



1

OFFICIAL LOG-BOOK

(O 4) (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 style="border: 1px solid black; padding: 5px;"> R.M.S. "DARWIN" PORT OF REGISTRY: PORT STANLEY FALKLAND ISLANDS. OFF No. 156384 GROSS TONS 1792.88 NET TONS 738.66 N.H.P. 144 </div>					FREDERICK. W. 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.....-5 JAN 1967	<div style="border: 2px solid black; padding: 5px;"> FALKLAND ISLANDS AND SOUTH AMERICA </div>	Port..... Date.....

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of.....on.....day of.....19.....

Countersigned

.....
 Superintendent.

.....
 Master

.....
 Address

NOTE.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship, the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within Forty-eight hours after the termination of the Agreement.

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.	-	-	28
2	Richard N. Miller	1 st Mate	V. G.	V. G.	28.
3	Peter S. Thain.	2 nd "	V. G.	V. G.	28, 29, 31
4	Neil Jennings.	3 rd "	V. G.	V. G.	28, 29, 31, 33,
5	Gerald Jennings.	4 th "	V. G.	V. G.	28, 29,
6	David Bridger	R/O.	V. G.	V. G.	30
7	Barry Neilson.	Boatman.	V. G.	V. G.	33,
8	Dennis Goodwin.	Carpenter.	V. G.	V. G.	35
9	Alberto Usaraga	A.B.	V. G.	V. G.	28
10	Frederico Barros	A.B.	V. G.	V. G.	31
11	Washington Aguirre	A.B.	V. G.	V. G.	29
12	Randolph McRae	SOS DHU	V. G.	V. G.	28
13	John Rawles.	SOS.	V. G.	V. G.	34, 35.
14	Richard McRae	JOS.	V. G.	V. G.	28
15	Harry Sainey.	Messman.	V. G.	V. G.	32, 33,
16	James Harkiss.	Chief Engineer	V. G.	V. G.	33,
17	Malcolm Binnie.	2 nd "	V. G.	V. G.	32,
18	Dennis Larsen	3 rd "	V. G.	V. G.	
19	Richard Hills.	4 th "	V. G.	V. G.	31, 32
20	Dennis McLeod	Fireman.	V. G.	V. G.	30
21	Victor Gonzalez	"	V. G.	V. G.	30
22	Ramon Bulfo.	"	V. G.	V. G.	28
23	Severo Ampuero	"	V. G.	V. G.	
24	George Harris	Chief Steward	V. G.	V. G.	34,
25	Rubelindo Boldrini	"	V. G.	V. G.	

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	Ulysses Barria.	Steward	V. G.	V. G.	30
27	Herman Seron	"	V. G.	V. G.	
28	Jose Montiel	"	V. G.	V. G.	
29	Roberto Macedonio	"	V. G.	V. G.	34
30	William Rowlands	Book.	V. G.	V. G.	34
31	James McKenzie	2 nd "	V. G.	V. G.	34
32	Rodolfo Baffera	Boatman.	V. G.	V. G.	28
33	Elena White	S'py	-	-	29
34	Joseph Booth.	"	-	-	29
35	Richard N. Miller	Master	-	-	28
36	Jose L. Martino	Fireman	V. G.	V. G.	28, 31
37	Fernando Briante	A. B.	V. G.	V. G.	28, 31,
38	Domingo E. Silveira	Steward	V. G.	V. G.	28, 29
39	Fladys Boldrini	Supernumary	-	-	29
40	Stephanie White	- " -	-	-	
41	Richard N. Miller	1 st Mate	V. G.	V. G.	29, 31
42	Frederick W. White	Master	-	-	29, 30, 31
43	Alfredo Souto	Steward	V. G.	V. G.	29, 30, 32
44	Gerald Dickson	J. O. S.	V. G.	V. G.	29, 31, 34,
45	Hector Garcia	Steward	V. G.	V. G.	30, 31
46	Wilhelm Schwalb	Fireman	V. G.	V. G.	30,
47	Richard N. Miller	Master	V. G.	V. G.	31, 32,
48	Victor Gonzalez	Fireman	V. G.	V. G.	30, 31,
49	Heber Santana	S. O. S.	V. G.	V. G.	31, 32
50	Nator Oliveira	A. B.	V. G.	V. G.	31, 32,

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	Rogue Beltran	Fireman	V.G.	V.G.	31,
52	Juan Constantin	Steward	V.G.	V.G.	31, 35.
53	Walter H. Arnal	J.O.S.	V.G.	V.G.	32,
54	Roberto Percyra	S.O.S.	V.G.	V.G.	32, 34
55	Ruben Mendez	J.O.S.	V.G.	V.G.	32, 34
56	Ulises Barria	Steward	V.G.	V.G.	32,
57	Gerald Jennings	3rd Mate	V.G.	V.G.	33, 34,
58	Manuel Santos	A.B.	V.G.	V.G.	34,
59	Hector Garcia	Steward	V.G.	V.G.	34
60	Enrique Garcia	2nd Cook	V.G.	V.G.	34
61	Hendrick Luit	A.B.	V.G.	V.G.	34
62					
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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					
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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					
102					
103					
104					
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107					
108					
109					
110					
111					
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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.

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

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

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

[illegible]

† "Master includes every person (except a pilot) having command or charge of any ship.

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

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

[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 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
9.1.67	Lifeboat drill carried out; passengers and crew mustered; boats to embarkation level	swung out, lowered and returned.	9.1.67	F.W. White R. Miller
18.1.67.	Passengers and Ship's Company mustered and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers instructed on wearing of lifejackets. Ship's Company exercised at Fire Drills.	All fire-fighting apparatus tested and found in good order. Emergency fire pump, diesel generator, 4/5 door, emergency lighting operated. Alcoholic Fire Alarms test. All in good order and condition.	18.1.67.	F.W. White R. Miller
24.1.67.	No drills carried out this week. Vessel in port and coastwise. Motor lifeboat engine removed to shore and given through overhaul.		24.1.67.	R. Miller
31.1.67.	No drills carried out this week. Vessel in port and coastwise.		31.1.67.	R. Miller
7.2.67.	No drills carried out this week. Vessel in port and coastwise.		7.2.67.	R. Miller
11-12/2.67.	No drills carried out this week. Vessel in port and coastwise. Port lifeboat lowered in to water at Port Stanley and given extensive trial under power. All in good order and condition. Lowering gear brakes overhauled.		13.2.67.	R. Miller
20.2.67.	Passengers and Crew mustered, wearing life-jackets, and exercised at Fire and Boat Drills. Both boats lowered to embarkation level, hoisted and resecured in chocks. All fire-fighting equipment tested and found in good order. Emergency generator and Diesel Fire Pump operated. All in good order and condition.		20.2.67.	F.W. White R. Miller
27.2.67.	New Fire-Dampers fitted in accommodation for intake.		28.2.67	F.W. White R. Miller
28.2.67.	Ship's Company exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator and lifeboat engine tested, satisfactory. 4/5 door, emergency lighting and fire alarms tested. All in good order and condition.		28.2.67.	F.W. White R. Miller
1.3.67	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested, hoses under pressure, selected portable extinguishers discharged. Emergency pump working on load. All in good order and condition. Passengers mustered at Boat Stations wearing life-jackets.		1.3.67.	F.W. White R. Miller
7.3.67.	No drills carried out this week, vessel in port and coastwise.		7.3.67.	F.W. White R. Miller

* 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.

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
13.3.67.	Ship's Company exercised at Boat Drill. Both lifeboats lowered to embarkation level, hoisted and resecured. Emergency generator tested, all in good order and condition. No passenger boat muster conducted on departure owing to weather conditions.		13.3.67.	F.W. White R. Miller
21.3.67.	Ship's Company exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator, hand steering and 4/5 door tested, fire alarms test, all in good order and condition.		21.3.67.	F.W. White R. Miller
27.3.67.	No drills carried out this week, vessel coastwise and in port.		27.3.67.	F.W. White R. Miller
3.4.67.	Port lifeboat lowered into water at Stanley and engine run on test. Starboard lifeboat lowered to embarkation level. Both lifeboats hoisted and resecured. Ship's Company and Passengers mustered wearing life-jackets at Boat Stations and instructed in procedure. Emergency generator run on test.		3.4.67.	F.W. White R. Miller
4.4.67.	Ship's Company exercised at Fire Drill. Hoses under pressure, made mark downed. Fire extinguishers tested. Fire doors and 4/5 door operated. Emergency fire pump operated. All in good order and condition.		4.4.67.	F.W. White R. Miller
11.4.67	Passengers and Ship's Company mustered and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator 4/5 door, hand steering and fire alarms tested. All in good order and condition.		11.4.67.	R. Miller
17.4.67	New lifejackets taken in to use.		17.4.67.	R. Miller
19.4.67	Starboard lifeboat lowered into water for fitting of exposure cover brackets. Later hoisted and resecured. No drills this week, vessel in port.		20.4.67	R. Miller
24.4.67	No drills this week, vessel in port or coastwise.		24.4.67	R. Miller
3.5.67	Starboard lifeboat exercised under power for recovery of broken down motor launch and screws. All in good order. No drills this week, vessel in port or coastwise.		3.5.67	R. Miller
10.5.67	Starboard lifeboat lowered into water to complete fitting of exposure cover. No drills this week, vessel in port or coastwise.		11.5.67	R. Miller
15.5.67.	Passengers mustered, wearing lifejackets, at Boat Stations and instructed in procedure and wearing of new jackets. Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested. New Smoke Breathing outfit tested. Ship's Company instructed in use of new lifejackets. Emergency fire pump run on load. All in good order and condition.		15.5.67.	R. Miller

* 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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[illegible]

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		Particulars of any respects in which Com-		
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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
8.1.67	F.W. White. Master. R.N. Miller. 1 st Mate G. Harris. Chief Steward	None.	8.1.67	F.W. White. R.N. Miller
14.1.67	" "	None.	14.1.67	F.W. White. R.N. Miller
21.1.67	R.N. Miller. Master. P.S. Thain. Mate. J. Harris. Chf. Steward.	None.	21.1.67	R.N. Miller P.S. Thain
28.1.67	" "	None.	28.1.67	R.N. Miller P.S. Thain
4.2.67	" "	None.	4.2.67	R.N. Miller P.S. Thain
11.2.67	" "	None.	11.2.67	R.N. Miller P.S. Thain
18.2.67	" "	None.	18.2.67	R.N. Miller P.S. Thain
25.2.67	F.W. White. Master R.N. Miller. Mate. J. Harris. Ch. Steward	None.	25.2.67	F.W. White. R.N. Miller
4.3.67	" "	None	4.3.67	F.W. White. R.N. Miller
11.3.67	" "	None	11.3.67	F.W. White. R.N. Miller
18.3.67	" "	None	18.3.67	F.W. White. R.N. Miller
25.3.67	" "	None	25.3.67	F.W. White. R.N. Miller
1.4.67	" "	None	1.4.67	F.W. White. R.N. Miller
10.4.67	R.N. Miller. Master. P.S. Thain. Mate. J. Harris. Ch. Stew.	None	11.4.67	R.N. Miller P.S. Thain
17.4.67	" "	None	18.4.67	R.N. Miller P.S. Thain

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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]

[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 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 <u>Steel upper</u>		deck at side.
(Above particulars to be taken from Load Line Certificate.)		
Maximum draught of water in summer	13 feet.	06 ¹ / ₂ 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 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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
9.1.67 1100	Stanley.	6.06	14.00	7.03	7.03	7.03	1025	-	-	-	-	-
18.1.67 1115	Montevideo	12 05	14 04	4 02 $\frac{3}{8}$	4 02 $\frac{3}{8}$	4 02 $\frac{3}{8}$	1025	-	-	-	-	-
20.2.67 1100	Stanley	7 09	13 06	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	1025	-	-	-	-	-
28.2.67 1233	Montevideo	12 00	12 06	5 05 $\frac{3}{8}$	5 05 $\frac{3}{8}$	5 05 $\frac{3}{8}$	1025	-	-	-	-	-
13.3.67 1100	Stanley	7 07	13 06	7 00 $\frac{3}{8}$	7 00 $\frac{3}{8}$	7 00 $\frac{3}{8}$	1025	-	-	-	-	-
21.3.67 0830	Montevideo	11 02	12 06	5 08 $\frac{3}{8}$	5 08 $\frac{3}{8}$	5 08 $\frac{3}{8}$	1025	-	-	-	-	-
3.4.67 1100	Stanley	8 07	13 10	6 04 $\frac{3}{8}$	6 04 $\frac{3}{8}$	6 04 $\frac{3}{8}$	1025	-	-	-	-	-
11.4.67 1200	Montevideo	10 00	15 03	4 10 $\frac{3}{8}$	4 10 $\frac{3}{8}$	4 10 $\frac{3}{8}$	1025	-	-	-	-	-
15.5.67 1105	Stanley	9 03	13 10	6 00 $\frac{3}{8}$	6 00 $\frac{3}{8}$	6 00 $\frac{3}{8}$	1025	-	-	-	-	-
23.5.67	Montevideo	10 07	13 10	5 04 $\frac{3}{8}$	5 04 $\frac{3}{8}$	5 04 $\frac{3}{8}$	1025	-	-	-	-	-
5.6.67 1100	Stanley	7 08	13 00	7 02 $\frac{3}{8}$	7 02 $\frac{3}{8}$	7 02 $\frac{3}{8}$	1025	-	-	-	-	-
13.6.67 1355	Montevideo	10 08	14 10	4 9 $\frac{3}{8}$	4 9 $\frac{3}{8}$	4 9 $\frac{3}{8}$	1025	-	-	-	-	-
19.6.67 0930	Stanley	6 06	15 04	6 8 $\frac{3}{8}$	6 8 $\frac{3}{8}$	6 8 $\frac{3}{8}$	1025	-	-	-	-	-
26.6.67 0910	King Edward Pt.	7 06	14 06	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	1025	-	-	-	-	-

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.

					SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard in salt water as calculated after making the appropriate allowances (14)	Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)		MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.						
-	10.03	7.03			F. W. White.	R. Miller	13.1.67 1154	Montevideo
-	13 04 $\frac{1}{2}$	4 02 $\frac{3}{8}$			R. Miller	R. Miller	22.1.67 1400	Stanley.
-	10 04 $\frac{1}{2}$	6 10 $\frac{3}{8}$			F. W. White.	R. Miller	24.2.67 1255	Montevideo
-	12 03	5 03 $\frac{3}{8}$			F. W. White.	R. Miller	4.3.67 1612	Stanley
-	10 06 $\frac{1}{2}$	7 00 $\frac{3}{8}$			F. W. White.	R. Miller	17.3.67 0020	Montevideo
-	11 10	5 08 $\frac{3}{8}$			F. W. White.	R. Miller	25.3.67 1255	Stanley
-	11 02 $\frac{1}{2}$	6 04 $\frac{3}{8}$			F. W. White.	R. Miller	7.4.67 1700	Montevideo
-	12 07 $\frac{1}{2}$	4 10 $\frac{3}{8}$			R. Miller	B. Shain	16.4.67 1140	Stanley
-	11 06 $\frac{1}{2}$	6 00 $\frac{3}{8}$			R. Miller	B. Shain	20.5.67 0912	Montevideo
-	12 02 $\frac{1}{2}$	5 04 $\frac{3}{8}$			R. Miller	B. Shain	27.5.67 1645	Stanley
-	10 04	7 02 $\frac{3}{8}$			R. Miller	B. Shain	9.6.67 1815	Montevideo
-	12 09	4 09 $\frac{3}{8}$			R. Miller	B. Shain	17.6.67 1425	Stanley
-	10 10	6 08 $\frac{3}{8}$			R. Miller	B. Shain	22.6.67 1443	King Edward Pt.
-	11 00	6 06 $\frac{3}{8}$			R. Miller	B. Shain	29.6.67 1515	Stanley

1 to 8 and 16 to 19. * See Notes on page 23.

See Notes on page 23.

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OFFICIAL LOG of the
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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
16.1.67 0930	Montevideo	16.1.67	F.H. White, Master, superseded in command by R.N. Miller. Register endorsed accordingly by Consul. All documents relating to ship handed over. Art. 9, A. Vazquez AB, Art. 22, R. Bulo fireman, Art. 32, R. Caffera Pantry Boy signed off on form M before Consul. Art. 36, J. Martino fireman, Art. 37, F. Triarte AB and Art. 38, D. Silveira, Steward signed Articles before Consul. Art. 3, P.S. Chain promoted Mate, Art. 4, N. Jennings promoted 2 nd Mate, Art. 5, J. Jennings promoted 3 rd Mate. <i>R.N. Miller</i> Master. <i>N.B. Thorne</i> Mate. <i>F.W. White</i> MASTER	
18.1.67 0700	Montevideo	18.1.67	Art. 12, R. McKee, DHU and Art. 14, R.H. McKee, S.O.S., both absent from duty. Subsequent inquiry revealed that both men were asleep in their quarters. <i>R.N. Miller</i> Master. <i>N.B. Thorne</i> Mate	
18.1.67 1645	35 37 S. 56 16 W.	18.1.67	The above entry was read over to each man, who replied: "Nothing to say". Both men were cautioned that as this was their first offence no fine would be inflicted but any further offence of like nature would be treated as a second offence and fines inflicted accordingly. They were further informed that any subsequent offence might result in their summary dismissal from the ship. <i>R.N. Miller</i> Master. <i>N.B. Thorne</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
22.1.67 1430	Stanley	23.1.67	Mrs F. White and Mr. J. Booth, supernumeraries, signed off before Shipping Master. Min. P. Boldrini, Supernumerary, signed Articles before Shipping Master. <i>R.N. Miller</i> Master. <i>N.B. Thorne</i> Mate	
10.2.67 1700	Stanley	11.2.67	Art. 4, N. Jennings, attended K.E.M. Hospital, Punta Arenas, for attention to stomach, pains. <i>R.N. Miller</i> Master. <i>N.B. Thorne</i> Mate	
13.2.67 1100	Stanley	13.2.67	Art. 4, N. Jennings, attended K.E.M. Hospital for further treatment. <i>R.N. Miller</i> Master. <i>N.B. Thorne</i> Mate	
20.2.67 1000	Stanley	20.2.67	R.N. Miller, Master, superseded in command by F.H. White. Register endorsed accordingly by Shipping Master. All documents relating to ship handed over. R.N. Miller promoted 1 st Mate, Art. 3, P.S. Chain promoted 2 nd Mate, Art. 4, N. Jennings, promoted 3 rd Mate. Art. 5, J. Jennings signed off before Shipping Master. <i>F.W. White</i> MASTER. <i>R.N. Miller</i> Mate.	
24.2.67 1500	Montevideo	24.2.67	Art. 11, H. Aguirre, AB and Art. 40, J. Boldrini, Supernumerary signed off before Consul. <i>F.W. White</i> MASTER. <i>R.N. Miller</i> Mate.	
0930 27.2.67	Montevideo	27.2.67	Art. 38, E. Silveira, Steward, signed off before Consul. Art. 43, A. Louts, Steward, signed on before Consul. <i>F.W. White</i> MASTER. <i>R.N. Miller</i> Mate.	
1000 7.3.67	Stanley	7.3.67	Art. 44, J. Dickson, S.O.S., signed on before Colonial Shipping Master. <i>F.W. White</i> MASTER. <i>R.N. Miller</i> Mate.	
0910 12.3.67	Stanley	12.3.67	Art. 44, J. Dickson, S.O.S., had his right index finger momentarily jammed on drum end of wheel moving at 2nd duty. Subsequent examination at King Edward VII Memorial Hospital revealed severe bruising and he was declared fit and returned to duty. <i>F.W. White</i> MASTER. <i>R.N. Miller</i> Mate.	

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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
17.3.67 1100	Montevideo	17.3.67	Cap. F. White, Master, attended dentist for attention to aching tooth. F. White. R. Miller. Mate. MASTER	
18.3.67 1000	Montevideo	18.3.67	Art. 26, U. Barria, Steward, signed off on ENG 2A and entered British Hospital with acute stomach pains of 2nd throat. F. White. R. Miller. Mate. MASTER	
20.3.67 1200	Montevideo	20.3.67	Art. 21, V. Jorgale, fireman, signed off on form ENG 2A for leave. Art. 46, N. Schwal, fireman, signed on and Art. 45, H. Jancia, steward, signed on before Master. ENG form despatched by land agent to Consul. F. White. R. Miller. Mate. MASTER	
20.3.67 1500	Montevideo	20.3.67	H. Hills, AB, embarked as passenger for return to Stanley. Discharged from British Hospital on 13.1.67 but elected to remain in Montevideo on local leave to this date. Balance of wages paid up to and including 22.1.67, on which date he could have been discharged had he joined vessel on discharge from hospital. F. White. R. Miller. Mate. MASTER	
7.4.67 1730	Montevideo	10.4.67	Art. 46, N. Schwal, fireman and Art. 20, J. McLeod, fireman, signed off on form ENG 2A. Dis AB handed to men. Art. 48, V. Jorgale, fireman, rejoined after leave. R. Miller. Mate. MASTER	
8.4.67 1000	Montevideo	10.4.67	A. South, Steward, attended British Hospital with throat complaint. R. Miller. Mate. 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
10.4.67 1030	Montevideo	10.4.67	F. H. White, Master, succeeded in command by R. N. Miller. Register endorsed by Consul, all documents relating to ship and navigation of ship handed over. Art. 137, F. Inaite, AB and Art. 36, J. Martinez, fireman, signed off before Consul. V. Jorgale, fireman, signed on before Consul. R. Miller and A. Jorgale, respectively. R. Miller. Mate. MASTER	
10.4.67 1600	Montevideo	10.4.67	Art. 49, H. Santana, S.O.S., signed on before Consul. R. Miller. Mate. MASTER	
10.4.67 1600	Montevideo	10.4.67	Art. 10, F. Barros, AB, attended British Hospital with stomach complaint. R. Miller. Mate. MASTER	
11.4.67 1130	Montevideo	11.4.67	Art. 45, H. Jancia, Steward and Art. 10, F. Barros, AB signed off on form M before Master. Dis AB handed to men. H. Oliveira, AB, R. Beltrame, fireman, and J. Constantino, steward, signed on before Master. Form ENG 2A completed and despatched by land agent to Consul. R. Miller. Mate. MASTER	
11.4.67 1700	35 40 S 56 20 W	11.4.67	Art. 44, P. Dickson, re-rated as fireman with effect from 12.4.67. Rate of pay £52 per month. R. Miller. Mate. MASTER	
17.4.67 1055	Stanley	17.4.67	R. A. Hills, "K", slipped and fell on foredeck while returning from private visit to "H.E.S.", berthed alongside. Attended K.E.M. Hospital with dislocated right shoulder, placed off duty. To attend outpatients for further three weeks. R. Miller. Mate. MASTER	
18.4.67 1800	Stanley	18.4.67	R. N. Miller, Master, attended K.E.M. Hospital for attention to spot on lower back. To attend outpatients daily during next month. R. Miller. Mate. 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
9.5.67 1000	Stanley	10.5.67	R.N. Miller, Master, operated on at K.E.M. Hospital for removal of cyst from lower back. To attend outpatient duty for next 5 days for further treatment. <i>R.N. Miller</i> Master	
9.5.67	Stanley	10.5.67	R. Hills, $\frac{1}{2}$, resumed duties. <i>R.N. Miller</i> Master	
20.5.67 1100	Montevideo	22.5.67	H. Sarney, Mman, attended British Hospital with infection on hand. To attend again on 22.5.67 for further treatment and remain off duty for next week. <i>R.N. Miller</i> Master	
22.5.67 0900	Montevideo	22.5.67	R.N. Miller, Master attended hospital for attention to previous cyst operation on back. V.R. Hills, $\frac{1}{2}$, attended for further examination of arm. M. Binnie, $\frac{1}{2}$, attended for attention to bruise. All fit for duty, treatment given. H. Sarney given further treatment, remains off duty. <i>R.N. Miller</i> Master	
22.5.67 1030	Montevideo	22.5.67	A. Panto, Steward, N. Oliveira, M.B. H. Santana, SOS, signed off before Consul. R. Panto, SOS, R. Mendez and H. Arnal, SOS, signed on before Consul. D. Barrica, Steward, released from hospital re-engaged before Master, Form ENG 2A sent to <i>R.N. Miller</i> 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
0700 29.5.67	Stanley	29.5.67	N. Jennings, 2 nd Mate, reported insolence by B. Nielsen, Boon, 1 st Mate, during the closing of hatches the previous evening. <i>R.N. Miller</i> Master	
1200 29.5.67	Stanley	29.5.67	On the evening of the 28 th instant, while closing N ^o 2 hatch, three inexperienced men, drawn by the Boonman shouting. On going out on deck, it was evident that the seamen were confused and the 2 nd Mate instructed the Boonman to show them what he wanted, particularly in view of their inexperience. B. Nielsen, Boon, then said to the 2 nd Mate, N. Jennings, "Don't want you out here on deck F-g Bull-shitting". For this offence, using insolent and contemptuous language to an Officer, about which he had been verbally warned before, B. Nielsen is hereby fined the sum of one day's pay, and is also cautioned that a repeat of this offence will result in his instant dismissal. The above was read over to B. Nielsen, Boon, who agreed to the facts and had nothing to say. <i>R.N. Miller</i> Master	FINE: £2-0-0.
29.5.67 0900	Stanley	29.5.67	H. Sarney, Mman, resumed duties. <i>R.N. Miller</i> Master	
29.5.67 2040	Stanley	29.5.67	J. Harker, Chief Engineer, found in state of collapse in his cabin. Doctor called in, who took him off to K.E.M. Hospital by ambulance. <i>R.N. Miller</i> Master	
3.6.67 1100	Stanley	5.6.67	J. Harker, Chief Engineer resumed duty. <i>R.N. Miller</i> Master	
5.6.67 1030	Stanley	5.6.67	J. Jennings, 3 rd Mate, signed Articles before Colonial Shipping Master. <i>R.N. Miller</i> 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
9.6.67 1900	Montevideo	12.6.67	R. Peregoy, SOS, R. Menoly, SOS, signed off before Master on Form M. Form ENG 2A completed for delivery to Consul. <i>W. Harris</i> <i>Mate</i>	
10.6.67 0800	Montevideo	12.6.67	J. Jennings, 3 rd Officer, attended British Hospital for attention to boil. <i>W. Harris</i> <i>Mate</i>	
11.6.67 1030	Montevideo	12.6.67	J. Dickson, fireman, attended British Hospital with sore and swollen throat. <i>W. Harris</i> <i>Mate</i>	
1000 12.6.67	Montevideo	12.6.67	J. Dickson and J. Jennings attended for further treatment at British Hospital. <i>W. Harris</i> <i>Mate</i>	
1630 12.6.67	Montevideo	12.6.67	P. Harris, Chief Steward and R. Macdonald, Steward, signed off before Consul. H. Smith AB, M. Santos, AB, H. Garcia, Steward and E. Garcia 2 nd Cook, signed on before Consul. W. Rowlands, Cook, re-rated Chief Steward. J. McKinnis, 2nd Cook, re-rated Cook. All w. e. f. 12.6.67. <i>W. Harris</i> <i>Mate</i>	
0930 13.6.67	Montevideo	13.6.67	J. Dickson attended British Hospital for further treatment. <i>W. Harris</i> <i>Mate</i>	
0900 10.6.67	52 22 S 51 12 W	26.6.67	Art. 13, J. Rawles, SOS, reported rash on body. Examined by Dr. Novak, passenger, who administered treatment. Light duties for next few days. <i>W. Harris</i> <i>Mate</i>	
0900 23.6.67	King Edward Pt.	26.6.67	J. Rawles, SOS, attended doctor for further attention to body rash. <i>W. Harris</i> <i>Mate</i>	

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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
24.6.67 0900	King Edward Point	26.6.67	Art. 13, J. Rawles, attended doctor. Placed off duty. <i>W. Harris</i> <i>Mate</i>	
25.6.67 1000	King Edward Point	26.6.67	Art. 52, J. Cook, T. Steward, attended doctor with stomach complaint. Found fit for duty, treatment prescribed. <i>W. Harris</i> <i>Mate</i>	
26.6.67 1000	54 14 S 36 26 W	26.6.67	Art. 13, J. Rawles, resumed duties. <i>W. Harris</i> <i>Mate</i>	
27.6.67 1700	52 54 S 45 00 W	27.6.67	Art. 8, J. Goodwin, AB/Agg, reported rash on body. <i>W. Harris</i> <i>Mate</i>	
27.6.67 0900	53 10 S 42 54 W	28.7.67	Dr. Parker, passenger, informed Master that Mrs B. Biggs, passenger, in imminent danger of child birth or miscarriage. Ship Hospital disinfectant and prepared as far as possible with his advice. Contact made by N/S with HMS "LYNX", known to be en route from S. Africa to Falklands, with enquiry regarding possible further medical aid for rendezvous to effect transfer of patient. Rendezvous arranged for Lat 52 40 S Long 47 27 W. <i>W. Harris</i> <i>Mate</i>	
0130 28.6.67	52 40 S 47 27 W	28.6.67	Transfer of passengers Mrs Biggs and Dr. Parker effected by boat to HMS "LYNX". <i>W. Harris</i> <i>Mate</i>	
1520 29.6.67	Stanley	29.6.67	Art. 8, J. Goodwin, attended by Dr. Slesso on board. Fit for duty. <i>W. Harris</i> <i>Mate</i>	

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Amount of
Fine or
Forfeiture
inflicted

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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) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
DARWIN	156384	STANLEY, FALKLAND IS.	2-1957	1792.86	138.55	144 1150 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER ³		
Name.	Address (State No. of House, Street and Town)	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 40 degrees North latitude and 65 degrees South latitude for the period ending 30th June, 1967 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.

And it is also agreed, that⁶

(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 complete with thirty hand all told of whom not less than five shall be sailors.

(g) 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.

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 6 day of JUN 1967

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.
-6 JUN 1967	Stanley Falkland Is	30 JUNE 67			<u>F. W. White</u> Master.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which the parties agree to adopt.
6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or sheets should be obtained and used.

ADDITIONAL CLAUSES.

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

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

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

Mattress
Pillow
Pillow Case
Sheets
Blankets
Towels
Soap

(i) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillow case to be changed weekly.

This Agreement shall be applied in a reasonable way. With sudden changes in crew or when time between voyages is very short, it may be impracticable to supply clean bedding. Where Articles do not exceed two months, crew signing on for the next voyage may be supplied with the same mattress cover (if provided) pillow and blankets as the previous crew, without changing.

(k) **REGULATION OF HOURS.** The ordinary hours of duty of ratings shall not exceed:-

(a) At Sea - 8 hours per day, Saturday and Sundays included.
(b) On Sailing and Arrival Days - 8 hours per day Monday to Friday.

On Saturday, Sunday and applicable Public Holidays
(i) Arrival Days - all hours in excess of 8 at sea and all hours worked in port, to be overtime hours except as provided in Clause L.

In port (except in cases of emergency) ordinary hours of actual duty shall not exceed 8 hours daily on Monday to Friday inclusive.

(ii) Sailing Days - all hours worked in port and all hours worked in excess of 8, calculated from the commencement of duty, irrespective of whether in port or at sea, to be overtime hours, except as provided in Clause (L).

No hour to be paid overtime rate more than once.

(L) OVERTIME. (a) If overtime is required in a case of emergency affecting the safety of the vessel, passengers, crew and cargo, of which the Master shall be the sole judge, or for safety or boat drill, or for normal cleaning and tidying the crews quarters, no compensation shall be required.

(m) CHIPPING AND SCALING BOILERS: SWEETING TUBES AND CLEANING BACKENDS - SPECIAL PAYMENTS.

(a) Sweeping Tubes and Cleaning backends provided that this entails entering and working from inside - the sum of 10s. per man per boiler (in addition to any payments due under (b), (c) and (d) below, when those services are carried out).
(b) Washing out only, involving no scraping or brushing - the sum of \$1 per man per boiler.
(c) Mowing down and scraping off deposits on the waterline and brushing down heating surfaces when the boiler has feed water treatment - the sum of \$4 per boiler total.
(d) Full chipping and scaling operation - a payment per boiler according to the heating surfaces of the boiler, on the following scale:-

Heating surfaces	Total payment per boiler
Up to 1,000 sq.ft.	\$4
1,001 to 2,000 sq.ft.	\$6
2,001 to 3,000 sq.ft.	\$8
3,001 to 4,000 sq.ft.	\$10
4,001 to 5,000 sq.ft.	\$12
5,001 to 6,000 sq.ft.	\$14
6,001 sq.ft. and over	\$16

(n) 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 two 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	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 Con- Eggs } ditions and Exceptions.		Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Potatoes	7 lbs.	Marmalade, Jam or Syrup	8 oz.
Peas, Split or Lentils	1 1/2 lb.	Cheese	5 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed	1 lb.	Pickles	3 oz.
Vegetables	1 lb.	Bottled Sauces	2 oz.
Flour	6 oz.	Onions	8 oz.
Rice	6 oz.	Dried Fruit	3 oz.
Oatmeal, Rolled Oats or breakfast cereals	4 1/2 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Tea	2 oz.	Fine Salt	2 oz.
Coffee (containing not more than 25% Chicory)	3 oz.	Mustard	1 oz.
Cocoa (or chocolate)	1 1/2 lb.	Pepper	1 oz.
Sugar		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 1/4 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 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	1 1/2 oz.	To be considered equal.	Butter	1 lb.	
Tea	1 oz.		Cheese	1 lb.	
Flour	1 lb.		Condensed Milk	9 1/2 oz.	To be considered equal.
Biscuit	1 lb.	To be considered equal.	Dried Milk	4 oz.	
Rice	1 lb.		Mustard		To be considered equal.
Oatmeal, Rolled Oats or breakfast cereals	1 lb.		Curry Powder		
Split Peas	1 lb.	To be considered equal when issued with meat rations.			
Flour	1 lb.				
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.			Load Line.	
Tropical	4	feet $\frac{3}{8}$ inches	(T)	_____ inches above S.
Summer	4	feet $\frac{3}{8}$ inches	(S)	Upper edge of line through centre of disc.
Winter	4	feet $\frac{3}{8}$ inches	(W)	_____ inches below S.
Winter North Atlantic (if assigned)	4	feet $\frac{3}{8}$ 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.

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

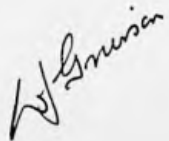
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Punishments. These Regulations, however, are not to apply to Certificated Officers.

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before whom the Agreement is made must be placed opposite such of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the official Log-Book by the direction of the

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be 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).	
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

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>F. W. W. W. W.</i>	29/16	So. Shields	(1) W. Elene Darwin Shipping Limited (2) Stanley, Falkland Is.	Same	1961	Stanley Falkland Is.
2		<i>R. Miller</i> R. 590610	1/10/36	Falkland Is.	(1) W. Kulya (2) "	"	"	"
3		<i>F. 169.</i>	1/16/30	Aberdeen	(1) W. Gladys (2) "	"	"	"
4		<i>F. 130.</i>	3/5/39	Falkland Is.	(1) W. Mary (2) "	"	"	"
5		<i>F. 131.</i>	4/3/33	"	(1) M. Dora (2) "	"	"	"
6		<i>R. 6884033</i>	1/1/31	Wolverhampton	(1) W. Catherine (2) "	"	"	"
7		<i>F. 215</i>	5/8/44	Falkland Is.	(1) S/F. Leslie Riggs (2) "	"	"	"
8		<i>N.P. 12/4/44</i>	12/4/44	"	(1) M. Ada Bartwell (2) "	"	"	"
9		<i>UK 18466</i>	11/2/23	Spain	(1) B. Marcelino (2) "	"	"	"
10		<i>UK 17420</i>	1/1/37	Uruguay	(1) W. Kimeralda (2) "	"	"	"
11		<i>UK 17985</i>	3/1/23	"	(1) W. Marta Basques (2) Paso La Arena, Rosall, M/V	"	"	"
12		<i>N.P. 24/4/44</i>	24/4/44	Falkland Is.	(1) F. Duncan Darwin Shipping Limited (2) Stanley, Falkland Is.	"	"	"
13		<i>N.P. 27/1/41</i>	27/1/41	Bristol	(1) M. Ella (2) "	"	"	"
14		<i>N.P. 12/1/44</i>	12/1/44	Falkland Is.	(1) F. Duncan (2) "	First	"	"
15		<i>F. 203</i>	30/3/64	"	(1) S. Mrs J. Barnes (2) "	Same	"	"
16		<i>R. 906216</i>	19/6/109	Reston, Scotland	(1) W. Mary (2) "	"	"	"
17		<i>F. 159</i>	4/5/33	Falkland Is.	(1) W. Yolanda (2) "	"	"	"
18		<i>F. 123</i>	25/7/29	"	(1) W. Aida (2) "	"	"	"
19		<i>F. 176</i>	20/6/34	"	(1) W. Maria Teresa (2) "	"	"	"
20		<i>F. 202</i>	29/9/28	"	(1) F. Archibald (2) "	"	"	"
21		<i>N.P. 21/1/44</i>	21/1/44	Chile	(1) W. Juliana (2) "	"	"	"
22		<i>UK 13339</i>	15/1/44	Uruguay	(1) S/m. Lucia Mainere (2) Taurus de Fesero 1274 M/V	"	"	"
23		<i>F. 168</i>	30/3/40	Chile	(1) M. Virginia Darwin Shipping Limited (2) Stanley, Falkland Is.	"	"	"
24		<i>F. 117</i>	27/1/12	Falkland Is.	(1) IV. Aida (2) "	"	"	"
25		<i>F. 119</i>	15/1/15	Chile	(1) W. Juanita (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 "Discharged," "Deserted," "Left Sick," "Died," etc.
 ** 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

PARTICULARS OF DISCHARGE, Etc.
To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.

In what capacity engaged.	No. of Certificate (if any), and No. of I.C.N.I.C. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week as Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly or Monthly Adjustment.	Signature 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 Master and crew of this Ship do hereby certify that the above named Seaman has been duly released from the service of this Ship and that he is at liberty to engage elsewhere.	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which National Insurance Contributions are payable.	Remarks.
							Date.	Place.	Cause.					
Master	Master 52805	At Once.	£ 10/0				16/1/67	MONTEVIDEO	Superceded					1
Chief Officer	Master 92140	"	Separate Agreement				16/1/67	MONTEVIDEO	Actual Consent					2
2 nd Officer	"	"	Separate Agreement											3
3 rd Officer	"	"	64 - -											4
4 th Officer	"	"	64 - -				29/2/67	Montevideo	Leave					5
Radio Officer	"	"	87/10 -											6
Boatman	"	"	60 - -											7
Barpenter	"	"	60 - -											8
AB.	"	"	60 - -				3/1/67	MONTEVIDEO	DIS.					9
AB.	"	"	58/10 -				1/4/67	"	SICK					10
AB.	"	"	58/10 -				24/2/67	MONTEVIDEO	DIS.					11
DHU	"	"	49/10 -											12
S.O.S.	"	"	41 - -											13
J.O.S.	"	"	35 - -											14
messman	"	"	57/10 -											15
Chief Engineer	St/Diesel 80781	"	Separate Agreement											16
2 nd Engineer	"	"	89 - -											17
3 rd Engineer	"	"	73/10 -											18
4 th Engineer	"	"	64 - -											19
Fuerman	"	"	59 - -				9/4/67	MONTEVIDEO	DIS.					20
Fuerman	"	"	59 - -				20/6/67	Montevideo	Leave					21
Fuerman	"	"	59 - -				13/1/67	MONTEVIDEO	DIS.					22
Fuerman	"	"	59 - -											23
Chief Steward	28498	"	Separate Agreement				12/6/67	MONTEVIDEO	Leave					24
2 nd Steward	"	"	64/10 -											25

Refrigerating Engineers, Electrical Engineers, or Watchmen, 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," etc.
 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.

	In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman	4 6
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
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4 6
(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.

*Shipping Office
Stanley
6. 1. 67.*

I hereby certify that I have sanctioned the Agreement and that the seamen whose names appear therein are numbered from *One* to *thirty* 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, except in cases where it is stated no discharge books (Dis. A) have been produced.

H. B. M. Vice-Consul
SHIPPING MASTER.
STANLEY, FALKLAND IS.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived *13. 1. 67*
Agreement deposited *13. 1. 67*
do. returned *13. 1. 67*
Average rate of exchange \$ *213. 50* = £
(for conversion of seamen's wages only)

H. B. M. Vice-Consul

*I hereby certify that Richard Nigel MILLER, Certificate No. 92140 has been appointed Master and that the Register has been endorsed accordingly.
Date: 16 January, 1967.*



H. B. M. Vice-Consul



I hereby certify that the Seamen on lines 2, 9, 22 and 32 have been discharged at this port with my sanction on the ground of 2 (Promoted parties), 9, 22 & 32 (transfer) and that the sum of being wages due to them has been paid and that their effects, Dis. A & Insurance Card have been delivered to them



H. B. M. Vice-Consul

Name of

Eng. 1 (cont.)
*Eng. 4 (cont.)
(25 Men)

(delete whichever is not applicable).



AGREEMENT AND LIST OF THE CREW

* FOREIGN-GOING SHIP.

Part *2* of *2* Parts

~~HOME-TRADE SHIP.~~

(insert serial number and total number of parts)

(delete whichever is not applicable.)

CONTINUATION SHEET

NAME OF SHIP *'DARWIN'*

OFFICIAL NUMBER *156384*

PORT OF REGISTRY *PORT STANLEY, FALKLAND ISLANDS*

The Several Persons whose names are hereto subscribed hereby acknowledge that this Continuation Sheet forms part of an Agreement relating to the above ship opened at *PORT STANLEY* on the *6TH* day of *JANUARY*, 19*67* and hereby agree to be bound by the terms and conditions in the said Agreement.

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

Signed by *[Signature]* Master

on the day of 19*5*

These columns to be filled up at the termination of the Agreement.					I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
Date of Commencement of First Voyage	Port at which Voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent	
<i>6-1-67</i>	<i>PORT STANLEY</i>				<i>[Signature]</i> Master.

Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



I hereby certify that I have sanctioned the engagement of the Seamen on lines 35, 36, 37 and 38 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.



J. Skelton
J. B. M. Vice-Consul

Stanley,
Guthland Is.
20 February 1967

I hereby certify that Frederick William White holder of certificate number 52800 has this day been appointed Master and that the certificate of British Registry has been endorsed accordingly.

L. J. Morrison
Shipping Master.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 24.2.1967
Agreement deposited 27.2.67
do - returned 28.2.67
Average rate of exchange \$ 223.40 =
(for conversion of seamen's wages only)



I hereby certify that the Seamen on lines 11 and 38 have been discharged at this port with my sanction on the ground of discharge and that the sum of _____ being wages due to them has been paid by Agents and that their effects, Dis. A. and Insurance Card have been delivered to them.



J. Skelton
Acting British Consul



I hereby certify that I have sanctioned the engagement of the Seamen on line 43 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.



J. Skelton
Acting British Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 16.3.67
Agreement deposited 17.3.67
do - returned 20.3.67
Average rate of exchange \$ 241.00 =
(for conversion of seamen's wages only)



J. Skelton
Acting British Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 7.4.1967
Agreement deposited 10.4.1967
do - returned 11.4.67
Average rate of exchange \$ 240.40 =
(for conversion of seamen's wages only)



I hereby certify that Richard Nigel MILLER, whose certificate of competency is No. 92140 has been appointed Master and that the Registry has been endorsed accordingly.

Date: 10 April, 1967.



J. Skelton
J. B. M. Vice-Consul
(Fourteen Pages.)

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906. The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference Numbers in this Agreement, have been duly accounted for to me on Form L. a. 1. The cases of seamen having the following reference Numbers are exempt under Section 28 (12 b) † and those with reference Numbers

under Section 28 (12 c) †.....Signature.

.....Date.

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

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that the Seamen on lines 36, 37 and 41 have been discharged at this port with my sanction on the ground of discharge (36/37), mutual consent (41), 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 44, 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.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 20.5.67
 Agreement deposited 22.5.67
 - do - returned 22.5.67
 Average rate of exchange \$ 240.40 = £
 (for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 43, 49 and 50 have been discharged at this port with my sanction on the ground of discharge _____, and that the sum of _____ being wages due to them has been paid _____ by order of Agents and that their effects, Dis. A's and Insurance Card have been delivered to them.



H. B. M. Vice-Consul



I hereby certify that I have sanctioned the engagement of the Seamen on lines 53, 54, 55 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

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 9.6.64
 Agreement deposited 12.6.64
 - do - returned _____
 Average rate of exchange \$ _____ = £
 (for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 24, 29, 54 and 55 have been discharged at this port with my sanction on the ground of discharge _____, and that the sum of _____ being wages due to them has been paid _____ by order of Agents and that their effects, Dis. A's and Insurance Card have been delivered to them where applicable.

I hereby certify that I have sanctioned the engagement of the Seamen on lines 58, 59, 60 and 61 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

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.)