employed on board during the voyage.

Name in full.	Date of Birth.	Nationality† (if British, state birthplace).	Capacity.	If Apprentice Particulars of Indentures.		Date of joining for the voyage.	Particulars of Leaving. To be filled up by the Master. If remaining it should be stated.		Initials of Official who grants Certificate respecting an Apprentice left behind abroad
				Date.	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons* under 18 years of age including Apprentices.									
Eric Louis Briggs	16/10/37	Stanley 22	Engineer app.	1/5/46	Stanley 7/10/48	13/10/48	Discharge	Discharge	Commander R.N.
Frederick B.W. Newman	1932	N. Arm	P. Bay			1/5/49	Termination of agreement	Discharge	Commander R.N.
Tommy Beck	1/1/31	Stanley	L. Bay			1/10/48	Discharge	Discharge	Commander R.N.
Chris Lewis	26/1/32	Stanley	Har. Bay			14/10/48	Remaining transferred		
Reg. McGill	26/6/31	Stanley F. Bay			Stanley 28/11/48		to his article 2/5/49		
2. Apprentices over 18 years of age.									
British subject, state town or country of birth, and if born in a foreign country state if a natural born British subject or naturalised.									

\* If a British subject, state town or country of birth, and if born in a foreign country state if a natural born British subject or naturalised.  
 In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

(Further pages.)



Name of Ship *M/V. JOHN BISCOE*

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (See A.V.).		Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS AND NEXT OF KIN.  N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman. (State name and relationship of next of kin or friend).	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.		In what Capacity engaged?	No. of Certificate (if any), and No. of R.N.R. Commis. slip or R.V.2 (if any).	Date and Hour at which he is on board.	Amount of Wages per Week or at the time of Engagement.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Half-Monthly or Monthly Allowance.	Signature of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE. To be filled in by the Master up to the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE.			Number of Weeks for which Insurance contribution is payable.	Reference No.
							Date.	Place.								Date, Place and Cause of leaving this Ship, or of Death.	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release the Master and Owner of this Ship, and the Master and Owner of this Ship, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he is signed in Col. 1.)		
1	<i>Almafie</i> Master to sign first.		42	Glasgow	Major D.B. Macfie (Brother) 9, Herriot St. Glasgow S.I.	R.M.	26/4/48	Stanley	Port	LT. Cmdr 02939	6/5/49	Separate Agreement				1/5/49	Stanley	13 4 0	<i>Almafie</i>			0	1
2	<i>R. Bonner</i>		18	Stanley	90 J.P. Goul.	Same.	"	"	Deck hand		at once	16/3/4	16/3/4			1/5/49	Stanley	13 4 0	<i>R. Bonner</i>			0	2
3	<i>H. H. Duncan</i>		19	P. Stephens	do.	do	do	do	do			16/3/4	16/3/4			31/5/49	Montenap	1 2	<i>H. H. Duncan</i>			0	3
4	<i>Almafie</i>		25	Stanley	do	do	do	do	do			16/3/4	16/3/4			12/5/49	Stanley	10 6 4	<i>Almafie</i>			0	4
5	<i>D. Richardson</i>		20	do	do	do	do	do	do			16/3/4	16/3/4			1/5/49	Stanley	24 12 1	<i>D. Richardson</i>			0	5
6	<i>J. Smith</i>		21	do	do	do	do	do	do			16/3/4	16/3/4					40 14 1	<i>J. Smith</i>			0	6
7	<i>K. A. McLeod</i>		21	Stanley	do	do	do	do	Ships boy			20	20					40 2 10	<i>K. A. McLeod</i>			0	7
8	<i>H. R. Halli</i>		40	B. Smith	do	do	do	do	Ships boy									30 6 0	<i>H. R. Halli</i>			0	8
9	<i>S. Newman</i>		53	Stanley	do	do	do	do	Cook									4 6 3	<i>S. Newman</i>			0	9
10	<i>H. W. Newman</i>		15	N. Ann.	do	do	do	do	P. Boy			10	10					9 1 1	<i>H. W. Newman</i>			0	10
11	<i>Jonny Peck</i>		16	Stanley	do	do	do	do	Ships boy			10	10			3/4/48	Northampton	Deserted.	<i>Jonny Peck</i>			0	11
12	<i>W. Fanning</i>		40	do	do	do	do	do	Ships boy			15	15			1/5/49	Stanley	10 4 1/2	<i>W. Fanning</i>			0	12
13	<i>J. Pearson</i>		41	do	do	do	do	do	Ships boy			18 15	18 15			1/5/49	Stanley	13 16 1	<i>J. Pearson</i>			0	13
14	<i>Eric G. Biggs</i>		46	do	do	do	do	do	do			18 15	18 15			1/5/49	Stanley	22 5 5	<i>Eric G. Biggs</i>			0	14
15	<i>J. D. Lehen</i>		18	do	do	do	do	do	do			18 15	18 15			1/5/49	Stanley	10 16 1/2	<i>J. D. Lehen</i>			0	15
16	<i>J. P. Smith</i>		20	do	do	do	do	do	do			18 15	18 15					48 15 2	<i>J. P. Smith</i>			0	16
17	<i>Eric Louis Biggs</i>		17	do	do	do	do	do	Ships boy			18 15	18 15			13/4/48	Northampton	Deserted.	<i>Eric Louis Biggs</i>			0	17
18	<i>Joseph Curran</i>		44	do	Daughter Maudie Helen	do	do	do	Ships boy			18 15	18 15			1/5/49	Stanley	22 4 9	<i>Joseph Curran</i>			0	18
19	<i>William Watson</i>		22	J.P.S.	do	do	do	do	Ships boy			16 13 4	16 13 4			1/5/49	Stanley	35 18 5	<i>William Watson</i>			0	19
20	<i>W. Bonner</i>		22	F. 2s	do	do	do	do	Ships boy			20	20			1/5/49	Stanley	42 1 0	<i>W. Bonner</i>			0	20

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as 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 His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

•• An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F." where the Seaman is not domiciled or resident in the United Kingdom and is to be included in part A.V. or A.VI of the Schedule X. 701. (c) "O," where no contribution is required at all (e.g. in the case of an Officer whose employment is non-manual and remunerated at a rate exceeding £420 a year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

[Fourteen pages.]

## PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dist. A's).	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS AND NEXT OF KIN. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman (State name and relationship of next of kin or friend).	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date	Place.
21	J. H. Anderson.	19	Port Stanley	(17) Mrs. W. Anderson 5, Pioneer Rd. Port Stanley F.I.	Same	18/4/48	Port Stanley
22	M. J. Smith.	21	Brisport	M. J. Francis Rex Coq. near Bressay, Bressay	Final	2/5	San
23	H. (Lindwood).	38	Quinsford	H. A. Kitchener Esq. "Lalaid" Roughon Lane, Woburn Hall Spa.	Royal Navy	5/10/48	St. Vincent
24	C. Michie	29	Wroxham	Asphelt's Mead, Havenstreet, Ryde Isle of Wight.	Royal Navy	5.12.48	Is
25	J. R. Langston	26	Falkland Is.	J. Thorpe H. Wickham Wct. J. Rodrick	Is	11/10/48	Is
26	F. R. Brooke	21	Ldn	4 Marchwood Cres Ldn W5.	Is	Is	Is
27	D. N. Penfold	54	Rochester	W. Kathleen Heatherett Bellmore Grove	Is	Is	Is
28	H. G. Ward	40	Portsmouth	W. Margaret & W. Moore, Dorset. 15 Linsbury Rd. Barchington	Is	Is	Is
29	K. J. Summers	50	Port Stanley	Isle of Wight Lister, John Campbell	Br/Marshal	Is	Is
30	J. R. Richardson	28	Manchester	M. Priscilla Beverland, Chatterton Dr.	Royal Navy	Is	Is
31	F. Birdingley	25	Leeds	Mrs. W. Anne Cartwright 60, Lillian St., Bury, Leeds 4.	Royal Navy	Is	Is
32	B. L. Eridge	32	Portsmouth	Father, Albert J. Eridge, 18, Kestel Ave Copton, Portsmouth	Royal Navy	Is	Is
33	G. Greenfield	33	Edinburgh	W. A. A. Willon House, Gilling Rd. Richmond, Yorks.	R.N.	12/9/48	Is
34	D. Cassam	20	Levenshoe	J. Montague 4 High St. Shipston Kent.	Is	Is	Is
35	R. Wells	18	Solih	M. J. Mary 39, Ruby Rd. Solih	Asturias	13/10/48	Is
36	J. H. Bluffington	24	Canar	F. Harvey 36, Elmfield Ave Canar	Final	Is	Is
37	V. H. Spencer	23	Qhor	F. Julian 186 Edge Lane Drive Qhor	Is	Is	Is
38	A. S. Woods	25	Qhor	F. Thomas 49/51, Grosvenor St. Qhor	Is	Is	Is
39	Is	22	Wetherfield	F. Whitmore Wetherfield, Qhor	Is	Is	Is
40	C. P. M. Hardy	27	Qhor	F. George Wetherfield, Qhor	Is	Is	Is

## OF ENGAGEMENT.

In what Capacity engaged?	No. of Certificate (If any), and No. of R.N.R. Commission or R.V.2 (If any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced up to or at the time of Engagement.	Amount of Weekly, Half Monthly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE.			Reference No.
							Date.	Place.	Cause.	Signature of Crew (each to be on the line on which he is signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of Weeks for which Insurance Act Contributions are payable.	
Dr. Hand		at once	16 13 4			Is	4/49	Is	Is	Is	Is	21	21
Is		do				Is	Is	Is	Is	Is	Is	22	22
Is		at				Is	Is	Is	Is	Is	Is	23	23
Is		at				Is	Is	Is	Is	Is	Is	24	24
Is		at				Is	Is	Is	Is	Is	Is	25	25
Is		at				Is	Is	Is	Is	Is	Is	26	26
Is		at				Is	Is	Is	Is	Is	Is	27	27
Is		at				Is	Is	Is	Is	Is	Is	28	28
Is		at				Is	Is	Is	Is	Is	Is	29	29
Is		at				Is	Is	Is	Is	Is	Is	30	30
Is		at				Is	Is	Is	Is	Is	Is	31	31
Is		at				Is	Is	Is	Is	Is	Is	32	32
Is		at				Is	Is	Is	Is	Is	Is	33	33
Is		at				Is	Is	Is	Is	Is	Is	34	34
Is		at				Is	Is	Is	Is	Is	Is	35	35
Is		at				Is	Is	Is	Is	Is	Is	36	36
Is		at				Is	Is	Is	Is	Is	Is	37	37
Is		at				Is	Is	Is	Is	Is	Is	38	38
Is		at				Is	Is	Is	Is	Is	Is	39	39
Is		at				Is	Is	Is	Is	Is	Is	40	40

country, state if a natural born British subject, or naturalised.  
Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.  
Cabin Boys, not merely as Boys.  
the words "not conditional" should be inserted above the entry of the amount.  
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."  
An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F." where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £420 a year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

[Fourteen pages]





ISSUED BY THE  
MINISTRY OF WAR TRANSPORT  
In pursuance of  
57 & 58 Vict., ch. 60.

*Continuation of agreement opened on the 26/4/48 and  
attached hereto*

[Executed in] SHI/LOG/JO#1

# AGREEMENT AND LIST OF THE CREW.

## FOREIGN-GOING SHIP.

The term "Foreign-going Ship" includes every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the following limits: the coasts of the United Kingdom, the Channel Islands and Isle of Man, and the continent of Europe between the River Elbe and Brest inclusive. For this purpose the term "the United Kingdom" is to be construed as including Fire.

Name of Ship. <sup>1</sup>	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any). N.H.P. I.H.P. B.H.P. <sup>2</sup>
				Gross.	Net.	
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. <sup>3</sup>		
Name.	Address (State No. of House, Street and Town).			Name.	Address.	

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, 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 on a voyage from<sup>4</sup>

And it is also agreed, that<sup>5</sup>

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 Scale printed herein.

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 it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent he is liable to be disgraced.

And it is also agreed, that the additional clauses on pages 2 and 3 and the Regulations authorized by the Board of Trade, which are printed herein and numbered<sup>6</sup>

are adopted by the parties hereto, and shall be considered as 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 advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

In Witness whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by ..... Master,  
on the ..... day of ..... 194 .....

Date of Commencement of Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the Voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	
					..... Master.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.

2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.

3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.

4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.

5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the sixth page hereof, which the parties agree to adopt.

6. Here any other 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. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

\* If a British subject, state town or country of birth, and if born in a foreign country, state the country of birth, and if born in the United Kingdom, state the place of birth, and if born in the United Kingdom, state the place of birth, and if born in the United Kingdom, state the place of birth.

country, state if a natural born British subject, or naturalised. Boys entirely employed in connection with the work of Cooks and Stewards Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Cabin Boys, not merely as Boys.

the words "not conditional" should be inserted above the entry of the amount.

this Ship," thus "H.M.S. Revenge" and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died,"

domiciled or resident in the United Kingdom and is to be included in part A.V. or A.VI of the Schedule X. 701. (c) "O," where no contribution is required at all (e.g., in the case of an

year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

[Twenty pages.]



## FEES CHARGEABLE BY CONSULAR OFFICERS.

## NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shewn in the Consular Fees Orders in Council.

Services required by Law.	In countries other than China.		In China.
	s. d.	s. d.	
(10.) For every seaman engaged before a Consular Officer ...	3 0	3 0	
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) ...	4 0	4 0	
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer ...	3 0	3 0	
(13.) For every desertion certified by a Consular Officer ...	4 0	4 0	
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto ...	4 0	4 0	
(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48) ...	6 6	7 0	

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, 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.

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Dis A's produced an Engagement have been landed to care of Master. — Nil —

Stanley, Falk. Is.

SHIPPING MASTER

I hereby certify that the seamen whose names appear on lines 1 to 20 of the Agreement in my presence and that the same has been made as required by the M.S. Act

SHIPPING MASTER

26/4/48

I hereby certify that the seamen on line No 3

has been discharged at this port with my sanction on the ground of

and that the sum of £10-1-0

being wages due to him has been paid to him.

and that his

has been delivered to

BRITISH CONSULATE  
MONTEVIDEO

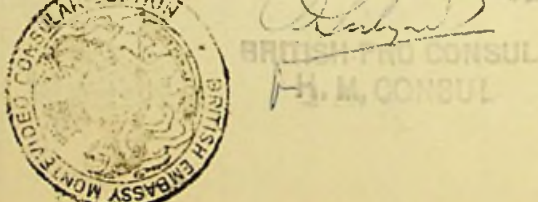
Vessel arrived 10<sup>th</sup> November 1948

Agreement deposited 11<sup>th</sup> November

- do - returned 13<sup>th</sup>

Average rate of exchange: \$ 9.25

(For conversion of seamen's wages only)



Name of

Ship *M/V "John Biscoe"*

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have sanctioned the discharge by R.B. of the seamen whose names appear on lines 29, 37 & 39 and the engagement on the terms of the within written agreement of the seamen whose name appears on line 6 of the Supplement

SHIPPING MASTER,  
STANLEY, FALKLAND IS.

I hereby certify that I have sanctioned the discharge of the seamen whose names appear on lines 29, 37, 39 and the engagement on the terms of the within written agreement of the seamen whose names appear on lines 46-48

SHIPPING MASTER,  
STANLEY, FALKLAND IS.

I hereby certify that I have sanctioned the discharge of the seamen whose names appear on lines 18, 30, 33 & 36 for the reasons stated, and the engagement on the terms of the within written agreement of the seamen whose names appear on lines 49 to 52.

SHIPPING MASTER,  
STANLEY, FALKLAND IS.

I hereby certify that I have sanctioned the discharge of the seamen whose names appear on lines 13, 27, 34, 43, and the engagement on the terms of the within written agreement of the seamen whose name appears on line 53 of the supplement.

SHIPPING MASTER,  
STANLEY, FALKLAND IS.

SHIPPING OFFICE,  
SOUTH GEORGIA:

12<sup>th</sup> March 1949

Vessel Arrived 11<sup>th</sup> March 1949

Articles Deposited 11<sup>th</sup> March 1949

Articles Returned 12<sup>th</sup> March 1949

Deputy Shipping Master

Agreement terminated this first day of May 1949.

SHIPPING MASTER,  
STANLEY, FALKLAND IS.



## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Name of

Ship

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or Endorsements, an additional form Eng. 1 should be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference Numbers in this Agreement, have been duly accounted for to me on Form L. a. 1.

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†  
and those with reference Numbers

under Section 28 (12 c)†

.....Signature.

.....Date.

† These exemptions do not apply when the Master elects to deal with the accounts collectively.

Reimbursement account charges are to be excluded from consideration in dealing with claims for exemption.

# INSTRUCTIONS TO MASTERS.

## Agreements.

1. The Merchant Shipping Acts require the Master of every Ship, *except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade 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.

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l.*, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

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

## Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 5). The employment of children under the age of 14 years is prohibited.

## Engagement of Crews and Seamen in the United Kingdom.

6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.

7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that a notice may be published for the information of those men who are seeking employment.

8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—

- (a) Produce the Certificates for himself, his Mates, and his Engineers, and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.
- (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.

9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 5*l.*

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

## Ports Abroad.

14. Upon the arrival of the Ship at a Port abroad where there is a British Consular Officer, or a Superintendent, 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, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.

15. If the Ship remains at any port for a period less than forty-eight hours, and the Consular Officer or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be produced to the Consular Officer or Superintendent for inspection.

16. The engagement or discharge of any Seaman abroad must be made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras. 20, 21 and 22 below). The Master must also obtain the sanction of the Consular Officer, or Superintendent, as the case may be, before he leaves a seaman or apprentice behind at a port abroad, whether by reason of desertion or of illness, or through some other cause.

## Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, etc., of the payment of wages.

19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a ship the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Board of Trade and Ministry of War Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade and Ministry of War Transport, of his wages, and of all deductions to be made therefrom, a penalty of 5*l.* for non-compliance. Deductions 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.

21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 7, cols. 19 and 20.)