Eng. 1. (40 men.)



57 & 58 Vict. ch. co.

AGREEMENT AND ACCOUNT OF CREW.

### FOREIGN-GOING SHIP.

The term "Foreign-going Ship" means every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the Coasis of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.

Any Erasure, Interlineation, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and attested by a Superintendent or Consular Officer.

Name of Ship. <sup>3</sup>	Official No.	Port of Reg	istry.	Port No. and Date of Register.	Registered Gross.	Tonnage. Net,	Nominal Horse of Engines (if a N.H.P. I.H.P.	any).
% LAFONIT	7 16182	7 Ports	lanley	1/1932	768	343	90.67.	700
REGISTERED MANA	GING OWNER OR MANAGER.			amen for		CHARTERE	5 G	
Name.	Address (State No. of House, Street	and-Town)		mmodation tified.	Name,		Address.	
malkland Sands 65 1	of Stacechurch	Stray		23			ì	

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 \*

round the coasts of the Falkland Islands and to the East Coast of South America and Magellan Territory, Chile, also South Georgia between the limits of 30 degrees South Latitude and 56 degrees South Latitude and return to Stanley.

This agreement shall expire not later than the 30th day of June 1936 or the first arrival at Stanley after that date or the discharge of cargo consecuent on that date.

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

Names respectively expressed, and to supply them with provisions according to the Scale on the other side hereof. 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 Descriptions authorized by the Board of Trade, which can arised on page 7.

Regulations authorized by the Board of Trade, which are printed on page 3 and numbered<sup>4</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 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 discription 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.

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

the crew shall work coals and cargo for ballast when and where required.

[Execut SHI/LOG/LA#10

Overtime shall be paid for at the rate of one shilling per hour except on Sundays when the rate shall be two shillings per hour. Fractions of an hour to be reckoned as half an hour unless the time actually worked exceeds half-anhour when it shall be reckoned as one hour.

No cask shall be advanced nor liberty granted other than at the pleasure of the Master.

> The crew shall wear the Company's uniform when and where required.

(a.) Should any of the crow fail to join at the time F the master may ship substitutes at once.

(b.) Seamen and firemen shall keep their respective fore, clean, and shall leave them so at the termination of the voy. under a penalty of five shillings for each case of neglect.

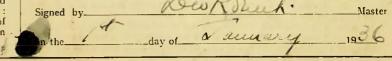
(c.) The scamen and firemen shall mutually assist each other in the general duties of the ship.

hands

5 (d.) The crew shall be deemed complete with shall be sailors

all told, of whom not less than (e.) The firemen shall keep the galley supplied with coald (x.) (375805) Wt. 18230/12869 30000 10-21 W & 8 Ltd.

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



Date of	1923		These Columns to be	filled up at the end	of the Voyage.
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 Account of Crew, &c.
1/1/36	Port Stanley	7/7/36	Port Stanly	7/7/36	William Orai Master.

Place S.S. before name if a Steamship, and M.V. if a Motor Vessel. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry. Here is 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 2.3

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 third page hereof, which the parties agree to adopt. Here are yo ther stipulations may be inserted to which the parties agree, and which are not contrary to law. Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of

6

[Twelve pages. (3697) 47897 Wt.27415/16727 15/2/24 4,000 Bks. R.&Co.Ltd. 153/4.

### LOAD-LINE AND DRAUGHT OF WATER.

\* The centre of the disc is placed at\_\_\_\_ SAILING SHIP.

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Maximum load-line in North Atlant	
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These particul

and Winter freeboards should be used during the corresponding or recognised Summer and Winter Months respectively. The additional free-board specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may sail to, or from, or call at Ports in British North America, or eastern Ports in the United States, North of Cape Hatteras, from October to March inclusive. The reduced free-board allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Suez and Sugapare.

#### **REGULATIONS FOR MAINTAINING DISCIPLINE.**

SANCTIONED BY THE BOARD OF TRADE 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 erasing 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 purishable under the Act; that is to say, a statement of the Offence must, immedi-ately 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

No.	OFFENCE
1	Striking or assaulting any person on Board or belonging
2	Bringing or having on Board intextcating Equors
3	Drunkenness, First Onence . Second and for each subsequent Offen
4	Taking on board and keeping possession of any fire-ar shot, sword-stick, bowe-knile, dagger, or any other o without the concurrence of the Master, for every d weapon or instrument
5	Insolent or contemptuous language or behaviour to the lawful commands, if not otherwise dealt with accord
G	Absence without leave (if not otherwise dealt with ac such absence occurs

### List of Young Persons under 16 years of age and account of all Apprentices employed on board during the voyage.

		Date	Nationality†.		lf App Particulars of	rentice Indentures.	Date of joining for the	T + br	acollars of Leaving whiled up by Max r ing it should be stated.
Name in full		of Birth.	(if British, state birthplace).	Capacity.	Date.	Place of Signing.	for the voyage.	Date.	Cause of Leaving.
	1. Young	Persons L	inder 16 years of a	ige including	Apprentices.				
	2. Appren	tices ove	n 16 years of age.					1	
			-						
			-						

# SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT 1906 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 and Lemon Juice, and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

_	Water.	Soft Bread.	Biscuit.	Salt Beef.	Salt Pork.	Preserved Meat.	Fish.	Potatoes.	Dried or Compressed Vegetables.	Peas, Split.	Peas, Green	Calavances or Haricot Beans	Flour.	Rice	Oatmeal.	Ten.	Coffee.	Sugar.	Milk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses.	Suct	Pickles.	Dried Fruits	Fine Salt.	Mustard	Pepper.	Curry Powder.	Onions.
Sunday	qts. 4	ibs. 1	lbs.	Ibs.	lbs.	lbs.	1b.	Ibs.	lb.	pt.	pt.	pt.	lbs.	1Ь.	oz.	oz.	oz.	lb.	lb.	lb.	lb.	Ib.	oz.	pt.	oz.	oz.	oz.	oz.	oz.	oz.
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CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.
(a) in a ship of less than one thousand tons gross registered tonnage ; or
(b) if rough weather renders the making of the bread impracticable, or
(c) in any ship until the date of the first agreement with the crew entered into after the first day of January nineteen hundred and eight;
3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under
4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh may be substituted for two pounds of salt pork.
5. Fresh potatoes 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
when fresh potatoes are not so issued, an equal amount of yams, or vegetables preserved in time, or an equivalent amount of dried or compressed vegetables, or vegetables, or vegetables, in the proportion of one pound to six pounds of fresh potatoes, may time be issued in these proportion of one pound to six pounds of fresh potatoes, may be issued in their place.
6. Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound
7. A mixture of cofiee and chicory containing not less than seventy-five per cent. of cofiee may at any time be substituted for cofiee in the proportion of half a pound
7. A mixture of cofiee and chicory containing not less than seventy-five per cent. of cofiee may at any time be substituted for cofiee in the proportion of half a pound
7. A mixture of cofiee and chicory containing not less than seventy-five per cent. of cofiee may at any time be substituted for cofiee in the proportion of half a pound
7. A mixture of cofiee and chicory containing not less than seventy-five per cent. of coffee may a

five ounces of the mixture to four ounces of coffee. 8. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes. 9. The onions to be issued under the above scale must be fresh onions when in season; and, when fresh onions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued.

 In port—

 (a) soft bread shall be issued in lieu of biscuit; and
 (b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meat and dried or compressed vegetables need not be issued.

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

Fresh meat	****			****		14 lb.	)	I I I I I I I I I I I I I I I I I I I	CD WITHOUT	r Reas	IG LYO	E C			
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Cocoa	****				****	d oz.			Calavances of Rice	r haricus	···· ·			2 Ib.	To be considered equal when
Tea	****					±	To be considered equal,				c beaus,			A pt.	issued with meat rations.
Floor			····			â. 14 - 1	- Jani,		Marmalade		100			1 Ib. 1	issued with mede at
Biscuit		****				1 lb.			∫am		···· ·			4	
Fice	****	••••		****		1 ,,	To be considered equal.		Butter		···· ·			1 " 1	To be considered equal.
AGCC		****				1 /	1		Mustard					1 1	to be constanted - 1
									Curry Powder	г	···· ·			2 20 )	
											****		-		To be considered equal.

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### TEAM SHIP.

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tion, or alteration of the position, of the disc, and the words which are not applicable should be crased.

In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to March Inclusive. In the Southern Hemisphere the Summer

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 over to the Offender, before the ship reaches any Port of 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 shewn to the Superin-tendent 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 wearshy mode, the Vine work he deducted from the Offender's been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Officer.

wages, and paid over to the Officer. If, in consequence of subsequent Good Conduct, the Master thinks fut 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 a prime of the fine shall be determined in a prime. the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

Ε.	Amount of Fine Superintendent or or Punishment. Consular Officer.	
ng to the Ship (if not otherwise prosecuted)	Five Shillings.	
-	Five Shillings.	
	Five Shillings.	
arms, knuckle-duster, loaded cane, slung- offensive weapon or offensive instrument, day during which a seaman retains such	2	
and and have not	Five Shillings.	
the Master or officers, or disabellience to ording to law	· Five Shiffings.	
according to law) for each day on which	Five Shillings.	

+ If a British Subject, state Town or Country of Birth, and il born in a Foreign Country, state if a natural born British subject or naturalised.

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Name of Ship SE LAFONIA

PARTICULARS

	SIGNATURES OF CREW AND NUMBERS OF DISLUARGE BOOKS (DS. A5).	Age.	• Nationality (If British, state burthplace—sce footnotej.	HOME ADDRESS. N.DThe Hour Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.	Date.	d Place of Signing Agreement, Flace,
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8.	Commis- sion or R. V. 2 (if any). 9.	to be on board. 10.	or Calenda Month. 11.	r time o Engage ment.	:-	the Se man cngag	a- Date. ed	Place. 16.	Cause.j	Discharge.	from all Claims in respect of the said Verage. Signatures of Crew (each to be on the line on which he signed in Col. 1).	Wages wos paid and Release signed and Date. 20,	bave been pand.
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country, state if a natural born British Subject or naturalized. Engineers, Electrical Engineers, or Winchmon, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin as Boys. words "not conditional" should be inserted above the entry of the amount. We Ship," thus H.M.S. " Revenge "; and the other causes of leaving the Ship should be briefly stated thus " Discharged," " Deserted," " Left Sick," " Died."

[Twelve pages.

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Name of

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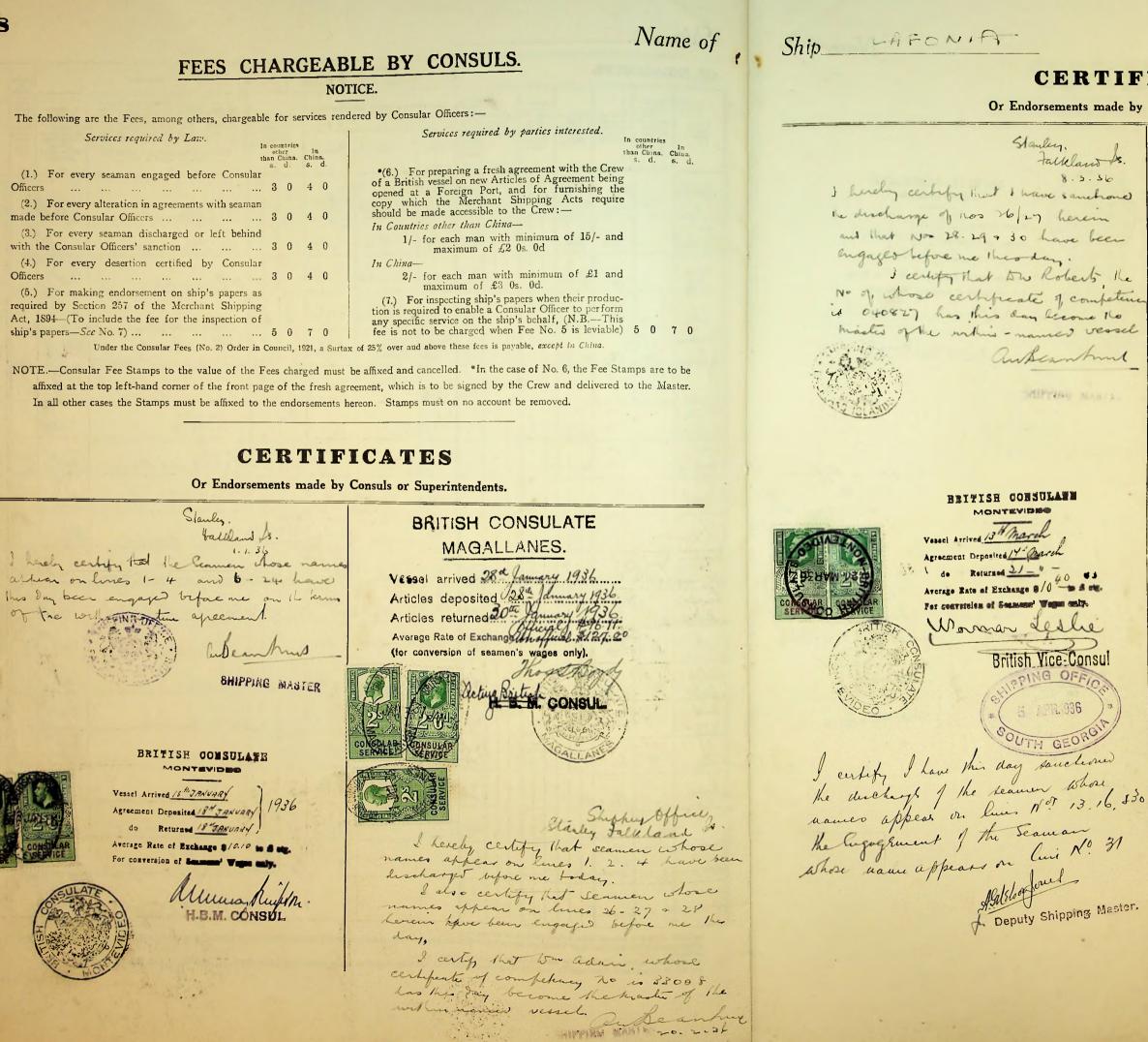
OF EN	IGAGE	MENT.					Το δι	PARTICULARS OF e filled in by the Master Desettion of any !	F DISCHARGE, when the Dischar Member of his Crea	åre., ge, Desth r.	ar	RELEASE.		Number of Weeks
In what Capacity engaged, †	No. of Certificate (if any) and No. of Reserve Commis-	Hour at which he is	Attroant of Wages per Week	upon of at the	Amount o Weekly or Monthly	vi before	Date, Pla	ce, and Cause of leave or of Death.	ing this Ship,	of V	lanen Vages it on harge.	We, the undersigned Members of the Crew ef- this Ship, do hereby release this Ship, and the Master and Owner of Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby re- lease the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was	for which Insur- ance Act Contri- butteta have
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	d Place of Signing is Agreement	Date an	Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.	HOME ADDRESS.	• Nationality (If British, state birthplace—ire foomote).		SIGNATURES OF CREW NUNDERS OF DISCHARGE BOOKS	ce No.
-	Place.	Date. 6.	previous. 5.	N.BThe Home Address is the one to which communications should be made in the event of the death of the Seaman.	footnote).	Agr.	Dis. A's).	Reference No.
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\* If a British Subject, state Town or Country of Birth, and if born in a foreign t 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, Donkeymene, Refrigerating Boys, not merely f 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"

country, state if a natural born British Subject or naturalized. 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 as Boys. words "not conditional" should be inserted above the entry of the amount. the Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Deserted," "Left Sick," "Died,"

[Twelve pages.



## CERTIFICATES

### Or Endorsements made by Consuls or Superintendents.

Shipping Office Stanley Fatelant & 23. 4.36 hereby certify that the master has reported to me he engagement of Seamen whose names appear on lines 3233-3 the hereins. also that Slamen whose names appear on thes 25 and i' hear left what Eigen articles. I have accertance that the balance of wayla has been lapelan mil bais to her BHIPPUNG MASTER Shipping Africe Stanley. Falliland & . hereby certify that I have, Conctioned the descharge of Seamen whose names abtear on lines 24 & 34 herein. also hat the learner whose names when on lines 35. 36 - 37 never been ingges before me on he setus of the walking walles. taget i yreement SHIPPING MASTER BEITISH CONSULATE MONTEVIDER Vossel Arrived 28" about 19362 Agroement Deposited J Thay do Returned - May Average Rate of Exchange SID. 6 P to & atg. For conversion of Scamens' Wages only. Muna, Mulin CONSUL [Tweive pages.

Name of

1936

SHIPPING MASTER

Ship.

CERTIFICATES Or Endorsements made by Consuls or Superintendents. Shaping office Jackland I hereby certify that BEITISH COMBULATE MONTEVIDE William adain the mumber of Vossel Arrived TH. JUNE whose beatificate of Competences Agreement Depesited 10 H JUNE is O.C. 33008 has thes day become do Returned 12 HJUNE The haster of the within - names Average Rate of Exchange \$/6/0 to £ stg. Vessel. For conversion of Scamens' Wages only. Worman destre BURNANDWER SHIPPING MADIER British Vice-Consul BRIVISH CONSULATE MONTEVIDEO + 28 may Shipping Office Stanley Hat the Lhereby certify that the Scame whose names appear. at Deposited 28 May 1936 Returned 29 Miney 44 Average Rate of Exchange \$ /0.20 to £ star For energies of Scameas' Wages only. sanctioned the engagement of the Seaman on line, Mr15-J9-40 on the terms of this agreement on lines 2-4 herein have which they have signed in my been enjaged before me this day ~ the terms of the within presence. ha heen delivered Dia A a the Mester except where it is - written agreement. Muna Multa. BRITISE CONSULATE PORTO ALEGAL Vessel arrived -1.6.36 Articles deposited -2. 6.36 Articles returned - H. 6.36 Average rat: of Exchange (for payment of seamens wages "SS \$500 = L. 1.0.0 only) Atword from

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# CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Note.—If more space is required for certificates or endorsements they may be continued on page 0, if available, otherwise an additional form Eng. 1., must 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

The cases of scamen having the following reference Numbers.

are exempt under Section 28 (12 b)†

and those with reference Numbers.

under Section 28 (12 c)†

Signature.

11

- 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.

[Tweite pages.

### INSTRUCTIONS TO MASTERS.

#### 'A greements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in the coasting trade, 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 Seamen to know the contents of the ment, the Master, at the commencement of the voyage, is bound, under a penalty of 51., to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.

3. 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, Justice, Officer of Customs, or other public functionary, or 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 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.

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

5. The Crews of all British foreign-going Ships must be engaged (in the United Kingdom) in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to Seamen before they are allowed to sign it.

6. Whenever a Master of a Ship is desirous of making use of the 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.

7. 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 (if any), and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.

8. 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.

9. Superintendents will give the like Certificates to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with sub-section 115 (7) M.S.A. 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

10. 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 madebefore 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.

11. Carrying any Seamen to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of 51.

12. The Master of a foreign-going Ship incurs a Penalty of 51., 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.

13. Upon the Arrival of the Ship at a Port 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 them during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return them to the Master with a Certificate stating when they were delivered and returned.

. . . .

14. If the Ship remains at any port for a period less than 48 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 inspected before the Certificate is issued, and the fee of 5s. (as provided in Clause 7 relating to the Fees chargeable by Consuls), for the performance of a specific duty on the Ship's behalf, should be charged. The fee stamp is to be affixed to the Agreement with the crew in the part reserved for endorsements.

15. The engagement or discharge of any Seamen abroad must be made before a British Consul, 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. (Sce also paras. 20, 21 and 22 below.)

#### Return to the United Kingdom.

16. The Crew of every British foreign-going Ship 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 107.

17. In all cases in which Crews are 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, times the date when they cease should also be stated. It is not necessary to enter the date, &c., of the payment of

18. 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 Mercanfile Marine Office the Agreement, and Official Log Book, and accounts of the wages and effects of any Scaman 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 deccased Seaman have been sold on board a vessel, 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 Consul or Superintendent abroad on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or Naval Reserve) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

19. The Master is to give to every Scaman (or leave with the Superintendent on his 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 5l. 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.

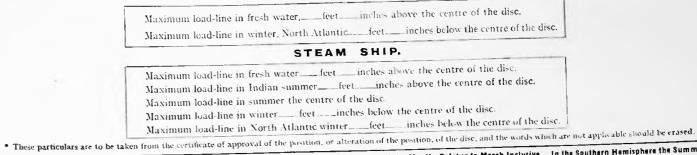
20. Upon paying off or discharging any seaman, the Master is bound under a Penalty of 101. to give the Scaman a Certificate of Discharge; and the Master is also bound under a penalty of 20%. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

A statement of the conduct, character and qualifications of each the Crew ; or a statement that he declines to give an opinion articulars, is to be entered and signed by the Master in the Mem on suc Official Log Book as required by the Act.

22. Upon payment of wages and settlement 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 5 cols. 19 and 20.)

LOAD-LINE	AND
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• The centre of the disc is placed at \_\_\_\_\_\_\_\_ feet\_\_\_\_\_\_\_ inches below the \_\_\_\_\_\_\_\_ deck-line marked under the provisions of the Merchant Shipping Act, 1894. • POSITION OF LINES USED IN CONNECTION WITH THE DISC. SAILING SHIP.

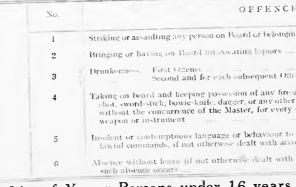


# In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to march inclusive. In the Southern Hemisphere the Summer and Winter Ireeboards should be used during the corresponding or recognised Summer and Winter Months respectively. The additional free-board specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may sail to, or from, or call at Ports in British North America, or eastern Ports in the United States, North of Cape Hatterras, from October to March in Jusive. The reduced free-board allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the hints of Suez and Singapore.

These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by 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 crasing 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, immed-ately after its commission, be entered in the Offence Log Book by the direction of the Master, and must at the same time be attested to be



### List of Young Persons under 16 years of age and account of all Apprentices employed on board during the voyage.

	Data	Date Nationality		If Apprentice Particulars of Indentures.		Particulars of Leaving To be blied up by Master If remaining it should be stated.		
Name in full	ol Birth.	(if British, state   Capacity birthplace).	Date.	Place of Signing.	for the voyage.	Date.	Cause of Leaving	
	1. Young Persons	under 16 years of age includit	ng Apprentices.					
1			_					
	2. Appren lices ov	or 16 years of age.		1	•			
				atra state if a	natural born	British subject of	r naturalised.	

+ If a British Subject, state Town or Country of Birth, and if born in

### DRAUGHT OF WATER.

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.

In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to March Inclusive. In the Southern Hemisphere the Summer

### REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894. 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 Offender, must be made entries must, upon discharge of the Offender, be shewn 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 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 ases under Sect. 234.

E.	Amount of Fine or Punishment.	Signature of Superintendent or Consular Officer.	
ing to the Ship (I not otherwise prosecuted)	Five Shillings.		
	Five Shillings.		
CINCE	Five Shillings. Ten Shillings.		
-arms, knuckle-duster, loaded cane, slung- er offensive weapon or offensive in-trament, e day during which a seaman retains such	Five Shillings.		
o the Master or officers, or disabedience to conding to him	Five Shillings.		
a according to law) for each day on which	Ch. Hand		

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SIGNATURES OF CREW AND NUMBERS OF DISCHARGE DOORS (Dis. A's).

Master to sign first

• Nationality (If British, state birthplace-see footnote).

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Name of

PARTICULARS

Date and Place of Signing Usis Agreement.

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Date.

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Name of last Ship, with finial No. or Port of Registry and date of discharge it more than a year previous.

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OF EN	IGAGE	MENT.					Te ba		OF DISCHARGE, der upon the Discharge y Member of his Crew,		RELEASE.	Number	
In what Capacity	No. of Certificate (if any) and No. of Reserve	Hour at 1	Amount of Wages per Week	upop	Amount of Weekly	Signa- ure or lantials of Dificial	Date, Plac	ce, and Cause of le: or of Death.	aving this Ship,	Balance	We, the undersigned Members of the Gree of this Ship, do bereov releven this ship, and the Master and Owner or downer the main thin all Chains for Wares, for otherwood in the set of this Voyage, and it, the Misser, do hold be the beau this with understand Members of the Gree the bolance	et Act Contri-	
engaged. † 8.	Commis- sion or R. V. 2 (if any). 9.	to be on board.	Month.	or at the time of Engagement.	Allotment.	before whom te Sea- man is ngaged 14.	Date. 15.	Place. 16.	Causo.§ 17.	of Wages paid on Discharge.	Yease the solid undersigned Members of the Crow from all Gatass in respect of the said Voyage.     The bolineer Wages war paid and con which he signed in Col. 1).       19.     20.	been ed paid.	)
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Stanley

country, state if a natural born British Subject or naturalized. Engineers, Electrical Engineers, or Winchmon, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin as Boys. words " not conditional" should be inserted above the entry of the amount. the Skip," thus H.M.S. " Revenge "; and the other causes of leaving the Ship should be briefly stated thus " Discharged," " Deserted," " Left Sick," " Died."

If a British Subject, state Town or Country of Birth, and if born in a foreign Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating By 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 Leavier"

[Twelve pages.

Name of Ship\_

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	PARTICULARS			-	OF ENGAGEMENT.							To b	PARTICUL be filled in by t
HOME ADDRESS.	Name of last Ship, with	Date and this	Place of Signing Agreement	Ĩ	No. of Certificate (if any)		Date and	Amount of	Amount of Wages	Amount	Signa- ture or Initials	Deterio Date, Place, and Car or of	
N.BThe Home Address is the one to which communications , should be made in the event of the death of the Seaman.	Name of Inst Ship, with Official No, or Port of Registry and date of discharge if more than a year previous.	Date.	Place.		In what Capacity engaged. <del>1</del>	(if any) and No. of Reserve Commis- sion or R. V. 2 (if any).	Date and Hour at which he is to be on board.	Wages per Week or Calendar Month.	upon or at the time of Eugage- ment.‡	Weekly or Monthly Allotment	official before whom the Sea- man is	Date.	Place
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ntirely employed in connection with the work of Cooks and Stewards should be described as Cabin Engineers, Electrical Engineers, or Winchmen, and Section of the amount. as Boys. words "not conditional" should be inserted above the entry of the amount. words "not conditional" should be inserted, " " Left Sick," " Died." the Skip," thus H.M.S. " Revenge "; and the other causes of leaving the Ship should be briefly stated thus " Discharged," " Deserted," " Left Sick," " Died."

• If a British Subject, state Town or Country of Birth, and if born in a foreign † 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 Boys, not merely § 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"

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• Nationality (If British, state birthplace—see footnote).

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SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).

CULARS OF DISCHARGE, &c. by the Matter upon the Discharge, Desth or eriton of any Member of his Grew.			RELEASE.	Number of Weeks		
Place.	ving this Shlp,	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner to Owners thereof, from all Chims for Wages, or otherwise in respect of this Voyage, and 1, the Master, do bereby re- lease the sold 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 signed in Col. 1).	Signature or Initials of Official before when the balance of Wages was paul and Release signed and Date.	ior which Insur- ance Act Contri- butions have leen paid,	Reference No.
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S FEES CHARGEABL	E BY CONSULS.	me of Ship
The following are the Fees, among others, chargeable for services render Services required by Law. In countries In the china. China. (1.) For every seaman engaged before Consular Officers	Services required by parties interested. In countries other than China.	<sup>In</sup> 6. d.

Under the Consular Fees (No. 2) Order in Council, 1921, a Surtax of 25% over and above these fees is payable, except in China.

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.

# CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

# CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

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Name of

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# CERTIFICATES

Or Endorsements made by Consuls or Superintendents.