



OFFICIAL LOG-BOOK

(O 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		
<div>R.M.S. "DARWIN" PORT OF REGISTRY:- PORT STANLEY FALKLAND ISLANDS. OFF No. 156384 GROSS TONS 1792.86 NET TONS 738.65 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 -8. JUL. 1966	FALKLAND ISLANDS AND SOUTH AMERICA	Stanley Port Falkland Is. Date

Delivered to the Superintendent of the Mercantile Marine Office at the Stanley
Port of Falkland Is. on day of -5. JAN. 1967 19.....

Countersigned

.....
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.			
2	Peter S. Thain.	Chief Officer.			
3	Neil Jennings	2 nd "			28.
4	Gerald Jennings.	3 rd "			30.
5	David Bridgen.	Radio Officer.			29.
6	Barry Neilson.	Boiler.			
7	William P. Hills.	AB.			28. 29. 32.
8	Frederico Baras.	AB.			
9	Alberto Usanaga.	AB.			29. 31.
10	Fernando Riata.	AB.			32.
11	John Rawles.	SOS.			29.
12	Dennis Goodwin.	SOS.			31. 32.
13	Randolph McCree.	SOS.			28.
14	Terence Morrison.	Deck Boy.			29.
15	James Harkiss.	Chief Engineer.			
16	Malcolm Binnie.	2 nd "			31.
17	Dennis Larsen.	3 rd "			
18	Richard Hills.	4 th "			30.
19	Severo Ampuero.	Fireman.			30. 32.
20	Victor G. Holt.	"			31.
21	Dennis Heford.	"			
22	Jose Martins.	"			32.
23	George Harris.	Chief Steward			
24	Rubalindo Boldini.	2 nd "			
25	Ulysses Barria	Steward.			28.

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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	Herman Seron.	Steward			
27	Roberto Macedonio	"			
28	Harry Sarney.	"			
29	Jose Montiel.	"			28.
30	James McKenzie	book.			
31	Ubaldo Pereira	2 nd "			30.
32	Klena Jane White.	Sup'y.			29.
33	Robin M. Lee.	Deck Boy.			29.
34	Joseph Booth.	Sup'y.			30.
35	William J. Rawlands.	book.			30.
36	German Pereira.	2 nd book.			30. 31.
37	Richard N. Miller.	1 st Mate.			30.
38	Severo Ampuero.	Fireman.			30.
39	Peter S. Thain.	2 nd Mate.			
40	Gerald Jennings.	3 rd Mate.			
41	Klena J. White.	Superintendent			
42	Joseph Booth.	"			
43	Richard Hills.	4 th Engineer.			32.
44	Washington Aguirre	AB.			32.
45	Ramon Brillo.	Fireman.			32.
46	Rodolfo Caffera.	Pastry Boy.			32.
47	Neil Jennings.	3 rd Mate.			
48					
49					
50					

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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					
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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					
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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	
101					
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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.

6

Signature of Officiating Clergyman.....
Masters are reminded that they have no power to perform the marriage ceremony

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DEATHS

* 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

†Signature of Master.....

(See Instructions on previous page)

(See Instructions on previous page)

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
11.7.66	Passengers & crew mustered at Boat Stations. Both boats lowered to embarkation level and returned. All appliances in good order.		11.7.66	F.W. White. P.B. Thain
19.7.66	Fire alarm zones key tested, W/T door operated, hand steering gear tested. Passengers & crew mustered at Boat Stations; both boats lowered to embarkation level and returned. All equipment in good order.		19.7.66	F.W. White. P.B. Thain
30.7.66	No drills carried out; vessel in port. Port lifeboat lowered to jetty and falls turned end for end.		30.7.66	F.W. White. P.B. Thain
1.8.66	Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level and returned; all equipment in good order.		1.8.66	F.W. White. P.B. Thain
8.8.66	Kidde-Riche C.O.2 bottles, removed from location in engine room, weighed, re-filled on shore to correct amount (80 lbs), and returned to stowed position in ERM in fighting position.		8.8.66	F.W. White. P.B. Thain
9.8.66	Fire alarm zones key tested, W/T door operated, hand steering gear operated. Passengers & crew mustered at 'Boat Stations'; both boats lowered to embarkation level and returned; all equipment in good order.		9.8.66	F.W. White. P.B. Thain
10.8.66	Hand steering gear in operation for 30 minutes for test purposes. Fire alarm given to stokehold operated; and all remote controls to fuel supply and bilge suction from boat deck operated.		10.8.66	F.W. White. P.B. Thain
20.8.66	No drills held; vessel coastwise and in port.		20.8.66	F.W. White. P.B. Thain
27.8.66	No drills held; vessel coastwise and in port.		27.8.66	F.W. White. P.B. Thain
3.9.66	No drills held; vessel in port.		3.9.66	F.W. White. P.B. Thain
10.9.66	Plough-steel wire falls renewed on starboard lifeboat.		10.9.66	F.W. White. P.B. Thain
12.9.66	Passengers & crew mustered at 'Boat Stations'. Emergency generator run.		12.9.66	F.W. White. P.B. Thain
20.9.66	Passengers & crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned. Emergency generator run. Fire alarm zones key tested; W/T door operated; motor of lifeboat test run; hand steering operated.		20.9.66	F.W. White. P.B. Thain

* 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
1.10.66	No drills held this week; vessel coastwise and in port.		1.10.66	F.W. White. P.B. Thain
3.10.66	Passengers & crew mustered at 'Boat Stations' both lifeboats lowered to embarkation level and returned to stowed position.		3.10.66	F.W. White. P.B. Thain
4.10.66	Steam fire smothering lines 16 No 1 T/DK & L/H, Nos 2 & 3 Holds and gas oil tank offedown blown through & tested; all in good order.		5.10.66	F.W. White. P.B. Thain
12.10.66	Both lifeboats lowered to embarkation level and returned to stowed position. Passengers and crew mustered at 'Boat Stations' wearing lifejackets. Fire drill carried out, and all firefighting apparatus tested. Emergency generator and emergency fire pump operated. All in good order and condition.		13.10.66	F.W. White. P.B. Thain
22.10.66	No drills carried out this week; vessel coastwise & in port.		22.10.66	F.W. White. P.B. Thain
24.10.66	Passengers & crew mustered at 'Boat Stations' wearing lifejackets. Both boats lowered to embarkation level and returned to stowed position.		24.10.66	F.W. White. P.B. Thain
31.10.66	Engine of motor lifeboat test run and found in order.		31.10.66	F.W. White. P.B. Thain
1.11.66	Fire alarm zones key tested; hand steering tested; and W/T door operated; all in good order. Passengers & crew mustered at Boat Stations wearing lifejackets. Both boats lowered to embarkation level and returned to stowed position.		2.11.66	F.W. White. P.B. Thain
12.11.66	No drills carried out this week; vessel in port.		12.11.66	F.W. White. P.B. Thain
19.11.66	" " " "		19.11.66	F.W. White. P.B. Thain
26.11.66	" " " "		26.11.66	F.W. White. P.B. Thain
28.11.66	Passengers & crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. Equipment in good order.		28.11.66	F.W. White. P.B. Thain
	Annual inspection of all lifesaving equipment carried out by Mr W.F. Rogerson, Hays Surveyor, Montevideo. Certificate issued.			

* 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]

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* 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.

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
10. 7. 66	F. W. White. Master P. Thain. Ch. Officer G. Harris. Ch. Steward	Name.	10. 7. 66	F. W. White P. Thain
17. 7. 66	" "	"	17. 7. 66	F. W. White P. Thain
24. 7. 66	" "	"	24. 7. 66	F. W. White P. Thain
31. 7. 66	" "	"	31. 7. 66	F. W. White P. Thain
7. 8. 66	" "	"	7. 8. 66	F. W. White P. Thain
14. 8. 66	" "	"	14. 8. 66	F. W. White P. Thain
21. 8. 66	" "	"	21. 8. 66	F. W. White P. Thain
28. 8. 66	" "	"	28. 8. 66	F. W. White P. Thain
4. 9. 66	" "	"	4. 9. 66	F. W. White P. Thain
11. 9. 66	" "	"	11. 9. 66	F. W. White P. Thain
18. 9. 66	" "	"	18. 9. 66	F. W. White P. Thain
25. 9. 66	" "	"	25. 9. 66	F. W. White P. Thain
2. 10. 66	F. W. White. Master. R. N. Miller. Ch. Officer. G. Harris. Ch. Steward	"	2. 10. 66	F. W. White R. N. Miller
9. 10. 66	" "	"	9. 10. 66	F. W. White R. N. Miller
16. 10. 66	" "	"	16. 10. 66	F. W. White R. N. Miller

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
23-10-66	F. White, Master. R. N. Miller Lt. Officer. G. Harris. Lt. Steward	None.	23-10-66	F. White. R. N. Miller
30-10-66	" "	"	30-10-66	F. White. R. N. Miller
6-11-66	" "	"	6-11-66	F. White. R. N. Miller
13-11-66	" "	"	13-11-66	F. White. R. N. Miller
20-11-66	" "	"	20-11-66	F. White. R. N. Miller
27-11-66	" "	"	27-11-66	F. White. R. N. Miller
4-12-66	" "	"	4-12-66	F. White. R. N. Miller
11-12-66	" "	"	11-12-66	F. White. R. N. Miller
18-12-66			18-12-66	F. White. R. N. Miller
25-12-66			25-12-66	F. White. R. N. Miller
1-1-67			1-1-67	F. White. R. N. Miller

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[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]

APPLICABLE ONLY TO FOREIGN-GOING SHIPS OF 1,000 GROSS TONS AND OVER WHICH GO TO SEA FROM ANY PORT WITHIN HOME TRADE LIMITS.

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]

EMPLOYMENT OF LASCARS

(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 ³ / ₈ inches. (T)..... inches above S.
Summer	4 feet	00 ³ / ₈ inches. (S) Upper edge of line through centre of disc.
Winter	4 feet	00 ³ / ₈ inches. (W)..... inches below S.
Winter North Atlantic (if assigned) }	4 feet	00 ³ / ₈ inches. (WNA)..... inches below S.
Allowance for fresh water for all freeboards:—		3 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.)		
Maximum draught of water in summer	13 feet	06 ¹ / ₂ inches.

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)

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.

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.

[illegible]

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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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
8-7-66 10-00	Stanley.	8-7-66	J. Mautiel, Steward, attended K.E.M. Hospital for treatment of throat infection. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
15-7-66 17-00	Montevideo.	15-7-66	W. Hills, AB., attended British Hospital for treatment of throat condition. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
18-7-66 09-00	Montevideo	18-7-66	W. Hills, AB., attended British Hospital for treatment of throat condition. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
19-7-66 10-20	Montevideo.	19-7-66	R. McCrae, S.O.S., attended British Hospital for attention to cut of left hand at base of thumb. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
20-7-66 11-00	Stanley.	20-7-66	R. McCrae, S.O.S., attended K.E.M. Hospital for treatment of cut on left hand. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
25-7-66 10-00	Stanley.	25-7-66	R. McCrae, S.O.S., attended K.E.M. Hospital for treatment of cut left hand; stitches removed. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
25-7-66 12-00	Stanley.	25-7-66	U. Barria, Steward, attended K.E.M. Hospital for treatment of cut on right forearm. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
27-7-66 18-20	Stanley.	27-7-66	N. Jennings, 2nd Officer, fell on ladders aft, whilst shifting ship from East to Public Jetty, and struck chest heavily. Jennings attended K.E.M. Hospital for examination + X-Ray. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
30-7-66 10-00	Stanley.	30-7-66	U. Barria, Steward, attended K.E.M. Hospital for examination + treatment of cut forearm. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
30-7-66 11-00	Stanley.	30-7-66	N. Jennings, 2nd Officer, attended K.E.M. Hospital for examination of chest injury; fit for duty. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate

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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.

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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
5-8-66 10-00	Montevideo.	6-8-66	The following attended British Hospital with respective complaints; W.P. Hills, throat infection; D. Bridgen, R. Officer, stomach complaint; J. Usanaga, AB, stomach complaint. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
5-8-66 15-00	Montevideo.	6-8-66	W.P. Hills, AB., attended British Hospital for further examination. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
6-8-66 08-00	Montevideo.	6-8-66	W.P. Hills, AB., D. Bridgen, R. Officer, attended British Hospital for further treatment of respective complaints. B. Neilson, Bosun, attended British Hospital for examination of sore throat. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
8-8-66 15-00	Montevideo.	8-8-66	W.P. Hills, AB., attended British Hospital for treatment of throat condition. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
9-8-66 16-00	Montevideo.	9-8-66	Doctor's Report in respect of W.P. Hills, AB., issued to Master by Dr. J. C. Russi of British Hospital certifying W.P. Hills "fit to work and fit to travel". <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
13-8-66 13-30	Stanley.	13-8-66	Mrs E. J. White, Sup'ny; and J. Rawles, S.O.S., signed off Articles. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
15-8-66 10-00	Stanley	15-8-66	Robin M. Lee, Deck Boy, signed Articles. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate
29-8-66 10-00	Stanley.	29-8-66	T. Morrison, Deck Boy, informed Chief Officer that he intended to leave ship at 16-30 this day. Morrison interviewed by Master and informed that this would comprise the offence of wilful desertion. Morrison reiterated to Master that he intended leaving ship with or without permission. Morrison therefore, in view of no other legal action being taken by Master, paid off forthwith and affirmed that his discharge form "DIS 1" would be endorsed accordingly. <i>F.W. White</i> Master.	<i>A.B. Shier</i> Mate

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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.

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9-9-66 1800	Stanley.	9-9-66	R. Hills, 4 th Engin. attended K.E.M. Hospital for examination and treatment of suspected strained shoulder muscle. F. White Master.	
12-9-66 1000	Stanley.	12-9-66	J. Booth, Supernumerary, signed Articles. F. White Master.	
16-9-66 15-45	Montevideo.	16-9-66	S.H. Ampuero, Fireman attended British Hospital for examination and treatment of V.D. F. White Master.	
17-9-66 0900	Montevideo.	17-9-66	S.H. Ampuero, Fireman, attended British Hospital for examination & treatment of V.D. F. White Master.	
19-9-66 1500	Montevideo.	19-9-66	S.H. Ampuero, Fireman, attended British Hospital for treatment. F. White Master.	
20-9-66 1100	Montevideo.	20-9-66	W.J. Rowlands, book; G. Pereira, 2 nd book signed Articles. U. Pereira, 2 nd book; S.H. Ampuero, Fireman signed off Articles. All transactions effected at British Consulate. Ampuero entered British Hospital for further treatment. F. White Master.	
1-10-66 1000	Stanley.	1-10-66	R.N. Miller, Bk. Officer, signed Articles, J. Booth, Sup'y signed off. F. White Master.	
11-10-66	Montevideo.	11-10-66	S.H. Ampuero, Fireman, signed Articles at British Consulate. F. White Master.	
24-10-66 1000	Stanley.	24-10-66	G. Jennings, 3/O., signed off Articles. F. White Master.	
1-11-66 1000	Montevideo	1-11-66	R. Hills, 4 th Engineer, signed off Articles. F. White Master.	

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3-11-66 2130	41-29 S. 56-58 W.	4-11-66	G. Pereira, 2 nd Cook, Line 36, collapsed whilst reading in his bunk and died immediately of an apparent heart attack. Pereira examined by Master, Chief Steward, and passenger—Mrs W. Thompson, S.R.N.; S.C.M., and found to be dead. F. White Master. S. Thompson. S.R.N. S.C.M.	
6-11-66 1000	Stanley.	6-11-66	Official Report on the death of G. Pereira, 2 nd Cook, made to the proper Authorities. Body landed to morgue for preparation for burial. Personal effects of Pereira handed over to Colonial Shipping Master; balance of wages being dealt with by Owners. F. White Master.	
8-11-66 1000	Stanley.	8-11-66	D. Goodwin, SOS, attended K.E.M. Hospital for examination & treatment of perianal abscess. F. White Master.	
24-11-66 1000	Stanley.	24-11-66	D. Goodwin, SOS., attended K.E.M. Hospital for further treatment. F. White Master.	
2-12-66	Montevideo.	2-12-66	A. Usaraga, AB.; V. Gonzalez, Fireman, attended British Hospital for examination & treatment. Usaraga with swelling on elbow, and Gonzalez with back complaint. Usaraga off duty; Gonzalez off duty. F. White Master.	
2-12-66	Montevideo.	2-12-66	M. Binnie, 2 nd Engineer, attended British Hospital for treatment of hemorrhoids. F. White Master.	
6-12-66	Montevideo	6-12-66	A. Usaraga, A.B., resumed duty. F. White Master.	
7-12-66	Montevideo	7-12-66	V. Gonzalez, Fireman, resumed duty. F. White Master.	

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Eng. 1.
(50 Men)

[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 ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any)
DARWIN	156384	STANLEY, FALKLAND IS	2-1957	Gross. 1792 86	Net. 738 55	N.H.P. 144 I.H.P. 1150 B.H.P. 980
REGISTERED MANAGING OWNER OR MANAGER.			CHARTERER ³			
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	Name.	Address	
DARWIN SHIPPING LTD	STANLEY, FALKLAND ISLANDS		30	—	—	

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 from⁴

Voyage between the limits of 60 degrees North latitude and 60 degrees South latitude for the period ending 31st December, 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 numbered⁵

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 any 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 event of the uniform not being returned in Good Condition (fair wear and tear accepted) 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 it clean and tidy on termination of the Agreement under a penalty of £1 for each case of neglect.
- (g) The crew shall complete with thirty hands all told of whom not less than five shall be seilows.

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

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

Signed by F. W. White Master
on the 5 JUL 1966 day of 1966

These columns to be filled up at the end of the Voyage.

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.
5 JUL 1966	Stanley, Falkland Is.	5 JUL 1967	Stanley, Falkland Is.	5 JUL 1967	F. W. White Master.

- Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
- Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
- Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
- Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
- Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which the parties agree to adopt.
- Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
- 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.

- ✓ (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 accepted) the rating concerned shall be liable for the current cost replacement.

Mattress,

Pillow

Pillow case

Sheets

Blankets

Towels

Soup

- ✓ (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, destroying, or giving away any such stores or provisions will render himself liable to prosecutions.

- ✓ (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 Maritime Board Agreements applying to Deck, Engine Room, and Catering Ratings. Chipping and Scaling Boilers, Sweeping Pipes and Cleaning Back Ends - Special Payments.

To be as per National Maritime Board Agreement.

Public Holidays.

At Sea and 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;

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	Condensed or Dried or Homogenised .. 14 oz.
Soft Bread	7 lbs.	Butter	10½ oz.
Smoked Ham or Bacon	12 oz.	Suet	2 oz.
Fresh Meat—See Note 1 below	7 lbs. 4 oz.	Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Fresh Fish	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Marmalade, Jam or Syrup	8 oz.
Eggs	14 lbs.	Cheese	5 oz.
Potatoes	7 lbs.	Pickles	3 oz.
Peas, Split or Lentils	4 lb.	Bottled Sauces	2 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	14 lb.	Onions	8 oz.
Flour	1 lb.	Dried Fruit	3 oz.
Rice	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.	Fine Salt	2 oz.
Tea	4½ oz.	Mustard	4 oz.
Coffee (containing not more than 25% Chicory)	2 oz.	Pepper	1 oz.
Cocoa (or chocolate)	3 oz.	Curry Powder	1 oz.
Sugar	14 lb.		

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 1½ 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 ½ lb. of salt meat or ¼ 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 1½ 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 1½ 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 ½ 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 ½ 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 to 1 lb. Fresh Meat.	Marmalade	1 lb.	To be considered equal.
Preserved Meat	1 lb.		Jam	1 lb.	
Coffee	1 oz.		Syrup	1 lb.	
Cocoa or Chocolate	1½ oz.	To be considered equal.	Butter	4 lb.	
Tea	½ oz.		Cheese	½ lb.	To be considered equal.
Flour	1 lb.		Condensed Milk	9½ oz.	
Biscuit	1 lb.	To be considered equal	Dried Milk	4 oz.	
Rice	1 lb.		Mustard		
Oatmeal, Rolled Oats or breakfast cereals	1 lb.		Curry Powder		To be considered equal.
Split Peas	½ lb.	To be considered equal when issued with meat rations.			
Flour	½ lb.				
Green Peas, Haricot or Butter Beans	4 lb.				
Rice	½ lb.				

PARTICULARS

Reference No.	Inmate 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>M. F. 169</i>	29/1/16	S. Shields.	(1) W. <i>E. Davis</i> Shipping Limited (2) Stanley, Falkland Is.	Same.	8/7/66	Stanley Falkland Is.
2		<i>P. S. Heir</i>	1/1/30	Aburdeen.	(1) W. <i>Glady</i> (2) "	"	"	"
3		<i>Neifennings</i>	8/1/57	Falkland Is.	(1) W. <i>Mary</i> (2) "	"	"	"
4		<i>G. Jennings</i>	29/1/33	"	(1) M. <i>Bona</i> (2) "	"	"	"
5		<i>D. Bridger</i>	1/1/39	Wolverhampton	(1) W. <i>Catherine</i> (2) "	"	"	"
6		<i>B. Nelson</i>	5/1/14	Falkland Is.	(1) S/F. <i>Leslie Biggs</i> (2) "	"	"	"
7		<i>P. A. H.</i>	1/1/10	"	(1) W. <i>Mary</i> (2) "	"	"	"
8		<i>U.R. 17420</i>	1/1/37	Uruguay	(1) W. <i>Esmeralda</i> (2) "	"	"	"
9		<i>U.R. 18455</i>	1/1/23	Spain.	(1) B. <i>Marcelino</i> (2) "	"	"	"
10		<i>U.R. 20462</i>	1/1/28	"	(1) W. <i>Aida</i> (2) "	"	"	"
11		<i>M. E. L.</i>	27/1/41	Bristol	(1) M. <i>Ella</i> (2) "	"	"	"
12		<i>D. G. Anderson</i>	12/1/14	Falkland Is.	(1) M. <i>Ada Cartmell</i> (2) "	"	"	"
13		<i>R. McRae</i>	24/1/45	"	(1) F. <i>Duncan</i> (2) "	"	"	"
14		<i>T. Morrison</i>	9/1/7	"	(1) M. <i>Elizabeth</i> (2) "	"	"	"
15		<i>J. Heir</i>	1/1/10	Renton Scotland.	(1) W. <i>Mary</i> (2) "	Same.	8/7/66	Stanley Falkland Is.
16		<i>M. A. G. B. B. B.</i>	12/1/35	Falkland Is.	(1) W. <i>Aida</i> (2) "	"	24/7/66	"
17		<i>L. S. S.</i>	25/1/20	Falkland Is.	(1) W. <i>Aida</i> (2) "	Same.	8/7/66	Stanley Falkland Is.
18		<i>P. A. H.</i>	20/8/39	"	(1) W. <i>Maria Teresa</i> (2) "	"	"	"
19		<i>F. 168</i>	30/3/40	Chile.	(1) M. <i>Virginia</i> (2) "	"	"	"
20		<i>J. E. J.</i>	28/1/14	"	(1) W. <i>Juliana</i> (2) "	"	"	"
21		<i>F. 202</i>	29/1/68	Falkland Is.	(1) F. <i>Archibald</i> (2) "	"	"	"
22		<i>U.R. 12525</i>	1/1/20	Uruguay	(1) W. <i>Nereides</i> (2) "	"	"	"
23		<i>F. 117</i>	27/1/12	Falkland Is.	(1) W. <i>Aida</i> (2) "	"	"	"
24		<i>F. 119</i>	15/1/15	Chile.	(1) W. <i>Juanita</i> (2) "	"	"	"
25		<i>F. 166</i>	10/1/36	"	(1) F. <i>Avel</i> (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".

If the advance of wages is not conditional on going to sea should be described as "not conditional".

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

OF ENGAGEMENT

In what capacity engaged.	No. of Certificate (if any), and No. of P.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 Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE			Number of weeks for which National Insurance Contributions are payable.
							Date.	Place.	Cause.	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 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.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
Master.	52805.	At Sea.	Separate Agreement.				5/1/67	Stanley	T.A.	-	F. W. White.	H.S.	1
Chief Officer.		"	"	N.I.E.			39/1/66	Stanley	Dis.	-	P. S. Heir	H.S.	2
2 nd Officer.		"	78 7 6	"			29/1/66	-do-	-do-	-	Neifennings	H.S.	3
3 rd Officer.		"	64 - -	"			24/1/66	Stanley	Dis. Holiday	-	G. Jennings	H.S.	4
R/O Officer.		"	87 10 -	"			5/1/67	-do-	T.A.	-	D. Bridger	H.S.	5
Boiler.		"	60 - -	"			-do-	-do-	-do-	-	B. Nelson	H.S.	6
AB.		"	59 7 6	"			-do-	-do-	-do-	-	Sick.	H.S.	7
AB.		"	58 7 6	"			-do-	-do-	-do-	-	T. A. B. B.	H.S.	8
AB.		"	58 7 6	"			-do-	-do-	-do-	-	U. R. 18455	H.S.	9
AB.		"	58 7 6	"			14/1/66	MONTEVIDEO	M.C.	-	Y. M. M.	H.S.	10
SOS.		"	40 15 -	"			13/1/66	Stanley	M.C.	-	J. Heir	H.S.	11
SOS.		"	40 15 -	"			5/1/67	-do-	T.A.	-	D. G. Anderson	H.S.	12
SOS.		"	40 15 -	"			-do-	-do-	-do-	-	R. McRae	H.S.	13
Deck Boy.		"	23 - -	"			27/1/66	Stanley	M.C.	-	T. Morrison	H.S.	14
Chief Engineer.	80781	"	Separate Agreement.				5/1/67	-do-	T.A.	-	J. Heir	H.S.	15
2 nd Eng.		"	"				-do-	-do-	-do-	-	M. A. G. B. B.	H.S.	16
Temp. 2 nd Eng.		"	73 10 -				-do-	-do-	-do-	-	P. S. Heir	H.S.	17
Temp. 3 rd Eng.		"	64 - -				1/1/66	MONTEVIDEO	M.C.	-	Y. M. M.	H.S.	18
Fireman.		"	57 - -				20/1/66	MONTEVIDEO	Left sick	-	Y. M. M.	H.S.	19
Fireman.		"	53 10 -				5/1/67	Stanley	T.A.	-	J. E. J.	H.S.	20
Fireman.		"	58 - -				-do-	-do-	-do-	-	G. L. H. Leed	H.S.	21
Fireman.		"	53 10 -				14/1/66	MONTEVIDEO	M.C.	-	Y. M. M.	H.S.	22
Chief Steward.		"	Separate Agreement.				5/1/67	Stanley	T.A.	-	G. Harris	H.S.	23
2 nd Steward.		"	64 7 6				-do-	-do-	-do-	-	P. S. Heir	H.S.	24
Steward.		"	57 2 6				-do-	-do-	-do-	-	M. A. G. B. B.	H.S.	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 conditional" should be inserted above the entry of the amount.

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

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

Name of Ship

PARTICULARS

Reference No.	In what capacity engaged.	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>[Signature]</i>	1/11	White.	(1) F. Jones. Darwin Shipping Limited (2) Stanley, Falkland Is.	Same.	8/1/66 Stanley Falkland Is.
27		<i>[Signature]</i>	10/14	Uruguay.	(1) M. Maura. (2) "	"	" "
28		<i>[Signature]</i> F. 203	30/1	Falkland Is.	(1) S. Mrs J. Barnes. (2) "	"	" "
29		<i>[Signature]</i>	18/11	White.	(1) F. Liberto. (2) "	"	" "
30		<i>[Signature]</i> F. 205	12/1	Scotland.	(1) B. Robert. (2) "	"	" "
31		<i>[Signature]</i> OR 13257	16/5	Uruguay.	(1) W. Maria del Lujan. (2) "	"	" "
32		<i>[Signature]</i>	18/2	Chile.	(1) I.A. White. (2) F. Sydney	"	1/8/66 "
33		<i>[Signature]</i>	27/12	Falkland Is.	(1) W. Henry (2) "	"	12/9/66 "
34		<i>[Signature]</i> F. 120	1/16	White.	(1) W. Callaghan (2) 40 Tamworth Road, Lth.	"	20/9/66 MONTEVIDEO
35		<i>[Signature]</i> OR 129169	24/11	Uruguay.	(1) W. J. J. J. (2) "	"	" "
36		<i>[Signature]</i> RS 90610	1/10	Falkland Is.	(1) W. E. E. (2) M. T. T.	"	1/10/66 MONTEVIDEO
37		<i>[Signature]</i> F. 168	3/3/60	Chilean.	(1) W. E. E. (2) "	"	1/10/66 MONTEVIDEO
38		<i>[Signature]</i>	1/4	Abandon.	(1) M. J. J. (2) "	"	29/11/66 -do-
39		<i>[Signature]</i>	29/3	Falkland Is.	(1) I.A. White. (2) "	"	-do- -do-
40		<i>[Signature]</i>	1/16	Chile.	(1) Mary J. J. (2) "	"	-do- -do-
41		<i>[Signature]</i> F. 146	20/6/39	Falkland Is.	(1) N. Maria Teresa (2) "	"	14/12/66 MONTEVIDEO
42		<i>[Signature]</i> OR 14935	3/1/23	Uruguay.	(1) W. Maria Teresa (2) Para la Buena Pasa II. Montevideo	"ALMAR"	14/12/66 -do-
43		<i>[Signature]</i> OR 13339	15/4/64	Uruguay.	(1) Maria Teresa: Lucia J. J. (2) Tomas de Jesus 1274 Montevideo	"ALBAUR"	14/12/66 -do-
44		<i>[Signature]</i>	1/4/46	"	(1) F. Rodolfo. (2) Avenida Brasil 2855, Montevideo	FIRST.	16/12/66 -do-
45		<i>[Signature]</i>	8/5/37	Falkland Is.	(1) W. Mary (2) 40 F.I.T.C.	Same.	21/12/66 Stanley
46					(1)		
47					(1)		
48					(1)		
49					(1)		
50					(1)		

† 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 weeks 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 Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly 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 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.		20.	21.		
Steward		At Once	40 - -			<i>[Signature]</i>	7/1/67	STANLEY	T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	26		
Steward		"	35 2 6			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	27		
Steward		"	57 2 6			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	28		
Steward		"	40 - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	29		
Cook		"	71 - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	30		
Cook.		"	52 5 -			<i>[Signature]</i>	20/9/66	MONTEVIDEO	D.S.	-	<i>[Signature]</i>	<i>[Signature]</i>	31		
Suppy		"	1 -			<i>[Signature]</i>	13/6/66	Stanley	M.C.	-	<i>[Signature]</i>	<i>[Signature]</i>	32		
Deck Boy.		"				<i>[Signature]</i>	20/1/67	-do-	T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	33		
Stewy		"	1 -			<i>[Signature]</i>	20/9/66	Stanley	D.S.	-	<i>[Signature]</i>	<i>[Signature]</i>	34		
Cook	30046	"	Separate Agreement			<i>[Signature]</i>	7/1/67	-do-	T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	35		
2nd Cook		"	52 5 -			<i>[Signature]</i>	3/11/66	41-29 S.	DIED	-	<i>[Signature]</i>	<i>[Signature]</i>	36		
1st MATE	CSS 92140	"	Separate Agreement			<i>[Signature]</i>	7/1/67	Stanley	T.A.	-	<i>[Signature]</i>	<i>[Signature]</i>	37		
Fireman		"	59 - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	38		
2nd		"	Separate Agreement			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	39		
Official	-	"	64 - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	40		
Official	-	"	1 -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	41		
Stewy	-	"	1 -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	42		
---	-	"	1 -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	43		
4th Eng		At once	64 - - - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	44		
A.B.		"	58 4 6 - - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	45		
Fireman		"	59 - - - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	46		
Painting Boy.		"	23 - - - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	47		
3rd Mate		"	44 - - - -			<i>[Signature]</i>	-do-	-do-	-do-	-	<i>[Signature]</i>	<i>[Signature]</i>	48		
													49		
													50		

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.
the words "not conditional" should be inserted above the entry of the amount.
this Ship" thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Laid Sick," "Died,"
seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

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 with a minimum of and a maximum of	3 0 1 10 0 4 10 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.			
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6 0 6 0 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.

8. July, 1966.

I hereby certify that I have sanctioned the Agreement and that the seamen whose names appear therein on lines numbered from One to thirty one both inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Acts.

The discharge books of the men engaged have been delivered to the Master, and in cases where it is stated no discharge books Dis. A. have been produced.

SHIPPING MASTER,
STANLEY, FALKLAND IS

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 15 July 1966
Agreement deposited 15.7.66
- do - returned 19.7.66
Average rate of exchange \$ 148.05 = £
(for conversion of seamen's wages only)

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 5 August 1966
Agreement deposited 5.8.1966
- do - returned 9.8.1966
Average rate of exchange \$ 148.20 = £
(for conversion of seamen's wages only)

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 16 September 1966
Agreement deposited 16.9.1966
- do - returned 20.9.66
Average rate of exchange \$ 181.00 = £
(for conversion of seamen's wages only)

Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that the Seamen on lines 19 and 31 have been discharged at this port with my sanction on the ground of sickness & discharge respectively, and that the sum of being wages due to has been paid.

and that their effects, Dis. A's and Insurance Card have been delivered to them

I hereby certify that I have sanctioned the engagement of the Seamen on lines 35 and 36 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.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 28-10-1966
Agreement deposited 31-10-1966
- do - returned 1.11.66
Average rate of exchange \$ 191.00 = £
(for conversion of seamen's wages only)

I hereby certify that the Seamen on line eighties 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 their effects, Dis. A. and Insurance Card have been delivered to me



H. B. M. Vice-Consul



H. B. M. Vice-Consul

Shipping Office
Stanley
7 November 1966

I certify that I have made the necessary enquiry into the death of the seaman whose name appears on line 36 of this Agreement and that the cause of death as recorded by the Master in the official log is in my opinion true.

L. J. Gormion

SHIPPING MASTER,
STANLEY, FALKLAND IS

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 7.10.1966
Agreement deposited 10.10.1966
- do - returned 4.10.1966
Average rate of exchange \$ 191.80 = £
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seaman on line thirtyeight 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.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 2.11.1966
Agreement deposited 2.11.1966
- do - returned 15.12.66
Average rate of exchange \$ 210.65 = £
(for conversion of seamen's wages only)



H. B. M. Vice-Consul



H. B. M. Vice-Consul

(Fourteen Pages.)

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

I hereby certify that I have sanctioned the engagement of the Seamen on lines *43, 44 and 45* on the basis 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



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.

[Fourteen Pages.]

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.)