



1

# OFFICIAL LOG-BOOK

(0 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
R.M.S. "DARWIN"		<div>R.M.S. "DARWIN" PORT OF REGISTRY - PORT STANLEY FALKLAND ISLANDS. OFF No. 156384 GROSS TONS 1792.66 NET TONS 728.65 N.H.P. 144</div>			Frederick William WHITE.	52805

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Stanley Port.....Falkland Is. Date.....19 Jan 1966	<div>AMERICA SOUTH AND ISLANDS FALKLAND</div> <div>FALKLAND ISLANDS AND SOUTH AMERICA</div>	Stanley Port.....Falkland Is. Date.....-8 JUL 1966

Delivered to the Superintendent of the Mercantile Marine Office at the  
Port of Stanley Falkland Is. on -8 JUL 1966 day of 19.

Countersigned

*[Signature]*  
Superintendent.

*F. W. White* Master

Darwin Shipping Limited  
Stanley, Falkland Is. Address

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

### List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Frederick W. White.	Master.	VG	VG	
2	Richard Nigel Miller.	1 <sup>st</sup> Mate	VG	VG	
3	Peter S. Thain.	2 <sup>nd</sup> "	VG	VG	
4	Neil Jennings	3 <sup>rd</sup> "	VG	VG	
5	Gerald Jennings	Nav. Watchk'p.	VG	VG	
6	David Bridgen.	Radio Officer.	VG	VG	
7	Barry Neilson.	Bosun.	VG	VG	
8	William P. Hills.	AB.	VG	VG	
9	Fernando Hiale.	AB.	VG	VG	
10	Dennis Goodwin.	Jos.	VG	VG	
11	John Rawles.	Jos.	VG	VG	
12	Henry Stewart.	Jos.	VG	VG	28
13	Tyrone Goss.	Jos.	VG	DR.	29-30.
14	Rafael Martinez.	Jos.	VG	VG	
15	Robert Ross.	Superannuated.	VG	VG	
16	Malcolm Binnie.	1 <sup>st</sup> Engineer.	VG	VG	
17	Aeneas Larsen.	2 <sup>nd</sup> "	VG	VG	
18	Richard Hills.	3 <sup>rd</sup> "	VG	VG	
19	Severo Ampuero	Junior "	VG	VG	
20	Dennis McLeod.	Fireman.	VG	VG	
21	Philip Short.	"	VG	VG	
22	Frederick Ford.	"	VG	VG	28-29.
23	Guillermo Barria	"	VG	VG	
24	George Harris	Chief Steward	VG	VG	
25	William J. Rawlands	Book.	VG	VG	

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

### List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Rubelindo N. Boldrini.	2 <sup>nd</sup> Steward.	VG	VG	
27	Ulysses Barria.	Steward.	VG	VG	
28	Herman Seron.	"	VG	VG	
29	Jose Montiel.	"	VG	VG	
30	Harry Samoy.	"	VG	VG	
31	James McKenzie	"	VG	VG	
32	German Pereira	2 <sup>nd</sup> Cook.	VG	VG	
33	Elena White	Superannuated	VG	VG	
34	Stephanie White	"	VG	VG	
35	Ian A. White	"	VG	VG	
36	Ramon Miranda	"	VG	VG	
37	Joseph Booth	"	VG	VG	
38	Katherine A. Bridgen	"	VG	VG	
39	Michael Bridgen	"	VG	VG	
40	James Harkiss.	Chief Engineer.	VG	VG	
41	Neil Jennings.	2 <sup>nd</sup> Mate	VG	VG	
42	Joseph Booth.	Sup'y.	VG	VG	
43	Ubaldo Paez	2 <sup>nd</sup> Cook.	VG	VG	
44	Alberto Usanago.	AB.	VG	VG	
45	Jose L. Martino.	Fireman.	VG	VG	
46	Frederico Baras.	AB.	VG	VG	
47	Roberto Macedonio.	Boating Boy.	VG	VG	
48	Victor Gonzalez.	Fireman	VG	VG	
49	S. Ampuero.	"	VG	VG	
50			VG	VG	

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

### List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61					
62					
63					
64					
65					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

### List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
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90					
91					
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98					
99					
100					



CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

### List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
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120					
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123					
124					
125					

## MARRIAGES, BIRTHS, AND DEATHS

of Members of the Crew, and other persons on board, which have occurred during the voyage

**MARRIAGES.**—Section 240 (6) of the Merchant Shipping Act, 1894, requires the Master of the Ship to enter in his Official Log the particulars of every Marriage that has taken place on board. Masters are reminded that they have no power to perform the marriage ceremony on board their ships, and that if such ceremony is performed by them the marriage will not be a legal one.

**BIRTHS AND DEATHS.**—The duties of the Master with regard to the registry of births and deaths on board ship are defined in the following extracts from Section 254 of the Merchant Shipping Act, 1894 :—

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
- (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
- (5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

Spaces are provided on the following pages of this book for the entry of all particulars required by the Eighth Schedule mentioned above. The facts should be carefully entered under the appropriate headings; and upon the next arrival of the ship in port, a true copy of the entries must be delivered on Form B. & D.1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen.

In every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

When the death of a person at sea is assumed by the Master to have taken place because the person in question is reported “Missing”, or where a person is supposed killed or drowned as a result of falling or jumping overboard, falling from a rope ladder attached to the ship, or from the ship’s gangway, the death should be regarded as having taken place on board.

A death which occur otherwise than on board or does not come within the exceptions stated in the previous paragraph should not be recorded in the tabular statement or on Form B & D.1; **Form B. & D.2 should be used for reporting such deaths.** The Master should, however, record in the narrative section of the official log book full particulars of the circumstances relating to the death.

When the death of a “missing” person is assumed by a Master the entry in the tabular statement should read: “missing at sea supposed killed or drowned”.

Expressions such as “murder” or “suicide” should not be used to record the cause of death. The Master should, to the best of his ability, record the actual cause of death e.g. “knife wounds in chest”, “gun shot wounds in head”, “strangulation”.

When reporting the required particulars in Form B. & D.1 or Form B. & D.2, the Master should also, if required, give an account of (a) any moneys due to the deceased seaman or apprentice, (b) any deductions from his wages and (c) his clothing and effects, on the relevant Form W. & E.1. The form will be supplied by the Superintendent, Consular Officer or Shipping Master on request.

Date of Marriage	Names of both Parties. (Surname first in block letters)	Age	Single, Widow or Widower

Signature of Officiating Clergyman.....

Masters are reminded that they have no power to perform the marriage ceremony

## BIRTHS

Date of Birth	Name (if any) of Child	Sex	Father's Name (Surname first in block letters)	Father's Rank, Profession or Occupation	Mother's Name (Surname first in block letters)	Mother's Maiden Surname

## DEATHS

[illegible]

\* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should  
 \*\* Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.  
 † "Master includes every person (except a pilot) having command or charge of any ship.

(See Instructions on previous page)

Profession or Occupation	Father's Name (Surname in block letters)	Father's Profession or Occupation

†Signature of Master .....

and that if such ceremony is performed by them the marriage will not be a legal one.

(See Instructions on previous page)

Further Particulars of Father		Further Particulars of Mother		Signature of Father or Mother	Signature of †Master and Mate or other Member of Crew	To be completed by Officer to whom Return is made
Nationality (Stating Birthplace)	Last Place of Abode	Nationality (Stating Birthplace)	Last Place of Abode			Port at which Report is made and Signature and title of Officer to whom reported

(See Instructions on previous page)

[illegible]

be recorded in the column for 'Rank or Rating, Profession, or Occupation'. In the case of an illegitimate child the full name of the mother instead of the father should be recorded.

**RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958**

**Note.**—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
29.1.66	No drills carried out; vessel coastwise and in port.		29.1.66	F.W. White. R. Miller
31.1.66	Passengers & crew mustered at 'boat stations'; both boats lowered to embarkation level and returned. All equipment in good order.		31.1.66	F.W. White. R. Miller
9.2.66	Passengers & crew mustered at 'boat stations' Both boats lowered to embarkation level and returned. All equipment in good order.		9.2.66	F.W. White. R. Miller
	Emergency fire pump, generator, run on test. Fire alarm zones key tested; W/T operated; hand steering gear tested. Fire drill carried out.			
22.2.66	Port, (motor) lifeboat lowered into water and run under power; crew also exercised under oars.		22.2.66	F.W. White. R. Miller
5.3.66	No drills carried out; vessel in port.		5.3.66	F.W. White. R. Miller
6.3.66	Passengers & crew mustered at 'boat stations'; both boats lowered to embarkation level & returned. All equipment in good order.		6.3.66	F.W. White. R. Miller
7.3.66	Ship's Company exercised at fire drill; hoses under pressure, 2 extinguishers tested; smoke helmet donned; fire pump tested. All equipment in good order.		7.3.66	F.W. White. R. Miller
18.3.66	Passengers & crew mustered at 'boat stations' both boats lowered to embarkation level & returned. Fire fighting appliances tested; all equipment in good order.		18.3.66	F.W. White. R. Miller
26.3.66	No drills carried out; vessel in port.		26.3.66	F.W. White. R. Miller
2.4.66	No drills carried out; vessel in port.		2.4.66	F.W. White. R. Miller
9.4.66	No drills carried out; vessel in port.		9.4.66	F.W. White. R. Miller
14.4.66	Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level & returned. All equipment in good order.		14.4.66	F.W. White. R. Miller
17.4.66	Fire drill carried out. All fire-fighting equipment examined, tested, & found in good order.		17.4.66	F.W. White. R. Miller

\* An entry should be made in this column for every drill or muster.

\* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned etc., whether the passengers or crew were mustered, whether the crew were practiced in fire drill, etc.

**RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958**

**Note.**—The practise of the crew in boat and fire drills should take place at interval of not more than 7 days in Passenger vessels, and, 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships a Statement of the reasons should be entered in the first three columns of the table.

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
30.4.66	No drills carried out; vessel in drydock.		30.4.66	F.W.White P.H.Morris
3.5.66	Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level & returned. All equipment in good order.		3.5.66	F.W.White P.H.Morris
9.5.66	Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level & returned. All equipment in good order.		9.5.66	F.W.White P.H.Morris
16.5.66	Steering (hand) gear tested; W/T door operated; Fire alarm zones key-tested; all in good order. Passengers & crew mustered at 'Boat Stations' both boats lowered to embarkation level & returned. All equipment in good order. Fire drill carried out.		16.5.66	F.W.White P.H.Morris
28.5.66	No drills carried out; vessel in port.		28.5.66	F.W.White P.H.Morris
30.5.66	Passengers & crew mustered at 'Boat Stations'		30.5.66	F.W.White P.H.Morris
6.6.66	Steering gear hand tested; W/T door operated; Fire alarm system zones key-tested; all found in good order.		6.6.66	F.W.White P.H.Morris
18.6.66	No drills carried out; vessel in port.		18.6.66	F.W.White P.H.Morris
21.6.66	Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level and returned. All equipment in good order.		21.6.66	F.W.White P.H.Morris

\* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practiced in fire drill etc.

**RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958**

**Note.**—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

[illegible]

\* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned etc., whether the passengers or crew were mustered, whether the crew were practiced in fire drill, etc.

**RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958**

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[illegible]

\* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practiced in fire drill etc.



Note.—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

[illegible]

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
23-1-66	F. W. White, Master. R. N. Miller, 1 <sup>st</sup> Mate. G. Harris, Ch. Steward.	None.	23-1-66	F. W. White. R. N. Miller.
30-1-66	" "	"	30-1-66	F. W. White. R. N. Miller.
6-2-66	" "	"	6-2-66	F. W. White. R. N. Miller.
13-2-66	" "	"	13-2-66	F. W. White. R. N. Miller.
20-2-66	" "	"	20-2-66	F. W. White. R. N. Miller.
27-2-66	" "	"	27-2-66	F. W. White. R. N. Miller.
6-3-66	" "	"	6-3-66	F. W. White. R. N. Miller.
13-3-66	" "	"	13-3-66	F. W. White. R. N. Miller.
20-3-66	" "	"	20-3-66	F. W. White.
27-3-66	" "	"	27-3-66	F. W. White.
3-4-66	" "	"	3-4-66	F. W. White.
10-4-66	F. W. White, Master. P. S. Thain, Ch. Officer. G. Harris, Ch. Steward.	"	10-4-66	F. W. White. P. S. Thain.
17-4-66	" "	"	17-4-66	F. W. White. P. S. Thain.
24-4-66	" "	"	24-4-66	F. W. White. P. S. Thain.
1-5-66	" "	"	1-5-66	F. W. White. P. S. Thain.



[illegible][illegible]

[illegible]

RECORD OF INSPECTIONS CARRIED OUT IN ACCORDANCE WITH THE FOOD AND CATERING CONVENTION 1946 OF SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW.

[illegible]

[illegible][illegible]



[illegible]

(Note.—Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia).

When this Official Log-Book is returned to the Superintendent, and any Lascars formed part of the Crew, the following Form should be filled up and signed by the Master:—

The following Lascars were employed during the voyage ended this day:—

VOYAGE	DECK DEPARTMENT	ENGINE DEPARTMENT	STEWARDS' DEPARTMENT		TOTAL
			Certd. Ship's Cook	Others	
From the United Kingdom					
To the United Kingdom					

Under Deck Department, include all Lascars employed in connection with the navigation of the Ship, or in looking after the cargo.

Under Engine Department, include all Lascars employed in attending on machinery.

Under Steward's Department, include all Lascars employed in attending on passengers or crew.

**NOTE.**—The death of a Lascar member of the crew should be recorded in the space provided on pages 8 and 9, and all entries in the Asiatic log relating to the case should be copied into this Official Log-Book.

Master..... Date.....

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—  
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1959.)

- |  |   |
|--|---|
| <p>(18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey .... £2 10 0</p> | <p>(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts .... £1 0 0</p> |
|--|---|

Note.—Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

### LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical .....	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(T)..... inches above S.
Summer .....	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(S) Upper edge of line through centre of disc.
Winter .....	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(W)..... inches below S.
Winter North Atlantic (if assigned) }	-	feet	-	inches.	(WNA)..... inches below S.
Allowance for fresh water for all freeboards:—				3 <sup>1</sup> / <sub>2</sub>	inches.
The upper edge of the deck line from which these freeboards are measured is				— inches	
above the top of the				Steel upper	deck at side.
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer .....	13	feet	06 <sup>1</sup> / <sub>2</sub>	inches.	

## NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In the case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water", the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—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, 1941, and shown on the chart which forms part of these Rules.  
The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH  
with  
DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

[illegible]

**NOTE.**—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 16 to 19. \* See Notes on page 23.

DOCK, WHARF, HARBOUR OR OTHER PLACE  
the  
OF THE SHIPS PROCEEDING TO SEA.

*See Notes on page 23.*

[illegible]

**NOTE.**—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 16 to 19. \* See Notes on page 23.

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OFFICIAL LOG of the  
from

towards

Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 19 of the

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
18-1-66 10.00	Stanley.	19-1-66	Articles of Agreement opened before Colonial Shipping Master, effective from 00-01, 19 <sup>th</sup> January 1966. F.W. White Master.	
1-2-66 0800	47° 46 S. 57° 09 W.	1-2-66	H. Stewart, J.O.S., line 12, reported feeling unwell and suffering from swollen hands, face, and ankles, with inflamed rash and pimples. Man put off duty. F.W. White Master.	
2-2-66 0800	43° 10 S. 56° 45 W.	2-2-66	H. Stewart, J.O.S., line 12, remains off duty; condition unchanged. B. Neilson, Bosun, line 7, reported sick with badly swollen testicles; Neilson put off duty. F.W. White Master.	
3-2-66 0600	39° 18 S. 56° 16 W.	3-2-66	B. Neilson, Bosun, line 7, resumed duty; swelling of testicles subsided. H. Stewart, J.O.S., line 12, remains off duty. Condition unchanged. F.W. White Master.	
4-2-66 Noon	Montevideo.	4-2-66	H. Stewart, J.O.S., line 12, skin rash worse and man feeling unwell; remains off duty. No medical assistance available from shore due to strike of all hospital staffs. F.W. White Master.	
5-2-66 1000	Montevideo	5-2-66	Surgeon Lt. Cdr. Johnson, R.N., HMS "Protector" attended on board and examined H. Stewart, J.O.S., line 12. Stewart's Temp 103°, pulse 120, feeling unwell and rash on hands, forearms, ankles, and legs very pronounced. Stewart taken into sick bay of HMS "Protector" by Surgeon Lt. Cdr. Johnson, R.N., and left ship at 10.45 hrs. F.W. White Master.	
6-3-66 1600	Stanley.	6-3-66	H. Stewart, J.O.S., line 12, re-joined vessel and resumed normal duties. F.W. White Master.	
7-3-66 0800	48° 52 S. 57° 15 W.	7-3-66	J. Ford, Fireman, line 22, reported sick with swollen face and eyes. Ford has previously, just prior to sailing, been having treatment for this condition at KEM Hospital. Man examined	

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NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b), (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

OFFICIAL LOG of the  
from

towards

Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary Log-Book.

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
			by R.C. Cunningham, passenger, and given treatment; also put off duty. F.W. White Master.	
8-3-66	45° 07 S. 56° 51 W.	8-3-66	J.F. Ford, Fireman, line 22, examined by R.C. Cunningham and remains off duty. F.W. White Master.	
9-3-66	40° 37 S. 56° 54 W.	9-3-66	J.F. Ford, Fireman, line 22, examined by R.C. Cunningham and remains off duty. F.W. White Master.	
10-3-66	35° 59 S. 56° 22 W.	10-3-66	J.F. Ford, Fireman, line 22, examined by R.C. Cunningham and remains off duty. F.W. White Master.	
17-3-66	Montevideo	17-3-66	J.F. Ford, Fireman, line 22, attended British Hospital daily at 1000 for treatment from 11-3-66 to 17-3-66, both dates inclusive. Ford resumed normal duties on 16-3-66. F.W. White Master.	
18-3-66 0700	Montevideo.	18-3-66	Chief Officer reported that T. Goss, J.O.S., line 13, had failed to be on board for duty as instructed, his whereabouts on shore were known, and that he had stated that he had no intention of returning to ship. F.W. White Master.	
18-3-66 0730	Montevideo	18-3-66	Mr. L. McClew, Ship's Agent of Messrs Maclean & Stapledon, visited the "Los Angeles" Hotel where he interviewed T. Goss, J.O.S., line 13, in the presence of an unknown woman. Goss appeared to be perfectly sober, but in a somewhat hysterical state. He stated that he would not return on board the ship. Mr. McClew informed him that ship would sail this afternoon and he was instructing him, on behalf of the Master, to return on board immediately. F.W. White Master.	
18-3-66 1545	Montevideo	18-3-66	Vessel sailed, but T. Goss, J.O.S., line 13, did not return on board and was left behind in Montevideo. Form ENG. 2.A completed in respect of Goss's wilful desertion and	

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18-3-66 15.45	Montevideo	Cont'd.	handed to Ship's Agents to forward to British Consulate. Goss's effects collected by Chief Officer to be handed to Shipping Master, Stanley, Falkland Islands on vessel's arrival. F.W. White Master.	
20-4-66 1000	Montevideo.	20-4-66	W. Rowlands, book, signed off Articles for U.K. leave; G. Pereira, 2 <sup>nd</sup> book, promoted Cook. F.W. White Master.	
20-4-66 1500	Montevideo.	20-4-66	N. Jennings, 2 <sup>nd</sup> Mate; A. Larsen, 3 <sup>rd</sup> Engineer; J. Boldrini, 2 <sup>nd</sup> Steward; G. Harris, Chief Steward; G. Jennings, 3 <sup>rd</sup> Mate; attended British Hospital for examination and any necessary treatment of sundry complaints. F.W. White Master.	
20-4-66 1600	Montevideo.	20-4-66	U. Pereira, 2 <sup>nd</sup> book, signed Articles. F.W. White Master.	
22-4-66 0620	Montevideo.	22-4-66	G. Pereira, book, left vessel, taking his personal effects with him, without permission. F.W. White Master.	
22-4-66 1100	Montevideo.	22-4-66	R. Hills, 4 <sup>th</sup> Engineer; D. Larsen, 3 <sup>rd</sup> Engineer, attended British Hospital for examination and treatment; Hills for cerebral pressure; Larsen for stomach complaint. F.W. White Master.	
23-4-66 0600	Montevideo.	23-4-66	G. Pereira, book, remains absent from duty without permission. F.W. White Master.	
26-4-66 1100	Montevideo.	26-4-66	R. Hills, 4 <sup>th</sup> Engineer, attended British Hospital. F.W. White Master.	
F.W. White 25-4-66 1200	Montevideo.	25-4-66	G. Pereira, book, remains absent from duty without permission and is now hereby treated as having deserted for purposes of galley staffing. J. Mackenzie, Steward, promoted book. F.W. White Master.	
29-4-66 1500	Montevideo.	29-4-66	G. Harris, Chief Steward; R. Boldrini, 2 <sup>nd</sup> Steward; attended British Hospital for routine check-up, and R. Hills, 4 <sup>th</sup> Engineer, for cerebral pressure. F.W. White Master.	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
3-5-66 1000	Montevideo.	3-5-66	H. Stewart, J.O.S., attended British Hospital for treatment. F.W. White Master.	
13-5-66 1500	Montevideo.	13-5-66	G. Harris, Chief Steward; R. Boldrini, 2 <sup>nd</sup> Steward, attended British Hospital for routine check-up, and M. Binnie, 2 <sup>nd</sup> Engineer, for treatment of haemorrhoids. F.W. White Master.	
21-5-66 1030	Stanley	21-5-66	J. Rawles, J.O.S.; D. Goodwin, J.O.S., attended K.E.M. Hospital for treatment. F.W. White Master.	
30-5-66 1000	Stanley.	30-5-66	J. Rawles, J.O.S.; D. Goodwin, J.O.S., attended K.E.M. Hospital for treatment. F.W. White Master.	
3-6-66 0900	Montevideo. Stanley.	3-6-66	W. Hills, AB., M. Binnie, 2 <sup>nd</sup> Engineer, attended British Hospital for examination and treatment; Hills for throat swelling; Binnie for haemorrhoids; D. Goodwin, S.O.S., J. Rawles, S.O.S., for treatment. F.W. White Master.	
6-6-66 0900	Montevideo.	6-6-66	W. Hills, AB., attended British Hospital for treatment of throat swelling. F.W. White Master.	
13-6-66 1000	Stanley.	13-6-66	B. Neilson, Bosun; H. Stewart, S.O.S., attended K.E.M. Hospital; Neilson for treatment of boils and Steward with earache. F.W. White Master.	
15-6-66 1220	Pebble Island.	15-6-66	F. Baras, AB., struck by bale of wool whilst loading scows at jetty; man off duty temporarily. F.W. White Master.	
20-6-66 1000	Stanley.	20-6-66	F. Baras, AB., attended K.E.M. Hospital for X-Ray examination of back due to being struck by bale of wool on 15 June 1966 at Pebble Island. X-Ray showed no injury, but man kept on light duties. F.W. White Master.	

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[Executed in Fourteen Pages.]

# 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 the Republic of Ireland.



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)		
				Gross	Net	N.H.P.	I.H.P.	B.H.P. <sup>2</sup>
<u>DARWIN</u>	<u>156384</u>	<u>STANLEY, FALKLAND IS</u>	<u>2 - 1957</u>	<u>1792.86</u>	<u>138.55</u>	<u>144</u>	<u>1150</u>	<u>980</u>
REGISTERED MANAGING OWNER OR MANAGER.								
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. <sup>3</sup>				
				Name.	Address			
<u>DARWIN SHIPPING LIMITED</u>	<u>STANLEY, FALKLAND ISLANDS</u>		<u>31</u>					

**The Several Persons** whose names are hereto subscribed, and whose descriptions are contained herein, and of whom SIX 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>

Voyage between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ending 30th June, 1966 or the first arrival at Stanley after this date the consequent discharge of cargo on that date 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 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 derated.

And it is also agreed, that additional clauses on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered<sup>5</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.

- (a) Should any of the crew fail to join at the time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- (b) The crew shall work overtime when and where required.
- (c) The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- (d) No cash shall be advanced or liberty granted other than at the discretion of the Master.
- (e) The crew shall wear the Company's uniform No. 1, and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages.
- (f) The crew shall individually and collectively agree to keep their quarters clean and tidy and in readiness for the inspection by the Master or Officer deputed by him, and also to leave them clean and tidy on termination of the Agreement under a penalty of 21 for each case of neglect.
- (g) The crew shall complete with thirty hands all told of whom not less than five shall be sailors.

The Master may discharge any member of the crew as a result of misconduct or inefficiency or by mutual consent. In which case wages shall accrue up to the date of discharge only.

And the parties hereto have subscribed their names herein, on the days mentioned against their respective signatures.

Signed by F. W. White Master  
on the 19<sup>th</sup> day of January 1966

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.
<u>19/1/66</u>	<u>Stanley Falkland Is.</u>	<u>-6 JUL 1966</u>	<u>Stanley Falkland Is.</u>	<u>-6 JUL 1966</u>	

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 Ministry of Transport and Civil Aviation and printed on the Fourth page herof, 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.  
7. This Form must not be mutilated. 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, a continuation sheet or sheets should be obtained and used.

# ADDITIONAL CLAUSES.

SHIPPING MASTER

(i) Bed and Bedding. Owners to provide in clean condition when crew join, the items referred to in this Agreement, but if not returned at the termination of voyage or engagement in good condition (reasonable wear and tear excepted) the Rating concerned shall be liable for the current cost replacement.

Mattress  
Pillow  
Pillow Case  
Sheets  
Blankets  
Towels  
Soap

(j) All stores and provisions issued to the crew are for use and consumption on board the ship only, the property on any unused or unconsumed stores and provisions remain in the shipowner. Any member of the crew taking ashore, selling, de troying, or giving away any such stores or provisions will render himself liable to prosecution.

(k) A cash bonus shall be paid by the shipowner to sailors required to work cargo in ports in the Falkland Islands. This shall be subject to direct negotiation between the seamen and the shipowner.

Regulation of hours of overtime.

Regulations of hours and overtime shall be in accordance with the National

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## MEMORANDUM

From Captain F.W.White. RMS."Darwin".  
THE FALKLAND ISLANDS COMPANY LTD.,  
STANLEY.

17 April 1966.

To W.J.Grierson, Esq., M.B.E.  
Colonial Shipping Master, Stanley.

When vessel changes Articles on, or subsequent to, 30 June next please arrange for the following clause regarding public holidays to be inserted in replacement of existing holidays clause.

### "PUBLIC HOLIDAYS".

#### At Sea & Abroad.

New Year's Day; Good Friday; Queen's Birthday; Battle Day;  
Christmas Day.

#### In Port, Falkland Islands.

New Year's Day; Good Friday; Queen's Birthday; Battle Day;  
Christmas Day; Stanley Sports 2 Days.

Master.

# SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1957, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article	Allowance per week	Article	Allowance per week
Water ..	28 quarts	Milk ..	6 oz.
Soft Bread ..	7 lbs.	Condensed or Dried or Homogenised ..	1 1/2 pts.
Smoked Ham or Bacon ..	12 oz.	Butter ..	10 1/2 oz.
Fresh Meat—See Note 1 below ..	7 lbs. 4 oz.	Suet ..	2 oz.
Fresh Fish ..	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Cooking Fat or Oil (other than Suet) or Margarine ..	4 oz.
Eggs ..	12 oz.	Marmalade, Jam or Syrup ..	8 oz.
Potatoes ..	7 lbs.	Cheese ..	5 oz.
Peas, Split or Lentils ..	1 lb.	Pickles ..	3 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables ..	1 1/2 lb.	Bottled Sauces ..	2 oz.
Flour ..	1 lb.	Onions ..	8 oz.
Rice ..	6 oz.	Dried Fruit ..	3 oz.
Oatmeal, Rolled Oats or breakfast cereals ..	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions) ..	6 oz.
Tea ..	4 1/2 oz.	Fine Salt ..	2 oz.
Coffee (containing not more than 25% Chicory) ..	2 oz.	Mustard ..	1 oz.
Cocoa (or chocolate) ..	3 oz.	Pepper ..	1 oz.
Sugar ..	1 1/2 lb.	Curry Powder ..	1 oz.

Note 1. The maximum amount which can be deducted from the weekly ration of fresh meat in respect of equivalents is 2 lb. 2 oz. See paragraphs 4, 5 and 6 of the following Conditions and Exceptions.

Note 2. The amounts of sugar, milk and butter shown in the above Scale are exclusive of the amounts used in the preparation of meals, but there is no entitlement under the above scale for such use to additional quantities of margarine, suet, cooking fat, oil or cheese.

## 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 baking of bread impracticable;

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

3. **Smoked Ham or Bacon.** If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines shall be substituted in the proportion of 1 1/2 lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.

4. **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 1/2 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.

Poultry may be issued and count, up to a maximum of 1 lb. per week, as the equivalent of fresh meat in the proportion of 1 lb. of poultry to 12 oz. of fresh meat. The weight of poultry is the weight before preparation for cooking.

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.

5. **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 lb. 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 oz. 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 oz. Tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1 oz. of tinned fish to 2 oz. of fresh fish.

6. **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. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1 1/2 oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

7. **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.

8. **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.

9. **Vegetables.** Fresh vegetables including salads shall 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.

Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables.

10. **Dried Fruits.** Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.

11. **Fresh Fruit** should not be supplied if it is likely to be injurious to health.

12. **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.

13. 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.	To be considered equal	Marmalade ..	1 lb.	To be considered equal.
Preserved Meat ..	1 lb.	To be considered equal.	Jam ..	1 lb.	To be considered equal.
Coffee ..	1 oz.	To be considered equal.	Syrup ..	1 lb.	To be considered equal.
Cocoa or Chocolate ..	1 1/2 oz.	To be considered equal.	Butter ..	1 lb.	To be considered equal.
Tea ..	1/2 oz.	To be considered equal.	Cheese ..	1 lb.	To be considered equal.
Flour ..	1 lb.	To be considered equal.	Condensed Milk ..	9 1/2 oz.	To be considered equal.
Biscuit ..	1 lb.	To be considered equal.	Dried Milk ..	4 oz.	To be considered equal.
Rice ..	1 lb.	To be considered equal.	Mustard ..	1 lb.	To be considered equal.
Oatmeal, Rolled Oats or breakfast cereals ..	1 lb.	To be considered equal.	Curry Powder ..	1 lb.	To be considered equal.
Split Peas ..	1 lb.	To be considered equal.			
Flour ..	1 lb.	To be considered equal.			
Green Peas, Haricot or Butter Beans ..	1 lb.	To be considered equal.			
Rice ..	1 lb.	To be considered equal.			

### POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.			Load Line.	
Tropical	4	feet	$3\frac{1}{8}$	inches. (T) _____ inches above S.
Summer	4	feet	$3\frac{1}{8}$	inches. (S) Upper edge of line through centre of disc.
Winter	4	feet	$3\frac{1}{8}$	inches. (W) _____ inches below S.
Winter North Atlantic (if assigned)	4	feet	$3\frac{1}{8}$	inches. (WNA) _____ inches below S.
Allowance for fresh water for all freeboards:—			$3\frac{1}{2}$	inches.

The upper edge of the deck line from which these freeboards are measured is \_\_\_\_\_ inches above the top of the STEEL 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.**  
THE MINISTRY OF TRANSPORT

S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

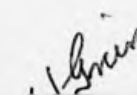
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally 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 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 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.	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted).	 <b>SHIPPING MASTER, STANLEY, FALKLAND IS.</b>
2	Bringing or having on board intoxicating liquors.	
3	Drunkenness.	
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.	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted).	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	

Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.

Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.

**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 authorised by the Ministry of Transport and Civil Aviation 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.**

[illegible]

\* In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

Fourteen Pages



## PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.
1		<i>W. Edwards</i>	29 1/8	S. Shields	(1) W. Elena. (2) % Brown Shipping Ltd.	Same.	19/1/66	Stanley Falkland Is.
2		<i>R. Miller</i> F. 590610	1/10/36	Falkland Is.	(1) W. Eulys (2) "	"	"	"
3		<i>R. E. Harris</i> F. 169.	1/6/30	Aberdeen	(1) W. Gladys (2) "	"	"	"
4		<i>N. Jennings</i> F. 130	8/5/37	Falkland Is.	(1) W. Mary (2) "	"	"	"
5		<i>J. Jennings</i> F. 131	29/3/35	"	(1) M. Dora (2) "	"	"	"
6		<i>R. G. Harris</i> F. 215	8/1/37	Windsor	(1) W. Guthrie (2) % S.F. Leslie Biggs	Same.	19/1/66	"
7		<i>B. Nelson</i> F. 198	11/8/109	"	(1) W. Mary (2) "	"	"	"
8		<i>W. P. Mills</i> Uruguay 18794	11/1/28	Spanish.	(1) W. Aida (2) "	"	"	"
9		<i>Fernando Prioste</i>	12/9/41	Falkland Is.	(1) M. Mrs Ada Cantrell (2) "	"	"	"
10		<i>D. Goodwin</i>	27/1/41	Bristol	(1) M. Ella (2) "	"	"	"
11		<i>J. Reeder</i>	27/1/41	Falkland Is.	(1) F. Keith (2) "	"	"	"
12		<i>H. Stewart</i>	29/9/41	"	(1) F. William (2) "	First.	"	"
13		<i>T. Jones</i>	11/2/60	White	(1) M. W. Jones (2) % W. Helen Worn	First.	"	"
14		<i>Phartridge</i>	15/4/41	Seaham	(1) % W. Helen Worn (2) W. Sebastiana	Same.	19/1/66	"
15		<i>Rushmore</i>	15/4/41	"	(1) W. Aida (2) "	"	"	"
16		<i>N. L. Harris</i> F. 159.	18/3/38	Falkland Is.	(1) W. Maria Teresa (2) "	"	"	"
17		<i>L. Harris</i> F. 123.	25/7/29	"	(1) M. Virginia (2) "	"	"	"
18		<i>R. Harris</i> F. 176.	20/6/34	"	(1) F. Archibald (2) "	"	"	"
19		<i>S. Harris</i> F. 168.	30/5/40	Chile.	(1) W. Rose Stella (2) "	"	"	"
20		<i>D. L. Harris</i> F. 202	29/1/22	Falkland Is.	(1) F. James (2) "	"	"	"
21		<i>P. Shaw</i> F. 115	22/1/11	Falkland Is.	(1) M. Barbara (2) "	"	"	"
22		<i>T. Ford</i> F. 221.	8/1/46	Falkland Is.	(1) W. Aida (2) "	"	"	"
23		<i>G. Harris</i> F. 117.	27/5/12	Falkland Is.	(1) W. Barbara (2) "	"	"	"
24		<i>W. Howlands</i> F. 120	4/12/46	Falkland Is.	(1) W. Barbara (2) "	"	"	"

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, Cabin Boys, not merely as Boys.

§ If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving".

\*\* NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

## 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 years for which National Insurance Contributions are payable	
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 Calendar Month.	Amount of Wages Advanced upon 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.	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. 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.		
Master	52805	At Once.	Separate Agreement				7/7/66	Stanley	T.A.	- - -				1		
1 <sup>st</sup> Mate	92140	"	Separate Agreement				6/4/66	Stanley Falkland Is.	M.C.	- - -	P. Miller		L.H.	2		
2 <sup>nd</sup> Mate	-	"	Separate Agreement				9/7/66	-do-	T.A.	- - -	H. Thuer		L.H.	3		
3 <sup>rd</sup> Mate	-	"	64 - -				6/3/66	Stanley	M.C.	- - -	N. L. M. M. M.		L.H.	4		
Nav. Watchkeeper	-	"	60/17/6				9/7/66	-do-	T.A.	- - -	G. J. M. M.		L.H.	5		
R/O.	BA 1306	"	87/10 -				1/5	-do-	-do-	T.A.	- - -	D. M. M. M.		L.H.	6	
Boatman	-	"	60 - -				1/5	-do-	-do-	T.A.	- - -	B. M. M. M.		L.H.	7	
AB.	-	"	59/7/6				1/5	-do-	-do-	T.A.	- - -	D. L. M. M.		L.H.	8	
AB.	-	"	58/7/6				1/5	-do-	-do-	T.A.	- - -	T. M. M. M.		L.H.	9	
JOS.	-	"	35/2/6				1/5	-do-	-do-	T.A.	- - -	P. M. M. M.		L.H.	10	
JOS.	-	"	35/2/6				1/5	-do-	-do-	T.A.	- - -	D. M. M. M.		L.H.	11	
JOS.	-	"	35/2/6				1/5	-do-	-do-	T.A.	- - -			L.H.	12	
JOS.	-	"	35/2/6				1/5	18/3/66	MONTEVIDEO	DESERTED	- - -	Eng. 2A PAID TO JAMES MONTEVIDEO		L.H.	13	
JOS.	-	"	35/2/6				24/7/66	Stanley	M.C.	- - -	M. M. M. M.		L.H.	14		
1 <sup>st</sup> Eng.	Dispensation	"	Separate Agreement				14/4/66	Stanley	M.C.	- - -	- M -		L.H.	15		
2 <sup>nd</sup> Eng.	Dispensation	"	89 - -				9/7/66	-do-	T.A.	- - -	M. M. M. M.		L.H.	16		
3 <sup>rd</sup> Eng.	-	"	73/10 -				1/5	-do-	-do-	T.A.	- - -	L. M. M. M.		L.H.	17	
Junior Engineer	-	"	60/17/6				20/4/66	MONTEVIDEO	M.C.	- - -	L. M. M. M.		L.H.	18		
Fireman	-	"	58 - -				24/4/66	Stanley	M.C.	- - -	J. L. M. M.		L.H.	19		
"	-	"	59 - -				28/2/66	Stanley	M.C.	- - -	P. M. M. M.		L.H.	20		
"	-	"	53/10 -				10/7/66	-do-	Jvi	- - -	L. M. M. M.		L.H.	21		
JOER.	-	"	35/2/6				1/5	-do-	Jvi	- - -	G. M. M. M.		L.H.	22		
Chief Steward	28498	"	Separate Agreement				9/7/66	-do-	T.A.	- - -	M. M. M. M.		L.H.	23		
Book.	30046	"	Separate Agreement				20/4/66	MONTEVIDEO	D/S.	- - -	L. M. M. M.		L.H.	24		
													L.H.	25		

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 conditions" should be inserted above the entry of the amount.

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

seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.



## PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.
26		<i>M. Beland</i> F. 119.	15/12/10	Chile.	(1) W. Juanita (2) To. Darwin Shipping Ltd	Same	19/1/66 Stanley Falkland Is.
27		<i>M. Beland</i> F. 166	10/1/36	Chile.	(1) F. Avel. (2) " "	"	" "
28		<i>M. Beland</i> F. 166	6/1/45	Chile.	(1) F. Jose (2) " "	"	" "
29		<i>M. Beland</i> F. 166	8/1/45	Chile.	(1) F. Liberto (2) " "	"	" "
30		<i>H. Sarney</i> F. 203	30/1/06	Falkland Is.	(1) S. Mrs J. Barnes (2) " "	"	" "
31		<i>G. McGeorge</i> F. 205	2/3/22	Scotland.	(1) B. Robert (2) " "	"	" "
32		<i>J. J. P. P. P.</i>	24/1/16	Uruguay.	(1) W. Luna (2) " "	"	" "
33		<i>E. J. White</i>	24/1/16	Chile.	(1) H. J. J. J. (2) " "	"	" "
34		<i>S. J. White</i>	9/1/16	STANLEY NEWCASTLE ON TYNE	(1) F. J. J. J. (2) " "	"	" "
35		<i>S. J. White</i>	20/1/16	STANLEY NEWCASTLE ON TYNE	(1) F. J. J. J. (2) " "	"	" "
36		<i>M. Beland</i>	5/1/16	Chile.	(1) D. J. J. J. (2) To. Darwin Shipping Ltd	"	6/3/66
37		<i>J. Smith</i>	16/1/16	Chile.	(1) D. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
38		<i>Bridges</i>	21/1/16	Edinburgh	(1) M. J. J. J. (2) To. Darwin Shipping Ltd	First	" "
39		<i>Michael Bridges</i>	1/5/65	Stanley	(1) M. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
40		<i>J. H. H. H.</i>	1/1/66	Leiston	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
41		<i>W. J. J. J.</i>	1/1/66	Leiston	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
42		<i>W. J. J. J.</i>	1/1/66	Chile.	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
43		<i>W. J. J. J.</i>	1/1/66	Uruguay.	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
44		<i>W. J. J. J.</i>	1/1/66	Spanish	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
45		<i>W. J. J. J.</i>	1/1/66	Uruguay.	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
46		<i>W. J. J. J.</i>	1/1/66	Uruguay.	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
47		<i>W. J. J. J.</i>	1/1/66	Uruguay.	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
48		<i>W. J. J. J.</i>	1/1/66	Chilean	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
49		<i>W. J. J. J.</i>	1/1/66	Chilean	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	"	" "
50		<i>R. McRae</i>	1/1/66	Leiston	(1) W. J. J. J. (2) To. Darwin Shipping Ltd	First	" "

† 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, etc. If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving".

\*\* NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

## OF ENGAGEMENT

In what capacity engaged.	No. of Certificate (if any), and No. of K.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 upon 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.	Date, Place and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge.	Signature of the Master and Owner or Owners thereof, and the Master and Owner or Owners thereof, to be filled in by the Master upon the Discharge, Death, or Duration of any Member of his Crew.	Signature of the Seaman.	Number of weeks or months of service.
2nd Steward		at once	64 7 6	-	-	<i>[Signature]</i>	7/1/66 Stanley T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	26
Steward		"	57 2 6	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	27
"		"	33 2 6	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	28
"		"	33 2 6	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	29
"		"	57 2 6	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	30
"		"	54 15	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	31
2nd Book.		"	52 5	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	32
Subj		"	- 1 -	-	-	<i>[Signature]</i>	4/2/66 M/V. -	-	<i>[Signature]</i>	<i>[Signature]</i>	33
"		"	- 1 -	-	-	<i>[Signature]</i>	4/2/66 " -	-	<i>[Signature]</i>	<i>[Signature]</i>	34
"		"	- 1 -	-	-	<i>[Signature]</i>	4/2/66 " -	-	<i>[Signature]</i>	<i>[Signature]</i>	35
"		"	- 1 -	-	-	<i>[Signature]</i>	7/2/66 Stanley -	-	<i>[Signature]</i>	<i>[Signature]</i>	36
"		"	- 1 -	-	-	<i>[Signature]</i>	7/7/66 -do- -	-	<i>[Signature]</i>	<i>[Signature]</i>	37
"		"	- 1 -	-	-	<i>[Signature]</i>	14/3/66 MONTEVIDEO M.C.	-	<i>[Signature]</i>	<i>[Signature]</i>	38
"		"	- 1 -	-	-	<i>[Signature]</i>	14/3/66 MONTEVIDEO M.C.	-	<i>[Signature]</i>	<i>[Signature]</i>	39
Chief Engineer	1st C. M. 80481	at once	Separate Agreement	-	-	<i>[Signature]</i>	7/1/66 Stanley T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	40
Male		"	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	41
Seeping		"	-	-	-	<i>[Signature]</i>	7/1/66 Stanley M.C.	-	<i>[Signature]</i>	<i>[Signature]</i>	42
Cook		at once	-	-	-	<i>[Signature]</i>	7/1/66 -do- T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	43
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	44
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	45
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	46
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	47
Calvin Boy		at once	33 5 0	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	48
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- -do-	-	<i>[Signature]</i>	<i>[Signature]</i>	49
Seaman		at once	-	-	-	<i>[Signature]</i>	-do- -do- T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	50

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards. Cable Boys, not merely as Boys. The words "not conditional" should be inserted above the entry of the amount. The words "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 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 shown in the Foreign Service Fees Order in Council, 1951.

Services required by Law.		Services required by parties interested.	
	In all countries. £ s. d.		In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman	4 6	(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew: for each man	3 0
N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £5 12s. 6d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.		with a minimum of	1 10 0
		and a maximum of	4 10 0
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6 0	(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	10 6
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4 6	N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	
(13) Certifying desertions of seamen: for each seaman	6 0		
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	6 0		
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39)	10 6		

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 27, 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.

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 4/2/1966  
Agreement deposited 8/2/1966  
- do - returned 2. 66  
Average rate of exchange \$ 198. 60 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on line 33, 34 and 35 have been discharged at this port with my sanction on the ground of mutual consent and that the sum of                      being wages due to                      has been paid                      and that this effects, Dis. A. and Insurance Card have been delivered to them

H. B. M. Vice-Consul

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 10/3/1966  
Agreement deposited 11/3/1966  
- do - returned 14. 3. 66  
Average rate of exchange \$ 184. 25 = £  
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seaman on line forty on the terms of this agreement which he has signed in my presence.

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

I hereby certify that the Seamen on lines thirtyeight and thirtynine have been discharged at this port with my sanction on the ground of mutual consent

                     has been paid                      and that this effects, Dis. A. and Insurance Card have been delivered to them

H. B. M. Vice-Consul

Ship 'DARWIN'

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 18/4/1966  
Agreement deposited 20/4/1966  
- do - returned 3. 5. 66  
Average rate of exchange \$ 180. 25 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines thirtynine and thirtiety have been discharged at this port with my sanction on the ground of mutual consent and discharge respectively and that the sum of                      being wages due to                      has been paid                      and that their effects, Dis. A. and Insurance Card have been delivered to them

I hereby certify that I have sanctioned the engagement of the Seamen on lines 43, 44, 45 and 46 on the terms of this agreement which they have signed in my presence.

Dis. A's have been delivered to the Master except where it is otherwise stated.

                     the Seamen on line                      have been discharged at this port with my sanction on the ground of                     

                     has been paid                      and that Dis. A. and Insurance Card have been delivered to them

I hereby certify that I have sanctioned the engagement of the Seaman on line 44 on the terms of this agreement which he has signed in my presence.

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

H. B. M. Vice-Consul

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 13/5/1966  
Agreement deposited 13/5/1966  
- do - returned 16. 5. 66  
Average rate of exchange \$ 181. 00 = £  
(for conversion of seamen's wages only)

H. B. M. Vice-Consul

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 3/6/1966  
Agreement deposited 3/6/1966  
- do - returned 6-6-66  
Average rate of exchange \$ 148. 85 = £  
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seamen on lines 48 and 49 on the terms of this agreement which they have signed in my presence.

Dis. A's have been delivered to the Master except where it is otherwise stated.

H. B. M. Vice-Consul



Name of Ship

CERTIFICATES  
Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES  
Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or Endorsements, a continuation sheet or sheets 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 (12c)†

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 Her 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 7). The employment of children under the age of 15 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 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 Certificate 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 Ministry of Transport and Civil Aviation. 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 Ministry of Transport and Civil Aviation, 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 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.)