



ISSUED BY
THE BOARD OF TRADE,
in pursuance of
57 & 58 Vict., ch. 50.

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 Coasts 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. ¹	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Nominal Horse Power of Engines (if any).
S/S LAFONIA	161827	Port Stanley	1932	Gross. 768	Net. 343	N.H.P. 90. I.H.P. 67. B.H.P. 700
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen for whom accommodation is certified.		CHARTERER ⁶	
Name.	Address (State No. of House, Street and Town)	Name.		Address.		
William Adams	61 St. Andrew Street London E.C.	23		1		

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 consequent 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 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 Regulations authorized by the Board of Trade, which are printed on page 3 and numbered¹

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.

And it is also agreed, that²

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

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-an-hour when it shall be reckoned as one hour.

No cash 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 crew fail to join at the time the master may ship substitutes at once.

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

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

(d.) The crew shall be deemed complete with 23 hands all told, of whom not less than 4 shall be sailors.

(e.) The firemen shall keep the galley supplied with coal.

(22) (375805) Wt. 19230/12004 30000 10-21 W & S Ltd.

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

Signed by William Adams Master

on the 1st day of January 1936

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 Account of Crew, &c.
1/1/36	Port Stanley	7/7/36	Port Stanley	7/7/36	<u>William Adams</u> 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 excluded.
- 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 other 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 the ship.

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.

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.	Calamances or Haricot Beans.	Flour.	Rice.	Oatmeal.	Tea.	Coffee.	Sugar.	Milk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses.	Suet.	Pickles.	Dried Fruits.	Fine Salt.	Mustard.	Pepper.	Curry Powder.	Onions.
	qts.	lbs.	lbs.	lbs.	lbs.	lbs.	lb.	lbs.	lb.	pt.	pt.	pt.	lbs.	lb.	oz.	oz.	oz.	lb.	lb.	lb.	lb.	oz.	pt.	oz.	oz.	oz.	oz.	oz.	oz.	oz.
Sunday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Monday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tuesday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wednesday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thursday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Friday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Saturday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weekly	28	3	4	3	2	2	2	6	6	3	3	1	12	1	8	1	4	1	1	1	1	1	1	1	5	2	1	1	1	3

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE

- 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.
 2. The issue of soft bread under the scale shall not be required—
 - (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; but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.
 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 the above scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.
 4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat 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 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.
 6. When fresh potatoes are not so issued, an equal amount of yams, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables, in the proportion of one pound to six pounds of fresh potatoes, must be issued in their place.
 7. Fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables, must be issued in their place.
 8. A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of five ounces of the mixture to four ounces of coffee.
 9. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.
 10. 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.
 11. 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.
- SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT PERMISSION.

Fresh meat **** **** **** **** **** 1½ lb.
 Salt meat **** **** **** **** **** 1 lb.

To be considered equal Split Peas

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

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE.										
Fresh meat	1 lb.	To be considered equal.	Spl't Peas	To be considered equal when issued with meat rations.
Salt meat	.....	.....	.....	.....	1 "		Flour	.....	.....
Preserved meat	.....	.....	.....	.....	1 lb.		Calavance or haricot beans	.....	1 pt.
Coffee	.....	.....	.....	.....	4 oz.		Rice	.....	1 lb.
Cocoa	1 lb.	To be considered equal.	Marmalade	1 pt.	To be considered equal.
Tea	.....	.....	.....	.....	1 lb.		Jam	.....	1 lb.
Flour	1 lb.	To be considered equal.	Butter	1 "	To be considered equal.
Biscuit	.....	.....	.....	.....	1 "		Mustard	.....	1 "
Rice	1 "		Curry Powder	1 "		To be considered equal.

LOAD-LINE AND DRAUGHT OF WATER.

* The centre of the disc is placed at _____ feet _____ inches below the _____ deck-line marked under the provisions of the Merchant Shipping Act, 1894.

SAILING SHIP.

Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.
Maximum load-line in winter, North Atlantic _____ feet _____ inches below the centre of the disc.

STEAM SHIP.

Maximum load-line in fresh water — feet $3\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in Indian summer — feet $0\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in summer the centre of the disc.
Maximum load-line in winter — feet $3\frac{1}{2}$ inches below the centre of the disc.
Maximum load-line in North Atlantic winter — feet $5\frac{1}{2}$ inches below the centre of the disc.

* These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be erased.

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 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 Singapore.

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 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 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 cases under Sect. 234.

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise prosecuted)	Five Shillings.	
2	Bringing or having on Board intoxicating Liquors	Five Shillings.	
3	Drunkenness, First Offence ... Second and for each subsequent Offence	Five Shillings. Ten Shillings.	
4	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung-shot, sword-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Five Shillings.	
5	Insolent or contemptuous language or behaviour to the Master or officers, or disobedience to lawful commands, if not otherwise dealt with according to law	Five Shillings.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Five Shillings.	

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

[illegible]

* 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.

Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home 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 and Place of Signing this Agreement.	
						Date.	Place.
1	<i>W. R. Bunt</i> Master to sign first	50	L. Pool.	<i>St. John's, Nfld.</i>	same	1916	Stanley
2	<i>William Adams</i>	32	Scotland	do	do	do	do
3	<i>C. McKinnon</i>	41	Stornoway	do	do	do	do
4	<i>K. P. J.</i>	24	NSW	do	do	do	do
5	<i>G. Ashwell</i>	42	Br.	do	do	21/11	Montserrat
6	<i>J. Harris</i>	23	Stanley	do	do	do	do
7	<i>E. J. L. L.</i>	38	do	do	do	do	do
8	<i>G. J. Kendall</i>	22	Stanley	do	do	do	do
9	<i>K. Christensen</i>	47	Latvia	do	do	do	do
10	<i>S. B. Lysa</i>	21	Falkland	do	do	do	do
11	<i>M. Butler</i>	24	do	do	do	do	do
12	<i>D. J. Lollis</i>	20	do	do	do	do	do
13	<i>F. A. Sedgwick</i>	40	do	do	do	do	do
14	<i>C. Scott</i>	17	do	do	do	do	do
15	<i>R. Edwards</i>	58	do	do	do	do	do
16	<i>A. Atkins</i>	55	Falkland Islands	do	do	do	do
17	<i>G. J. Minchop</i>	40	do	do	do	do	do
18	<i>S. Fullbrook</i>	27	Becks	do	do	do	do
19	<i>W. Westall</i>	42	Hull	do	do	do	do
20	<i>F. Westall</i>	33	Becks	do	do	do	do

† 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 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 the Ship."

§ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

¶ 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 naturalized.

Ship

SS LAFONIA

OF ENGAGEMENT.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Dereliction of any Member of his Crew.				RELEASE.		Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.
In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve 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 upon or at the time of Engagement.	Amount of Weekly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.			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 or Owners thereof, 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 signed in Col. 11).	Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.	20.	21.	
Master	040527	at once	As per separate agreement			As per separate agreement	19/12/16	Stanley	h.c.		W. R. Bunt	As per		1
Steward		do	As per separate agreement			As per separate agreement	20/12/16	do	do	Separate agreement	William Adams	As per		2
Steward		do	As per separate agreement			As per separate agreement	21/12/16	do	do	3 5 4	C. McKinnon	As per		3
Steward		do	As per separate agreement			As per separate agreement	21/12/16	Stanley	h.c.	Separate agreement	W. R. Bunt	As per		4
Steward		do	As per separate agreement			As per separate agreement					W. R. Bunt	As per		5
Steward		do	As per separate agreement			As per separate agreement	21/12/16	Stanley	h.c.	Separate agreement	G. Harris	As per		6
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	E. L. Lonsdale	As per		7
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	G. Kendall	As per		8
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	K. Christensen	As per		9
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	S. B. Lysa	As per		10
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	M. Butler	As per		11
Steward		do	As per separate agreement			As per separate agreement	do	do	h.c.	do	G. Lollis	As per		12
Steward		do	As per separate agreement			As per separate agreement	21/12/16	South Georgia	M.C.	Special agreement with owners	F. A. Sedgwick	As per		13
Steward		do	As per separate agreement			As per separate agreement	21/12/16	Stanley	h.c.		C. Scott	As per		14
Steward		do	As per separate agreement			As per separate agreement	do	do	do	Sep. agr.	R. Edwards	As per		15
Steward		do	As per separate agreement			As per separate agreement	21/12/16	South Georgia	M.C.	Special agreement with owners	R. Atkins	As per		16
Steward		do	As per separate agreement			As per separate agreement	21/12/16	Stanley	h.c.	12 2 3	G. J. Minchop	As per		17
Steward		do	As per separate agreement			As per separate agreement	21/12/16	Stanley	h.c.		S. Fullbrook	As per		18
Steward		do	As per separate agreement			As per separate agreement	do	do	do	Sep. agr.	W. R. Bunt	As per		19
Steward		do	As per separate agreement			As per separate agreement	do	do	do		W. R. Bunt	As per		20

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."

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (See A. 1.)	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home 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 and Place of Signing this Agreement.	
						Date.	Place.
21	E. Pellman	24	Stanley	Falkland Is. to Port Stanley, F.I.	Same	1/1/36	Stanley
22	Henry Berrido	16	do	do	do	do	do
23	P. Berrido	14	do	do	do	do	do
24	B. W. Biggs	17	do	do	1st Ship	do	do
25	P. Chadell	31	do	do	do	26/1/36	do
26	P. Williams	22	do	do	do	do	do
27	W. H. W.	24	do	do	Same	do	do
28	E. J. Winkler	40	Falk Is.	do	Same	4/1/36	do
29	W. J. Winkler	50	Lancs.	do	do	8/3/36	do
30	W. J. Winkler	22	do	do	do	8/3/36	do
31	J. Jones	39	Falklands	do	Salustrie	7/4/36	South Georgia
32	F. A. Sedgwick	41	Falklands	do	Roydust.	10/4/36	P. I. Hankin
33	R. A. Winkler	55	do	do	Roydust	3/7/36	P. I. Hankin
34	Geo. O. Winkler	59	Br.	do	Roydust.	13/4/36	P. I. Hankin
35	W. J. Winkler	20	Br.	do	Lafonia	23/4/36	Stanley
36	W. J. Winkler	32	Br.	do	Roydust.	23/4/36	"
37	W. J. Winkler	19	Br.	do	Same.	23/4/36	"
38	W. J. Winkler	33	Br.	do	Same.	23/4/36	Stanley
39	R. J. Winkler	41	Br.	do	Same.	29/5/36	Montevideo
40	Arthur H. J. J. Winkler	62	Br.	do	First	29/5/36	Montevideo

† 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 as Boys.

‡ If the advance of wages is not conditional on going to sea 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."

§ 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"

OF ENGAGEMENT.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.				RELEASE.		Number of Weeks for which Insurance Act Contribu- tions have been paid.	Reference No.
In what Capacity engaged. †	No. of Certificate (if any) and No. of Reserve 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 upon or at the time of Engage- ment. ‡	Amount of Weekly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.			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 or 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. Signatures of Crew (each to be on the line on which he is signed in Col. 11).		Signature or Initials before whom the Balance of Wages was paid and Released signed and Dated.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Finan		at once	"			Aut	7/1/36	Stanley	M.C.			K. Patten	Aut	21
East Sheward		do	7/10			Aut	do	do	do			H. Berrido	Aut	22
Cabin Boy		do	4			Aut	do	do	do			P. Berrido	Aut	23
do		do	4			Aut	25/1/36	Stanley	M.C.	3 14		W. J. Winkler	Aut	24
Fireman & Steward		do	11			Aut	4/2/36	Stanley	M.C.	3 13 4		Left without signature	Aut	25
do		do	11			Aut	8/3/36	Stanley	M.C.	do		William Winkler	Aut	26
do		do	11			Aut	7/7/36	Stanley	M.C.	do		J. O. Platt	Aut	27
do		do	14			Aut	7/7/36	Stanley	M.C.			G. J. Winkler	Aut	28
Health		at once				Aut	2/4/36	Stanley	M.C.			W. J. Winkler	Aut	29
C. J. W.		at once	9/1/36			Aut	7/4/36	South Georgia	M. C.	As per separate agreement		William Winkler	Aut	30
Fireman & Steward	On pay 4/4/36	at once	11			Aut	11/4/36	Stanley	M.C.	2 18 8		Left without signature	Aut	31
Boys		at once	12			Aut	2/1/36	do	do			F. A. Sedgwick	Aut	32
do		at once	14			Aut	do	do	do			R. A. Winkler	Aut	33
Watch Keeper		at once	14			Aut	24/4/36	P. I. Hankin	M.C.	5 2 8		Geo. O. Winkler	Aut	34
2nd Stid.		at once	13			Aut	7/7/36	do	do			W. J. Winkler	Aut	35
Stid.	O.C. 33002	do	Separate agreement			Aut	20/1/35	P. I. Hankin	M.C.	As per separate agreement		William Winkler	Aut	36
Cabin Boy		do	5			Aut	7/4/36	Stanley	M.C.	2 10 0		W. J. Winkler	Aut	37
do	O.C. 33003	do	do			Aut	7/7/36	do	M.C.	As per separate agreement		William Winkler	Aut	38
do		at once	1			Aut						Left without signature	Aut	39
do		at once	1			Aut						do	Aut	40

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."

FEES CHARGEABLE BY CONSULS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers:—

Services required by Law.		In countries other than China.		In China.		Services required by parties interested.		In countries other than China.		In China.	
		s.	d.	s.	d.			s.	d.	s.	d.
(1.) For every seaman engaged before Consular Officers	...	3	0	4	0	(6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the Crew:—					
(2.) For every alteration in agreements with seaman made before Consular Officers	...	3	0	4	0	In Countries other than China—					
(3.) For every seaman discharged or left behind with the Consular Officers' sanction	...	3	0	4	0	1/- for each man with minimum of 15/- and maximum of £2 0s. 0d					
(4.) For every desertion certified by Consular Officers	...	3	0	4	0	In China—					
(5.) For making endorsement on ship's papers as required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for the inspection of ship's papers—See No. 7) ...	...	5	0	7	0	2/- for each man with minimum of £1 and maximum of £3 0s. 0d.					
						(7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf, (N.B.—This fee is not to be charged when Fee No. 5 is leviable)		5	0	7	0

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.

Stanley, Falkland Is.
1.1.36
I hereby certify that the Seamen whose names appear on lines 1-4 and 5-24 have this day been engaged before me on the terms of the written agreement.
Subscribed
SHIPPING MASTER

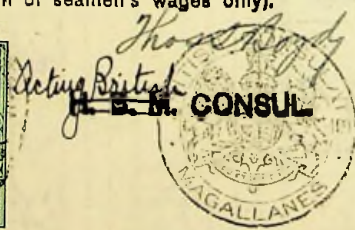
BRITISH CONSULATE MONTEVIDEO

Vessel Arrived 15th JANUARY 1936
Agreement Deposited 18th JANUARY
do Returned 18th JANUARY
Average Rate of Exchange 9/10.10 to 1 s.
For conversion of Seamen's Wages only.

H.B.M. CONSUL

BRITISH CONSULATE MAGALLANES.

Vessel arrived 28th January 1936
Articles deposited 28th January 1936
Articles returned 30th January 1936
Average Rate of Exchange 10/10.10 to 1 s.
(for conversion of seamen's wages only).



Shipping Office
Stanley, Falkland Is.
I hereby certify that seamen whose names appear on lines 1, 2, 4 have been discharged before me today.
I also certify that Seamen whose names appear on lines 26-27 & 28 herein have been engaged before me this day.

I certify that Wm. Adams, whose certificate of competency No. is 22008 has this day become the master of the within named vessel.

Name of Ship LAFONIA

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Stanley, Falkland Is.
8.3.36
I hereby certify that I have sanctioned the discharge of nos 26/27 herein and that nos 28, 29 & 30 have been engaged before me this day.
I certify that Wm. Roberts, the No. of whose certificate of competency is 040827 has this day become the master of the within named vessel.
Subscribed



BRITISH CONSULATE MONTEVIDEO

Vessel Arrived 13th March
Agreement Deposited 14th March
do Returned 21st March
Average Rate of Exchange 9/10 to 1 s.
For conversion of Seamen's Wages only.

W. W. Leslie

British Vice-Consul



I certify I have this day sanctioned the discharge of the seamen whose names appear on lines 11th 13, 16, & 20 the engagement of the Seaman whose name appears on line No. 31

Deputy Shipping Master.

Shipping Office
Stanley, Falkland Is.
23.4.36
I hereby certify that the master has reported to me the engagement of Seamen whose names appear on lines 32, 33-34 herein. Also that Seamen whose names appear on lines 25 and 31 herein left without signing articles. I have ascertained that the balance of wages has been duly paid to them.

SHIPPING MASTER

Shipping Office
Stanley, Falkland Is.
23.4.36
I hereby certify that I have sanctioned the discharge of Seamen whose names appear on lines 24 & 34 herein. Also that the Seamen whose names appear on lines 35, 36 & 37 have been engaged before me on the terms of the written written agreement.

SHIPPING MASTER

BRITISH CONSULATE MONTEVIDEO

Vessel Arrived 28th April 1936
Agreement Deposited 3rd May
do Returned 2nd May
Average Rate of Exchange 10/10.10 to 1 s.
For conversion of Seamen's Wages only.



H.B.M. CONSUL

[Twelve pages.]

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

*Shipping Office
Stanley, Falkland Is.
20th June 1936*

I hereby certify that
William Adams, the number of
whose Certificate of Competency
is O.C. 33008 has this day become
the master of the within-named
vessel.

Arthur Deane
SHIPPING MASTER

BRITISH CONSULATE
MONTEVIDEO

Vessel Arrived *28th May* } 1936
Agreement Deposited *28th May*
do Returned *29th May*

Average Rate of Exchange \$10.20 to £1 stg.

For conversion of Seamen's Wages only.
I hereby certify that I have
sanctioned the engagement of the
Seaman on line, *1115-39-40*
on the terms of this agreement
which they have signed in my
presence.

Dis A has been delivered
to the Master except where it is
otherwise.

William Ruyter
H.B.M. CONSUL

BRITISH CONSULATE PORTO ALEGRE

Vessel arrived - *1. 6. 36*
Articles deposited - *2. 6. 36*
Articles returned - *4. 6. 36*

Average rate of Exchange
(for payment of seamen's wages
only) *\$500 = £ 1.0.0*

Howard Brown
H. M. CONSUL

BRITISH CONSULATE
MONTEVIDEO

Vessel Arrived *4th JUNE* } 1936
Agreement Deposited *10th JUNE*
do Returned *12th JUNE*

Average Rate of Exchange \$10.10 to £1 stg.
For conversion of Seamen's Wages only.

Wormar Leslie
British Vice-Consul

*Shipping Office
Stanley
Falkland Is.
20th June 1936*

I hereby certify that the
Seamen whose names appear
on lines 2-4 herein have
been engaged before me this
day on the terms of the within
- written agreement.

Arthur Deane
SHIPPING MASTER

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Note.—If more space is required for certificates or endorsements
they may be continued on page 6, 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
L. a. 1.

The cases of seamen having the following reference Numbers.

are exempt under Section 28 (12 b)†

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.

Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (D.B. No.).	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home 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 and Place of Signing this Agreement.	
						Date.	Place.
1	Master to sign first						
2	<i>[Signature]</i>	25	London	<i>do Falkland Islands</i>	<i>first ship</i>	<i>20/1/36</i>	<i>St. John's</i>
3	<i>[Signature]</i>	33	Eastbourne	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
4	<i>B.D. Harts</i>	23	London	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>
5	<i>B.F. Ellis</i>	35	Bournemouth	<i>do</i>	<i>Port of Harmer</i>	<i>21/6/36</i>	<i>Darwin</i>
6	<i>George W. Halden</i>	40	Willesden	<i>"</i>	<i>(B) 03</i>	<i>4/6/36</i>	<i>"</i>
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
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 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."

§ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

¶ 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 naturalized.

Ship

Lafonia

OF ENGAGEMENT.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.				RELEASE.		Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.	
In what Capacity engaged. †	No. of Certificate (if any) and No. of Reserve 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 upon or at the time of Engagement. ‡	Amount of Weekly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release the Master and the Master and Owner or Charterers thereof, 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 signed in Col. 1).		Signature or Initials of Official before whom the balance of wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.		20.	21.	
											Left without signing (W)				1
Purser	-	once	1/36				7/1/36	St. John's	Inc		Left without signing (W)				2
7th mate		do	do				7/1/36	St. John's	Inc		Left without signing (W)				3
asst Purser		do	do								Left without signing (W)				4
Ass. Stoker		do	do								Left without signing				5
Stoker		"	"								Left without signing				6
															7
															8
															9
															10
															11
															12
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															14
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															18
															19
															20

country, state if a natural born British Subject or naturalized.

Engines, 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."

Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home 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 and Place of Signing this Agreement.	
						Date.	Place.
21							
22							
23							
24							
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27							
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29							
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39							
40							

† 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 as Boys.

* 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 naturalized.

‡ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

§ 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 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."

Ship

OF ENGAGEMENT.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.</i>				RELEASE.		Number of Weeks for which Insur- ance Act Contri- butions have been paid.	Reference No.
In what Capacity engaged.†	No. of Certificate (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.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.‡	Amount of Weekly or Monthly Allowment.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Place, and Cause of leaving this Ship, or of Death.			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 or 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. Signatures of Crew (each to be on the line on which he signed in Col. 1).	Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.§	18.	19.	20.	21.	
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														40

country, state if a natural born British Subject or naturalized.

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‡ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

§ 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 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.]

FEEES CHARGEABLE BY CONSULS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers:—

Services required by Law.

	In countries other than China.		In China.	
	s.	d.	s.	d.
(1.) For every seaman engaged before Consular Officers	3	0	4	0
(2.) For every alteration in agreements with seaman made before Consular Officers	3	0	4	0
(3.) For every seaman discharged or left behind with the Consular Officers' sanction	3	0	4	0
(4.) For every desertion certified by Consular Officers	3	0	4	0
(5.) For making endorsement on ship's papers as required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for the inspection of ship's papers—See No. 7)	5	0	7	0

Services required by parties interested.

	In countries other than China.		In China.	
	s.	d.	s.	d.
* (6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the Crew:—				
In Countries other than China—				
1/- for each man with minimum of 15/- and maximum of £2 0s. 0d				
In China—				
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.				
(7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf, (N.B.—This fee is not to be charged when Fee No. 5 is leviable)				
	5	0	7	0

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.

Name of

Ship

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

*Name of***CERTIFICATES**

Or Endorsements made by Consuls or Superintendents.

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