

OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER .

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Regis Tonr Gross	Name of Master	No. of his Certificate if any
FA OFF NC GROSS NET TO	TONS 179	STANLEY NOS. 2 · 86		R. N. MILLER	92140

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	FALKLAND ISLANDS AND	Port
Date 30 6.67	SOUTH AMERICA	Date

Delivered to	the	Superintendent	of the	Mercantile	Marine	Office	at	the
Port of			on	day of			19.	
Countersigned								
	Su	perintendent.		(FRI)	mel	ler	Ma	s te r

STANLEY.
FARKLAND ISLANDS.

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

		Conscitu	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
No.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
1	R. Nigel Miller	Master.	-	-	
2	Peter S. Plain	Mate	V. G.	V. G.	
3	Neil Tennings	200 MATE	VG.	V. G.	32.
4	Serald Tennings	3ªD MATE	V.G.	V. G.	
5	David Bridgen	Radio Officer	V. G	V.G.	28.
6	Barry M. Nielsen	Bosun	V 6.	V.G.	29.30.31.
7	Randolph Mykae	D. H. U.	V. G.	V.G.	
8	John Rawles	D. H. U.	V. G.	V.G.	33.
9	Manuel Santos	AB	V. G.	V.G.	28.
10	Hendrik Smit	AB	VG.	V. G.	32,
11	W. Hugo Arnal	J.O.S.	V. G.	V.G.	28.
12	Harry Sarney	M. Man	V.G.	V.G.	
13	Stirling J. Aldridge	J.O.S.	V.G.	V.G.	29.30
14	Terence D. Hansen	Ant Cook.	V. G	V. G.	28.30.31.
15	James Harkiss	Ch. Engir.	V. G.	V.G.	
16	Halcolm J. S. Binnie	200 Engr.	V. G.	V.G.	28.
1/	Dennis Larsen	3ª Engr.	V.G.	V.G.	29.30.
	Kickard A. Hills	4Th Engr.	V. G.	V.G.	30,31.
	Severo Ampuero	Fireman	V.G.	VG.	28.
20	Victor fonyalez	- 11 -	V.G.	V. G.	33.
21	Roque Beltran		V.G.	V G.	30 33,
22	Dennis foodwin		V.G.	V.G.	29. 32.
23	William J. Rowlands	CR. Steward	V.G.	V.G.	31,
24	Rubelindo Boldvini	200 Steward	V. G.	V.G.	31.
-	Ulises Barria	Steward	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	Capacity	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
	of each member of the Crew	in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
26	Hermann Saron	Steward	V. G.	V. G.	28.30.
27	Jose Montiel	Steward	V.G.	V.G.	
28	Hector Jarcia	Steward	V. G .	v. G.	29.
29	Juan Constantin	Steward	V. G.	V. G.	28.
30	Turnes Mikenjie	Cook	V.G.	V.G.	30. 31.
31	Enrique Parcin	Assit Pook	V. G.	V.G.	28.
32	William P. Hills	AB.	_		28.
33	Ruben Bonanni	Steward.	V.G.	V.G.	29. 30. 32.
34	Jose M. Quintana	Radio Allier	V.C.	V.G.	28.
35	Abraham Sawoods	Steward	V.G.	V.G.	29.
36	Fernando Priarte	AB.	V.G.	V.G.	18.33.
37	Redro Xavier	AB	V.G.	V.G.	29. 32,
38	Jorge Carro	S. 0.3.	V.G.	Vo.	29.
39	Lill Miller	Summary.	_	_	29. 50,
40	Jason Miller		_		29. se.
41	Robert V. Hartley	Chief Blicer.	V.G.	V.G.	28. 29.
42	Roberto Dinerica Grove	Steward	V. 6	V. G.	30.
43	David Thain	Susanne	_	-	30,
44	Herman Saron	Steward	V.G.	V.G.	30,
45	Luis Morens	Steward	V. G.	V.G.	31.
46	George Harris	Chiel Steward	V.G.	V.G.	31.
47	Rubelink Boldvini	2nd Steward	V.G.	V.G.	31.
48	Serence Hanse	Fireman	V.G.	V.G.	32.
49	Bruce Blackwell	Suny	-	-	32, 33
50	Tound Booth	-"-	_	1 _	32.33,

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.			Report of	Character	Official Log relating to a member of the Crew, the
NO.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
51	Marti Fernander	Steward	V.G.	V. G.	32.
52	Ruben Bonini	Fireman	V.G.	V.C.	33.
53	Refact Savatel Neil Tennings	Fireman	V.C.	V. G.	33.
54	Neil Tennings	20 Mate	V.G.	V. G.	34.
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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 Surgama	Canacity	Report of	Character	Official Log relating to a member of the Crew, the
of each member of the	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	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
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99					
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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.		Conseite	Report of	Character	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
	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
101					
102					
103					
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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		Name (Surname	es of both Pa	arties. k letter	s)		Ag	e	Single, Widow or Widower
gnature o	f Officiating Clergyma	an	are reminde	ed that	they have n	o pow	er to perform	n the r	marriage ceremo
Date of Birth	Name (if any) of Child	Sex	Father's I	Vame	Father's F Professio Occupat	lank,	Mother's N (Surname in block le	lame first	Mother's Maiden Surname
Date of Death	Place of Death (If at sea give latitude and longitude)	Name of (Surnam block	Deceased e first in letters)	Sex	Age	Ran Pro Oc	k or Rating offession or cupation*	(Sta	DEATHS Nationality ating Birthplace)
							Membe	rs of	the Crew (of
									Las
							1	Person	s who were
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* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should to "Master includes every person (except a pilot) having command or charge of any ship.

†Signature of Master	Profession or Occupation		(9		er's Name		·e)		r's Profession		
And that if such ceremony is performed by them the marriage will not be a legal one. (See Instructions on previous page) Further Particulars of Father Nationality (Stating Birthplace) (See Instructions on previous page) Further Particulars of Mother Signature of †Master and Mate or other Member of Crew Port at which is made and Signature of Abode Of Abode (Stating Birthplace) (See Instructions on previous page)					EL DIOCK I		3)	Of C	occupation		
And that if such ceremony is performed by them the marriage will not be a legal one. (See Instructions on previous page) Further Particulars of Father Nationality (Stating Birthplace) (See Instructions on previous page) Further Particulars of Mother Signature of †Master and Mate or other Member of Crew Port at which I is made and Signature of Pather or Mother Mother (Stating Birthplace) (See Instructions on previous page)											
Further Particulars of Father Mother Nationality (Stating Birthplace) Last Place of Abode Nationality (Stating Birthplace) Signature of †Master and Mate or other Member of Crew Nationality (Stating Birthplace) Signature of †Master and Mate or other Member of Crew Nember of Crew Whom report (See Instructions on previous page)			_	†Sig	mature of	Ma I not	the a legal one.				
Nationality (Stating Birthplace) Last Place of Abode Nationality (Stating Birthplace) Nationality (Stating Birthplace) Last Place of Abode Nationality (Stating Birthplace) Nationality (Member of Crew Mate or other Member of Crew New or material is made and Signature in the complete of	Father Nationality Last Pl		Furth				Signature of		To be completed by Office to whom Return is made		
To be completed if				llity Last Place		- Father or	Mate or other Member of	Port at which Report is made and Signatur and title of Officer twhom reported			
To be completed if											
To be completed if	(See Instructions of	on previo	s page)		1						
	(500 1230)							Signature of	To be completed by Offi		
Last Place of Abode Cause of Death (see instructions on previous page) Signature of Mate or other Member of the Crew (if any) Cause of Death (see instructions on previous page) Signature of Mate or other Member of the Crew (if any) Port at which is made and Signature of the Crew (if any)	Last Place of Abo	de (se	instructions on	Signa †M	Signature of Signature of The Third Signature or		†Master or o		other Member	Surgeon or Medi- cal Practitioner	

(see footnote**) Members of the Crew

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

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

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

Date of Drill or Muster and of Examination 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
3.7.67.	No daills corried out in port and coastwir.	this week. Vessel	3. 7.67.	Musin
10.7.67.	No drills carried out in port and coastwis	this week. Versel	10.7.67	Romete.
16.7.67.	forered to embarkation le	Boot Drill Book books wel, fairful and resourced at Fire Drill All fire	,	Romble
	fighting offparatus fested wife of some of the second of t	Imagency fenerator and wood and fire flags and good order and condition.	17. 7. 67	Mhain
24.7.67.	jackels and exercised at a lowered to embarkation & Hand steering, N/T door op	evel, loisted and resecured.	25. 7.67	Myster White
31.7.67.	No drillo carried out to and coastwise.	his week, vessel in your	1.8.67	Ameller IShwir
7.8.67.		this week, vessel in port		Pomples
		and on & jetty for fitting	1	Am De
16.8.67.	Starboard lipboat lowere spower cover and werken	of to complete fitting of land replacement of rations	. 19.8.67	Allecia
17.8.67.	Boll lifeboats histed a	and resecured.		Mhuir
		Boat Stations and procedu	19.8.67	My Maris
29.8.67.	l'assense - l'ass.	mustered wearing life at Boat Drill Bolt as Boat Drill Bolt as antimeted in use of life		1 tailly
	Kiddie Fire Harris ke steering operated time by All an good order	restricted in use of life of tested. No door and engineerator run on and condition.	Land test.	27 27
30.8.67		Drill Emergency pump of mark downed Fire on entinguisher let of		spm.lle-

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

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

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

Date of Drill or Muster and f Examination 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
3. 9.67	No drills carried out port and coastwise.	this week. Versel in	11. 9.67	Romella No Hosting
v. 9.67	Parsengers and Ships Con life-fackets and exercises instructed in wearing of	nany mustered, wearing I at Bost Drill. Parsente iackets. Both boats lopen	ol 9.67	Romelle Ru Hast
8. 9.67	This longery mustred vecing at Boat Still Both boats	life jackets, and exercised	18.9.67	Pumile Ri Hartle
9. 9. 67.	Terrengers mustered cearied and instructed in proceeding and hand steering operates	Pine Alarms tested with	19.90) (Rykita
5. 9. 67	No chrills this week, wend.		26.9.67	Rithau
7.10.67.	This langery and Terrencer and accordingly at Best Dill'	Both beats leveled to embarted to the words	3.10.67	Ri Hardy
6.10.67.	Port lipeboat lowered in text.		6. 10.67	Pith.
2.10.67	Tarsengers and Ship's lompe and shereised at Bort Drills and hand sterringspersted.	Fire Alcoms listed, it dooded in good order and condition	13.10.67	WHartt
5.1067	Ships limpany exercised at, operated on load. All fine hoses run out and operated two portable extinguishers	fighting equipment tested finding spray and tested by discharge and tonned fire fores our out.	15.10.67	Ri Hariling
3.10.67	to embertation level, hoist	Sout Drill. Both foots lover dand researed . Emergency search but the foots of the foots order and	94.10.67	Rv Marling
31. 10.67	packets of Boat Stations. entertation level, history bey listed, emergency sen	rater It for and land	1.11.6	Romble
	steering tested Will in	good order and condition		- Silvania

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

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

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Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life- Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
1.11.67	Ships longery exercised as apparatus stated, found in fire pump ran on load. The	good order linengerey of doors and floors experated.	1.11.67	Ri Harthy
6.11.67	Nor drills carried out.		6.11.67	Ri Ha day
13.11.67	No drills this week.	Versel in port.	13:11.67	Ri Hartly
20.11.67	Parsengers mustered, with a and instructed on procedure. I Fire Drill All fire fighting up the my good and and I	Ship's Company, at Boot Stations Ship's Company then exercised at yearstus tested and examined.	21.11.67	R. Hallon
25.11.67	Port motor lifeboat los Montevideo, removed to for Co. Engine.		20.12.67	Rithouty
29.11.67	I want of a land of heart in	dville, while versel in Monters site on board, and all equipment surveyed will engine by and liferaving agripment for inflatable liferafts for on board. All in good	1	Ritharthy
21.12.67		board and secured after		Remeles
23.12.67.	Stopped on voyage & Stan transfer mails and supplie		21. 12.67	A. H. H.
1. 1. 68		towing scows to and	1.1.68	Remider De House
,	. 0			111111111111111111111111111111111111111
	should be made of the time of 1 in			

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

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

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Date of Drill r Muster and f Examination 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
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Date of Drill or Muster and of Examination f 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
		*		
			*	

* 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 INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).

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
	R. M. Miller Master. 1. S. Thain Mate.			(Almillo
3. 7.67	H.R. Rowlands . Ch. Sturd.	None.	2 4 . 4	
0. 7.07			3.7.67	Musin
	6/	None.		Kimige
10-7.67	_do/	None.	10.7.67	Mhuir
				Mm. ale
17.7.67	_ do _	None.	17.7.67	
,,,,,,			17.7.6/	11 Miles
	_do _	None		Kung
24.7.67	-00	None	24.7.67	Mhain
		7		amage
31.7.67	_do _	None	31.7.69	1111
				Til Meer
7.8.67	-do -	None	7.8.67	1111
1.0.6/	-00-	None	1.8.67	Mhair
				andy
14.8.67	-do -	None	14.8.67	1111.
	R.N. Miller. Muster.			1st mace
21817	R.V. Hally Chief fficer			Romber
21.8.67	N.R. Rowlands. Ch. Steven	None.	21.8.67	Ri Hastly
				Rom OO
28.8.67		None	29.8.67	R. Harther
		7,576		Dun 10
4. 0. 45		./		Ramuller
4.9.67	_ " _	None	4. 9.67	M. Harling
				amille
11.9.67	\"\\	None	12.9.67	A Harthy
				Romeller.
			2000	DN 1/2
19.9.67		None	19.9.67	Kidhallay
			<	amille-
25. 9.67		None	26.5.67	RoHoully.
*				Cam ND
2.10.67		None	3 10.67	Po Harthan
7. 10, 57		,,,,,,		All
		7		Camelle .
9.10.67		None.	9.10.67	Mitherity :

RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).

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
14.10.67	R.N. Maller Met. R.V. Hartly Chip offi- W. Rowlands Chip Steward	None	14.10.67	Mybarity
23-10-67		None.	23.10.67	R. Harity
30.10.67	- ~ -	None	31.10.67	Ro Hartley
4.11.67	R.N. Hill- Martin. J. H. Yorath Congrey Direc R.V. Hartley Chily Officer of Rowlands, all Shire	ter/Panerge) Vone.	4.11.67	RoHarly
11, 11.67	R.N. Milla Marter R.V. Harthy Chip offin J. Harris Chip Steward	None	11.11.67	Amella.
17.11.67	_"-	None	20.11.67	RiHacher
25.11.67		None	26.11.67	R. Halley
5. 12.67	R.V. Harten . Chief Office P. S. Thain Mate: Wing S. Harris . Chief Steward.	Versel undergoing survey	5.12.67	RoHo Uta
10.12.67	_" _	repairs in Montevioles	10.12.67	R. Hastey
15.12.67	_"_	None	17.12.67	Ri Harlton
23.12.67	R. N. Miller. Marte. R.V. Hartly. Chiffiffi P.S. Their Matt. (Harris. Chif Steward	None	24.12.67	Willastery.
	R.N. Meller Marte R.V. Hartly . Chip offi J. Harris . Chief Steward	None	31.12.67	Willouther:

RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).

		(CREW ACCOMMODATION) REGULATION	1		
ime 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			Signatures of Master and Mate	
			Entry		
i					
				-	
				_	
				-	
			<u> </u>		
		***************************************	_		
	1				

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

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

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

Date of spection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
-				
1				
				
				}
	·			

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

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

Date of Inspection	Names and Ranks of Persons making the Inspection	Date of Entry	Signatures of Master and Mate	
	-			
			-	
	-	*		

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

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

	Names and Ranks of			FOR THE CREW.		
Date of Inspection	Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate		
				-		
			-	-		
			_	-		
			_			
				- 144		

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

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

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate	
		4			

EMPLOYMENT OF LASCARS

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

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

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

Voyage	Deck	STEWARDS' I	STEWARDS' DEPARTMENT		Under Deck Department, include all Lascars
VOTAGE	DEPARTMENT	Certd. Ship's Cook	Others	Total	employed in connection with the navigation of the Ship, or in looking after the cargo. Under Engine Department, include all Lascars
From the United Kingdom					cmployed in attending on machinery. Under Steward's Department, include all Lascars employed in attending on passengers or crew.
To the United Kingdom					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			D.	copied into this Official Log-Book.

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.)

(18) Examining provisions or water, to be paid by the party who proves to be in default, in

(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if addition to the cost of survey £2 10 0 such entry is not required by the Merchant Shipping Acts

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.

POSITIO	ONS OF THE DECK LINE AND LOAD LINES	
Freeboard from Deck Line		Load Line
Tropical Four (4) feet	Mou-eighth (038) inches.	(T) inches above S.
Summer (4) feet	Three eights (018) inches.	(S) Upper edge of line through centre of disc.
Winter Four (4) feet	Three eights (018) inches.	(W) inches below S.
Winter North Atlantic (if assigned) feet	A. A. inches.	(WNA)inches below S.
Allowance for fresh water for all freeboards:	ree and one lass (3	(L) inches.
The upper edge of the deck line from which these freeboards a	are measured is	inches
above the top of the Steel Ly	ues .	deck at side.
(Above	particulars to be taken from Load Line Certificate.)	4.3
Marine description of Minter	- (13) and for and one 1	11/63
Maximum draught of water in summer	no free des and the	The inches.
(The maximum draught of water in summer is the draught of w that the upper edge of the summer load line were on the surface	vater which would be shown on the scale of feet on the see of the water and the ship were upright on an even k	stem and stern post of the snip it she were so touted
		<u> </u>
	NOTES	
 The above particulars, and particulars of depth harbour, or other place for the purpose of proceeding to sea. 	of loading as detailed on the following pages, are to	be recorded before the shipleaves any dock, wharf,

- 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 10.15. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.

The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.

8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

		_		D	EPARTU	RES						
		ACTUAL DRAUGHT ACTUAL FREEBOARD OF WATER* *AMIDSHIPS					ALLOWANCE					
Date and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)		Port (5)	Star- board (6)	Mean (7)	Density of Water	For Density of Water* (9)	For Ash Rubb	es and ish*	For Fuel, of be consum Stretch of Water (11)	ed on Inland r
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
16.7.67	Stanley	7 08	13 00	7 03/8	7 03%	7 03%	1025	-	んと	2	Ni	7
24.7.67	Monteveder	12 00	13 04	4 10%	4 10.8	4 10%	1025	-	Ni	P	Nis	0
1700	Manley	2 06	13 02	7 02%	7 02/2	7 02/8	1025	-	N:	0	Ni	1
29.8.67 1810	Montevides	10 06	14 06	5 00%	5 00%	5 00/8	1025	-	No	1	Nis	1
11. 9.67.	Stanley	7 06	14 00	6 09%	6 09/8	6 09%	1025	-	N	1	No	0
1630	Montiviales	10 06	14 00	5 03/8	5 03/2	5 03%	1025	-	NI	′	N	0
12.10.67	Stanley			7 00/8	7 00%	7 00%	1025	-	∠ √.	P		1
1830	Montevideo		13 02	5 00%			1025	-	N	0	<i>N</i> :	,
31.10.67	Stanley Montevideo		12 08	5 04/8	6 11/3 - 13/2			-	/\cdot	1	N.	0
20.11.67	Stanley			6 10%				_	N	.0	N.	. 1
21.12.67	Montevideo							_	- N.		N	0
				<u> </u>		<u> </u>				[
												
		-										
			-									
+												

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

OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

Mean Draught in Amidships as calculated after making the appropriate allowances (12) (13) (14) (15) (16) (17) (18)	
Ins. Ft. Ins. Ft. Ins. N.J. 10' 03" 7 03"/2 - Republic Marin 1640 N.J. 12' 08" 4 10"/8 - Republic Marin 1650 N.J. 10' 04" 7 02"/8 - Republic Republic 1518 N.J. 12' 08" 5 00"/8 - Republic Republic 159.67 N.J. 10' 09" 6 09"/2 - Republic Republic 1345 N.J. 12' 03" 5 03"/8 - Republic Republic 1345 N.J. 12' 03" 5 03"/8 - Republic Republic 1345 N.J. 10' 06" 7 00"/8 - Republic Republic 1825 N.J. 10' 06" 7 00"/8 - Republic Republic 1530	Dock, Wharf, Harbour or Othe Place
NJ 10' 03" 7 03% - Republic Mario 1640 NJ 12' 08" 4 10% - Remote Mario 1650 Nil 10' 04" 7 02% - Remote P.H. 4 1518 Nil 12' 06" 5 00% - Remote P.H. 4 1800 Nil 10' 09" 6 09% - Remote P.H. 4 1800 Nil 10' 09" 6 09% - Remote P.H. 4 1345 Nil 12' 03' 5 03% - Remote P.H. 4 1345 Nil 10' 09" 6 09% - Remote P.H. 4 1345 Nil 10' 05" 7 00% - Remote P.H. 160 1825 Nil 10' 05" 7 00% - Remote P.H. 160 1825	(19)
No 10' 03 7 03/8 - RUMBLES MALLES 1640 Nol 12' 08" 4 10"8 - RUMBLES 11 Haven 1650 Nol 10' 04" 7 02"8 - RUMBLES 124. 11 1518 Nol 12' 06" 5 00"8 - RUMBLES 124. 11 1800 Nol 10' 09" 6 09% - RUMBLES 1345 Nol 10' 09" 6 09% - RUMBLES 1345 Nol 10' 06" 7 00"8 - RUMBLES 1825 Nol 10' 06" 7 00"8 - RUMBLES 1846.16. 1825	
Nil 10' 04" 7 02% - RIMBLES P.H. 4 1850 Nil 10' 04" 7 02% - RIMBLES P.H. 4 1518 24.8.67 1518 29.67 Nil 10' 09" 6 09% - RIMBLES P.H. 44 1800 Nil 10' 09" 6 09% - RIMBLES P.H. 14 1345 Nil 12' 03' 5 03% - RIMBLES P.H. 15.30 Nil 10' 06" 7 00'8 - RIMBLES P.H. 15.30	Montaviol
Nil 10' 04" 7 02/8 - RIMILLES PAH. II 1518 2.9.67 Nil 12' 06" 5 00% - RIMINE PAH. III 1800 Nil 10' 09" 6 09% - RIMINE 1345 Nil 12' 03' 5 03/8 - RIMINE PAH. II 1825 Nil 10' 06" 7 00/8 - RIMINE PAH. II 1825	Stanley
Nil 10' 09" 6 09% - Remote Reflection 1800 Nil 10' 09" 6 09% - Remote Reflection 1345' Nil 10' 08" 7 00'8 - Remote Reflection 1825' Nil 10' 08" 7 00'8 - Remote Reflection 1530	Montevi
Nil 10' 09" 6 09% - Remote Rithwith 1345 Nil 12' 03' 5 0318 - Remote Rithwith 1825 Nil 10' 06" 7 00'18 - Remote Rithwith 1530	Stanley
NI 10' 08" 7 co'/8 - RUMBLES P.46.16 1825 NI 10' 08" 7 co'/8 - RUMBLES P.46.16 1530	Mantevid
Nil 10' 0E" 7 co'8 - RUMiller Pyhithe 1530	Stanley
16.10.67	Montevide
N. 12' 08" 5 col8 - Romelles Rythelly 2225	Stanley
Nil 12 02'2 5 048 - Romeller Both To 1124	Montevide CH 1
24.11.6	Montevid
Nil 13' 04" 4' 02/8 - Remoter Rither 1803	
	0
	•

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

	DEPARTURES											
		ACTUAL DRAUGHT ACTUAL OF WATER* *AMII			JAL FREEI AMIDSHIP	BOARD S		ALLOWANCE				
Date and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)	Density of Water (8)	For Density of Water* (9)	For Ash Rubbi	sh*	For Fuel, be consum Stretch of Wate (11)	r
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
	· · · · · · · · · · · · · · · · · · ·											
	·											
			-									
		-										
	,										·	_
										14.		

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

See Notes on page 23.

the
OF THE SHIPS PROCEEDING TO SEA.

				SIGNA	TURES	ARRIVALS		
Total Allowances	Mean Draught in salt water as calculated after makin the appropria	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances	1 of Posting	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Oth Place	
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	
Ins.	Ft. Ins	. Ft. Ins.						
								
				-			-	
								
		-				_		
				<u></u>				
_						-		
				*				
	-				+			
D.						*		
	-						1	

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. * Sec Notes on page 23.

from

towards

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

				Amount of
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
1630 1.7.67	Stanley	7.7.67	Art 14 T. Hansen But Park signed Articles before Colonial Shiping Harter. Jantes	M
			776502	Mito
7.67	Stanley	16.7.67	W. Hills, AB signed Articles before Colonia	0
	0		Thipping Martin. W. Hill, discharged this	
			day. This action in conjunction with an	
			My hoose the Samuel	
7.67	0 × 1			
1035	Stanley	16.7.67		- selle
			This is acceptable".	More
1.7.67.				
1000	Montevioleo.	24.7.67	M. Binnie 2nd Engineer, H. Arnal JUS and S. Ampuero, Fireman, attended British Hospital Tractant prescribed Fit for obets.	all all
1. 7.67			Hoster.	Mul
1430	Montevideo	24.7.67). Bridgen Radio Officer signed off before	
			Atiles before Consul.	Mha
1.7.67			Marte.	Mul
1845	Montavioleo.	24.7.67	1. Santos AB H. W. Arnal, JOS, E. Savein, 2nd look, J. Constantin, steward, signed off before Pensul F. Private, AB, signed on	
			before Consul. Mr. R. Y. Hartly, extra Chy	
2.7.67	N F. I.	eu 7 17	Master.	MI
000	Montavideo	47. 1.0/	It Bismie 2 Ensineer and H. Peron, obuson attended Bittle Hogistal. Treatment was soited. Fit for duty.	011
			manuel I a for Auty.	VA 11.

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other member of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

OFFICIAL LOG of the

Date and lour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sca	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
1400	Montevideo	24.7.67	P. Xavier AB J. Parro S. O.S. R. Bon anni Steward and A. Sawosky Steward, signed	
			Steward and A. Sawosky, Steward, signed	- VIII
1450	Montevideo	24.7.67.	H. farcia, Steward, rigred off before Consul	The to
1.7.67	Stanley.	31.7.67.	1) foodwin Sireman attended K.E. M. Hospital. Freatment prescribed. Fitzfor of	ier: "
			Plospital. Treatment prescribed. Fit for of	7.11
6.8.67	En B	7.8.67	and the state of	
1330	Fox Bay.	1:8:0/	3rd Engineer suffering from acute stomas eains Incolonant incrariles . Fit for du	ent.
			when pain subsides. Themas	and b
.8.67 1100	Landbox Island.	8.8.67		
			butchering beef. Wound dressing explications	and.
9.8.67	Stanley	10.8.67	D. Coodwin Sireman and R. Bonanni Sta	/
	1		lattended K.E. M. How tal. Treatment prescrit	had.
0.8.67			Mon	6-
1000	Stanley	10.8.67	S. Aldridge JOS. R. Bonanci Stand. attended K.E. M. Hospital. Treatment preserve	
	0		Fit for duty.	-2
Sec. of			Masta	
20.8.67	Stanley	20.8.67		6
			rigned Articles Hore Colonial Thispin	Z.M.
			Months.	1
			Mark	2 5
24.8.67			B. Nielsen, Born and D. fonding, Fine	

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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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from

towards

Date and lour 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
6.8.67.	Mantevideo	29. 8.67	Dearsen 3rd Engineer H. Peron and R. Bona attended British Hospital. Larsen for stomach	ni sterano
-			cut land.	De-
. 8.67			Mart	- Notherthe
1030	Montevideo	29.8.67	B. Nielson, Borum, attended Br. Horrital	Re- A. Haro
8.8.67	Montevieles	29.8.67	H. Seron Steward signed all Statistic bas	in Mati-
			Consul and entered British Hospital for	,
			Articles before Consul. Man	RiHall Mint
2.9.67.	Stanley	4. 9, 67	Mo T.E. M Hiller and Mart Jam Mille	
			Hos T.E. M Hiller and Mart - Varan Miller Harter.	
			Mark	R. Hartly
1.9.67	Chile.	11. 9.67	North D. Thain Surmany sinced Article	
	Stanley		Parte D. Thain Supermy signed Article Rome Shipping Haster. Rome	Ole nother
5.9.67	MVI			
1545	Montevideo.	16.7.61	S. Aldridge 503 R. Beltre Fire , atter British Homital. Both fit for duty. All.	polle Willard
0900	m. toda	20 7.0%.	J. Hansen, Assist Work, astrended Br. Hospital Ha	E. Miss
9.9.67	Stanling	30 7.67	Most	· Worter
	Stanling		Phyping Mester. Sign aigned off Lafore Cal.	No Harling
5.0	Stanley	30 967.	S. Redridge, tos, off duty, fever amile Rottart	lui.
10.67		2.106%	S. Alchange resumed duty. Amble Historylog	Make
30	Montevideo	7.10.67	H. Seron Steward rewined versel from British Horpital Signed on before Cansul Wille	- Harly
1630	Hontevicteo	7.10.67	B. Nielsen, Bosun, S. Aldridge JOS QUILL W.	RiHarthy
			These.	
10.67	Montemolio .	10.10.67	R. Crocse, Steward, signed of before Consul.	RHartly

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other member of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

OFFICIAL LOG of the from

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
0930	Merterideo	10.10 1.7	B. N. Com Brown R. Hills "/ attended Brite! Horpital for further trainers! Romall &	Harllis
01017			- CU	ati
0900	Montevideo	10.10.67	R. Hills "/c attended bernital for duthe Tamille . The	Berita
0600	Montavide	10 10 67	R. Boldrini 2/80 I granted companionate leave in view of his bife's sudden death at	4
			lonsel. Signed wiff on form FAIC 2A sform next to Consul. Muste.	Willatt "
1030	Montevecles	10 1067	ENG- 2A. Porm sent to Consul. Romally	- Ro Harthy
10 16.67	Menterroles	16 1017	Stevend with Beldrine on Companional Lea	0155
			Rimile	· Class
7.10.67	Stanley	18.10.67	R. Hills. 4/2 altended K. E. M. Horpital, Stanley for tractment.	Notherity
1600	Montevideo	30.10.17	S. Morens Steward signed of Irefore Consult of Harris, Chief Steward reformed from UK hear signed on My hours.	W. Harling
010.67	Montimoles	30.10 6)	R. Boldrini 3/5 toward received from comparations, signed on before Consul. U. Barria of St. 10.67.	R. Herita
				-
4.11.67	Stanley	5. 11.67	THensen, Arit cook signed off before Colonia Shipping Martin. J. McKengie, Cook, reverts to Arisin Cook w. e. f. 5. 1652. D. Rawlands, Chie Steward, revert to Chap Cook w. e. f. 5/11/67.	/
*			Sowerd, revert to chap look w. e. f. 5/11/67.	1

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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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from

towards

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 Fine or Forfeitur inflicted
17.11.67				
1700	Stanley	20.11.6)	Art. 22, D. Condwin, fireman, sign dall before	
	đ		Coloniel Skipping Menter by Mutual Consent.	
18.11.67		ļ	Ri Harlty sillat	
0930	Stanley	20.11.67	A. 48. T. Hansen firman signed on before	
	-		Colonial Shipping Warter. Asmalle	
			R. Harley Mali	
1/30				
20.11.67	Stanley	20.11.67	before Colonial Stigning Marter. A. 49, B. Blacker and Bet. 50 J. Broth rienced on as Suremumarie	el,
			for return voyage to Montevides.	
			Ri Harilog Mali	
1800	Montevideo	24.11.67	Art. 25, U. Barria, Steward signed of before	
			Consul. Hutral Consent, at the Chile	
			Ri Hartty Mai	
0700	Montevideo	25 44 7		,
27.11.67	Conterreleo	47.11.67	Art. 51, M. Fernandy, Stavened juned and commences dutus. Subsequently regression before Consultante	
			Martin	
1630		9, 12.67	Rustarting elect	
7.11.67	Montevideo.	PUTS	Pot. 35, R. Bonanni Steward attended Briling Hospital for attention to injured finger (See page	
			29). Operated or, unfit for duty and was unable to	
			Moster Market	
			Ro Harling Most	
1600	Montevideo	7. 12.67	Art. 37, P. Xavier AB, attended British Homited	
			with paint inflammation of eye, Unfit for duty	
			and could not resume duties until 5/12/67.	
			Ritarity Mes.	
1000			41	
4.12.67	Montevides 9	12.67	14. 10, H. Smit, MB, altended British Hospital with	
			Pot. 10, 11. Smit, MB, attended British Hospital with none back from fall in NSI latel on 2/12/67. Placed off duty and did not resume until 7/12/67.	
		1	Model.	

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OFFICIAL LOG of the from

Date and	Place of the Occurrence,	D-4C	Established C. I. A. C. C. C.	Amount of Fine or Forfeiture
Hour of the Occurrence	or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	inflicted
1600	Montevideo	20.12.67	Art. 21, R. Beltran, Sireman, signed of by Hutual	
			Consent before Conont. Morel Mutual	
			RoHartty ellat	
1000				
3.12.67	Montevideo	20.12.67	Shore workman name not known, employed by	15-
			fell in port El bilos. Sent arrove to horrital	,
			for attention, where injury reported to be confined to be confined to britis.	1
			Forter.	
		-	Attacky State	
0900				
4.12.67	Montevideo	20.12.67	Subsequently signed on before Consul pomole	
43.00			() 41-11-11 11 3- Parer.	
1700	Montevideo	20.12.67	Art. 20, V. Jongaley, fireman, sifred off before Comment	
6.12.67	Montevioleo		Port B J. Rawles DHU, attended Bothish Hospita	
0.12.07	· Homasinasca	2-12-07	for treatment to insect bites. Fit for duty.	
			P.H. Marke.	
1400			Ritarily ellet	
9.12.67	Montevideo	20.12.67.		
			let be coursed by chief serger. Subsequently	
			right of by ENE 21, sent to Consul pomple	
0700	Montevideo	20 12 52	Hi Hartly Mich	
5712707	(Conde of Alex	20.12.67.	Subsequently signed on before Consul portilles	
			Ri Harlog : Mak	
1.12.67				
0930	Montevideo	21.12.67.	Mr. D. M. Colville Hayd's Surveyor, completed	
			Mr. D. M'Colville thoyd's Surveyor completed Sofety and it Fighting Surveyo. Permiles Martin.	
			Ro Har ling Mat.	
1930	5/=0	1/ /0 / 7	1 + 10 to TO N. R. RO. S. 10 1	
9.,0,7	Stanley	26.12.67	Arts. 49/50. J. Booth & B. Blackwell Surernuman signed off before Colonial Stigging Marter.	,
			Mark.	
			Restartly ellet	

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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
26.12.67	Stanley	26.12.67	N. Jannings 2: 1 Mate rejoined and resumed duties. Silveguent of signed on before Colonial Chining Mater.	
			Potter that	

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			at must be signed by the Master and by the Mate or som	1

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				1

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				-
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57 & 58 Vict ch. 60.

(Executed in Thirty-Six Pages.) AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

The term "Foreign-going Ship" includes every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the following limits: the coasts of the United Kingdom, the Channel Islands, and Isle of Man, and the continent of Europe between the River Etbe and Brest inclusive. For this purpose the term "the United Kingdom" is to be construed as including Fire

Name of Ship	b.1	Official No.	Port of Registry.	Port No. and	Registered	Tonnago.	H orse P		
				Date of Register.	Gross.	Net.	N.H.P.	(if any) I.H.P. B	.H.P.2
DARWIN	ZDLC	156384	STANLEY FARTLAND IS	2-1457	1792.86	138.55	144	1150	980
REGISTERED	MANAGING OWNER	OR MANAGER.		Seamen and		CHARTEREE	3		
Name.	(State No.	Address of House, Street ar	Apprent	ices for which ation is certified.	Nume.			iress.	
DARNIN SHOONG LTD	Sommary F	ALKLAND I	Sunds	30					

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom...... are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from4

> Voyage between the limits of 60 degrees latitude and 65 degrees South latitude f period ending 31st December, 1967 or the : arrivel at Stanley after this date the consequent discharge of corgo on that date earlier at the option of the it ster.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale 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 disrated.

And it is also agreed, that the additional clauses on pages 2 to 4 and the

Regulations authorized by the Ministry of Transport 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 enw 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 then at the discretion of the Mester.
- (e) The crew shall wear the Company's uniform Mo 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 hands all told of whom not less than five shall be sailers.
- (a) The Master may discharge any ember of the arew as a result of misconduct or inefficiency or by Mutual Consent. in which case wages of 11 occrue up to the 1 to of discharge

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

Signed by		SUM	Aller Maste
on the	30 H day	of JUNE	1967

Date of			These colu	mns to be filled up at the	end of the Voyage.
Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Dolivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
30m JUNE, 1960	PORT SIANLEY	4-1-68	Stanley Fakland Is:		Amlle Master.

Motor Ship.

Motor

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

[Thirty-Six pages]

ADDITIONAL CLAUSES.

to keep their quiters clean and tidy and in readiness for insjection by the Master or Officer deputed by him. Further, it is agreed that the time when the crew or any individual needer 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 authorised deputy) Then the crew are ready to leave the ship they may request the Master (or his authorised deputy) for a cortific to that the quarters are clean.

For each breach of the foregoing the Master may, at his entire discretion, impose on each mamber of the orea concorned a fine not expeeding two days!

Red and Redding. Owners to provide in clean condition when ones join, the items referred to in this Agreement, but if not returned at termination of voyage or engagement in good condition (reasonable wear and test accepted) the Rating concerned shall be liable to the current cost replacement.

Mattress
Pillou
Pillow Case
Sheets
Blenkets
Towels

(j) 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 tedding. 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) <u>At Sea</u> 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).

ADDITIONAL CLAUSES.

In port (except in cases of energency) ordinary hours of actual duty shall not exceed 8 hours dealy 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 said 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 errgo, 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.
- (n) CHIPFIPG AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKEDS SPECIAL PAYMENT.
- (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) Hosing down and scraping off deposits on the waterline and brushing down heating surfaces when the boiler has feed water treatment the sum of S4 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.	83.
3,001 to 4,000 sq. Ct.	610
4,001 to 5,000 sq. ft.	212
5,001 to 6,000 sq. ft.	£11/4
6,001 sq. ft. and over	£16
(n) PUBLIC HOLIDAYS.	

At See and Abroad.

New Years Day; Good Friday; Queens Birthday; Battle Day; Christmas Day; Etanley, Darks days. In Port, Falland Islands.

New Years Day; Good Friday; Queen's Birthday; Battle Day, Christmas Day; Stanley Sports two days.

XX

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDERS, 1945 and 1946, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note.—The Scale agreed upon is in addition to the Lime or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article			Allowance per week	Article Allowance per use
Water		***	28 quarts	. Condensad
Soft Bread	*** ***	***	7 lbs.	Milk or
Fresh Ment (Including any fresh offal or fresh sausage)		***	4 lbs. 11 oza.	Dried 4 023
Smoked Ham or Bucon			8 ozs.	Condensed 41 023.
Fresh Fish	*** ***	***	1 lb. 8 oza.	Milk for Cooking or
Eggs	*** ***		2 No.	Dried 2 024.
Potatoes	*** ***		7 1ba.	Butter 101 028.
that it are characters of Manage-Man		***	8 ozz.	Suet 2 075
State to an			4 028.	Cooking Fat (other than suet) or Margarine 4028.
Consum the services of the ser			1 lb. 4 oza.	Marmalade, Jam or Syrup 8 023.
hiteory		***	2 lbs.	('hana'
Dia	***	***		High-has
	*** ***	***	6 028.	Onlore
Oatmeal, Rolled Oats or similar cereal	933. 933	***	6 024,	Delad Prode
lea	***	***	3 045.	72(=+ C-)=
Coftee (containing not more than 25 per cent. Chicory)	444 44	444	2 029.	
or				Mustari
Cucou ur Chocolate		215	3 ozs.	Pepper
Sugar	*** ***	***	1 lb. ö oza.	Curry Powder

Note.—There is no entitlement under the above Scale to additional quantities of sugar, butter, margarine, suct or cooking fat for use in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 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 toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge; or the ship of less than 1,000 tons gross registered toninge;
 (b) if rough weather or illness, or absence of cook, or force imageure renders the making of bread impracticable;
 (b) if rough weather or illness, or absence of cook, or force imageure renders the making of bread impracticable;
 (b) the ship of less than 1,000 tons gross registered toninge;
 (c) the ship of less than 1,000 tons gross registered toninge;
 (d) the ship of less than 1,000 tons gross registered toninge;
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 (e) the ship of less than 1,000 tons gross registered toninge;
 (e) the ship of less than 1,000 tons gross registered toninge;
 (e) the ship of less than 1,000 tons gross registere
- 3. Meat.—The term " Meat " includes " Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When iresh ment is not available, salt or preserved ment may be substituted in the proportion of 1 lb. of salt ment or 1 lb. of preserved ment for
- Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.
- 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 data on which it is taken on board.
- 4. Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilehards, or sardines shall be substituted in the proportion of 2\frac{1}{2} lbs. of dried fish or 1\frac{1}{2} lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon
- 5. Fish.—The weight of fresh fish is the gross weight before preparation for cooking. bried fish or kippors, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 11 ozs of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. 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
- Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping thom. Dried fish or kippers, sinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13} ozs. of dried fish or 9 ozs. 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. Rice.—If rice is not procurable semolina may be carried as a substitute.
- 9. 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. 10. Vegetables.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be
- Injurious to neatin.

 On each day when \(\frac{1}{2}\) b. 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.

 11. Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or
- 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 onious 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 I oz. to \frac{1}{2} lb. of fresh onions must be issued.

 - 13. The stokehold hands are to receive sufficient catmeal 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.

Bart Meat Preserved Coffee Cocos or t Tea Flour			***	970 984 985 981	***	100 100 100 100	 5 lb. 1 lb. 1 oz. 11 oza. 1 lb.	To be considered equal to 1 lb. Frosh Meat. To be considered equal	Marinalado Jum Syrup Butter Checso Condensed	Milk	191 641 441 481		0. 0. 0. 0. 0.		011 166 414 441 	***	1 lb. 1 lb. 1 lb. 1 lb. 1 lb. 1 lb. 1 lb.	To be considered equal.
Biscuit Rice Oatmeal, F	Rolled	Oats		nilar	cereals		 1 lb. 1 lb. 1 lb.	To be considered equal.	Dried Milk Mustard Curry Pow		-	***	***	100			6 ozs.	To be considered equal
Spilt Pens Flour Green Pen Rice		ricot o			Boans		 à 1b. à 1b. à 1b. È 1b.	To be considered equal when issued with meat rations										[Thirty-six Pages.

POSITIONS OF THE DECK LINE AND LOAD LINES.

	Freeboard from deck	line.	- 1	Load Line.
Tropical	4	ſeet	3/8 inches.	(T)inches abore S.
Summer	#	feet	inches.	(S) Upper edge of line through centre of disc.
Winter	4	fect	inches	(W)inches below S.
				(WNA)inches below S.
(if assigned) Allowance for	fresh water for all f	reeboni	rds:- 3/2	inches.
The upper ede	e of the deck line from	om wh	ich these freeboards	are measured isinches above
the top of th	5-23	Ş	DOOTE	deck at side
- '	(Above p	articu'	lars to be taken from	Loud 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 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 sauctioned 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 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 cuse 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 Crow; 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, he 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.

or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted).	
g or having on board intoxicating liquors	
pness in the second of th	. ()
danger or any other offensive weapon or offensive instrument without the concurrence of the Master, for	7.0
t and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command t otherwise prosecuted}.	y .capj
e without leave (if not otherwise prosecuted) for each day on which such absence occurs.	
	on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for day during which a seaman retains such weapon or instrument. t and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command of otherwise prosecuted).

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 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.

Name in full.	Date of Birth	Nationality† (if British, state birthplace).	Capacity.	Particula	Apprentice	Date of joining for the voyage.	Par To be j If remai	ticulars of Loaving filled up by the Master, ning it should be stated.	Initials of Official who grants
				Date.	Place of Signing.	for the voyage.	Date.	Cause of Leaving.	Initials of Official who grants Certificate respecting an Apprentice left behind abroad
1. Young Po	rsons* un	der 18 years of age	including App	rentices.					
1									
						*			
	-	-	-						
2. Apprentic	cs over 1	8 years of age.							
*		-							

† If a British subject, state town or country of birth, and if born in a foreign country, state if a natural-born British subject or naturalised.

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

[Thirty-Six Pages

-				ADDRESSES OF MASTER AND CREW	No. of last 61	Date and this	Place of Signing Agreement.
Reference No.	facome fax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	*Nationality (if British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OF 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.	Pate.	Place
×			2 3		5	6	7.
1		Rumitle R590 610	1/10/ Ethland Is	(1) W. J.M. 70, Box 177.	Same.	30/6/67	Stanler Falkland
2		Milhein F. 169	1/6/	11) W. Sladys.	,,	30/6/67	K
3		\ \	5/8/ 37 Falkland Is	(1) W. Mary. P.O. Box 2Pb.	11	30/4/67	
4		Neilemingo F.130	19/4	(1) Nancy. CO Box 54.		30/6/67	A
5	1	1 R 688 403	8/11/	11) W. Catherine. Ap 304	144	30/6/67	~
6	1	B. Oodson F. 25	39 Nolverhaupter 5/8/ 44 Felkland 16	(1) S.F. Lerlis Breen.	iñ.	30/6/67	×
7	1	Prilitia N.P.	14/15 Falkland is	(1) B. Richard (1) Port Stellers		30/6/67	
8	-	Thanks N.P.	27/ Bristot	(1) M. Ella.	"	30/6/67	
9		Wa. 18187	16/8/ Seain.	(1) W. Cormen Ant. 5.	•1	30/6/67	
10	1	Durin +3034	21/2/47 Helland	(2) Polon 1521. Montevideo	1,	30/67	
11	1	Walter Haver Fornal	1/2/49 Vousnay	(1) /F. Cirilo (2) / Har 1515 Montevideo	le .	30/67	-#-
12		H. Sarney	30,3 Falkland Is.	(2) Sering Padolak Rd. Stanley.	- "	30/6/67	
13	1	S J Aldrida	27/9/49 Falkland 16	(2) Soton England	A.E. S.	30/4/67	
14		179 F. 162	35 talkland 1s	(1) W. Michael 4 Pioneer Row	John Binese	2/1/67	
15	1	8. Harsui R. 106 816	1/4/ Renton	1) H. Many. 16 Cartle Avenue, 12 Ballock. Scotland.	Same	30/6/67	Stanto Falkland
16		Moderal & Since	12/3/ 38 Fulkland Held	1) N Yolanch. Stanley			
17	1	Dane F. 123	15/9/ Falkland/s	11) W. Broka. (2) Janbalde 2387. Monteride.		4	٠
18	1	Robbills F. 176	39 Falkland &	13 Jos. L. TERRA 2673 Montande		4	~-
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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, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers.

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**If the advance of wages is not conditional on going to say the Drivers of the Crew Callet as the Drivers of the Crew C ** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE:—An entry should be made in column 21 for every member of the crew as follows:—(n) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be snown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship DARWIN/ZXC

OF ENG	AGEMENT								To be fu	ARTICULARS led in by the Mass Desertion of any	OF DISCHARGE or upon the Disch Member of his Co	E, &c. urge, Death, ren.	Dr	RELITASE.		
In what Capacity engaged. No of Certificate If any), and to of R.N.R. Commission or R.V.Z. (If any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	per or Co	west of leges Week alcodar onth,	Amount Wage Advance upon or at ti time of Engage ment	ed 2	Amount of Weekly, fairMonthly or Monthly Allotment,	Signa- ture or initials of illicial before whom the Sen- man is ingaged	Date, Place	e and Cause of he or of Death Place.	Cause.]	lialand of Wag paid o Dischar	e d	We, the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Master and Owars or Owners thereof, from all Ciclusa for Wages, or otherwise in respect to this Vorage, and I, the Master, do bereby release the said undersigned Members of the Crew from all Ciclus in respect of the acid Voyage. Signatures of Crew (each to be on the lin on which he signed in Col. 1.)	Official before whom the balance of Wages was	Num of wer fo whi lass and Ac Con Lutto
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country, state if a natural born British subject or naturalised.

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards

Cabin Boys, not merely as Boys.

the words "not conditional" should be inserted above the entry of the amount.

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

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately. Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

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					ADDRESSES OF MASTER AND CREW		Onte and this	Place of Signing Agreement
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25	1	Morrisof F. 166	36	Elile	(2) F. Avel 1334 Punta Avenus While	ie	"	
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33	1	Ruben Bananne	3/4/67	Linguay	RECOVERESTA SSR MONTENIDEO.	CECILIA R.V"	24/5/67	Монтечій
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36		Va. 18794 Dennands Jounte	1/28	Spain.	11 B Eda.	Same	4/7/4	
37	-	Thomas	23/31	Unversy	(2) Solar S. Mangane 37. El Dorado Maria	"ALBUR"	24/7/67	
38	1	Vorge 1 62 200)	19/12	URVOURY	(1) W. Maria (2) CHIE 3388. Montevide	"PAXOT"	24/7/07	
39		FEH Role+ MP.	34	Nas Zealand	(1) H. R. A. H. Sland R. Stand K.	Same	19/2 Xy	Stanley Falbland 15
40		Jason Miller X	247/4	Falkland Is.	10 F. R.N. Meller P.O. Box 177	-"-	8/1/64	-"-

If a British subject, state town or country of birth, and if born in a foreign
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OF ENG	AGEMENT								To be full	ed in by the Marie	OF DISCHARGI or upon the Discha Member of his Cr	ree, Death, or	RELEASE			
In what Capacity engaged: No. of Certificate (If any), and No. of R.N.R. Commission	Unemployment Local Office and Number	Date and Hour at which be is to be on board.	per to	unt of iges Week pendar uth	Add or till Ex	ount of Vages vanced ipon at the me of agage-	Amount of Weekly, Halbionthly or Monthly Allotment	whom	Date, Place	e and Chuse of le or of Death.	aving this Ship,	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and of this Ship, and in the state of the state of this Ship, and it Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was Paid and	Number of weeks for which lusur since Act Contri	ruce No.
or R.V.2 (If say).	0.	10,		1.	n	ent :	13.	the Sea- man is engaged	15.	16.	17	19.	Signatures of Crew feach to be on the fine on which he signed in Col. 1.]	Relevie signed and Date.	are sayabic	Refr
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[Thirty-six Pages.

1				1	ADDRESSES OF MASTER AND CREW		Date and this	Place of Signing Agreement.
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If a British subject, state town or country of birth, and if born in a foreign
the capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers. Donleymen,
should be described as
if it any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Capacities" (a)

NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

OF ENG	AGEMENT						To be fü	PARTICULARS Led in by the Mast Desertion of any	OF DISCHARGI or upon the Discha t Member of his Ge	3, &c. rgs, Death, or res.	RELUASU			
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country, state if a natural born British subject or naturalised.

Refrigerating Engineers, Disctrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards

Cabin Boys. not merely as Boys.

the words "not conditional" should be inserted above the entry of the amount.

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

The number of weeks for which contributions are payable (If insurable). (b) F. Where the scaman is not insurable on account of domicile. (c) O. Where no separately. Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Thirty-six Payes.

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OF ENGAGEMENT

Ship

PARTICULARS OF DISCHARGE, &c.
To be filed in by the Master upon the Discharge, Death, or
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[Thirty-six Pages.

PARTICULARS

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[Thirty-six Pages.

					ADDRESSES OF MASTER AND CREW	Name of last Ship with	Date and this	Place of Signi Agreement
Reservace No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Agt.	"Nationality of British, state birthplace—see (councie).	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.	Place.
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* If a British subject state town or country of birth, and if foreign a sould be described here and in the Certificate of Discharge as Engine Desivers. Donkeymen, should be feeling that the Certificate of Discharge as Engine Desivers. Donkeymen, should be described here and in the Certificate of Discharge as Engine Desivers. Donkeymen, should be described as the three sizes to be stated under the head of "Cause of Leaving contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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want pacity raged.r io. of tificate			Am	Amount of Wages	America	Initials			aving this Ship,		We, the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise is respect of	Signature or Initials of Official before	necks for which	i i
I R.N.R.	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Catendar Month.	Advanced upon or at the time of Engage- ment;	Amount of Weekly, HalfMonthly or Monthly Allotment	Initials of Official before whom the Sea-	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew feach to be on the line	the balance of	Insur-	efercate N
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country, state if a natural born British subject or naturalised.

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					ADDRESSES OF MASTER AND CREW		Date and this	Place of Signin
Reference No.	Co le.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	 Nationality if British, state birthplace—sec footnote). 	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Regetry and year of discharge if more than a year previous.	Date.	Place.
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* If a Brillsh subject, state town or country of birth, and if born in a foreign

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen.

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† If the advance of wages is not conditional on going to see

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OF ENG	AGEMENT						To be folia	ARTICULARS of in by the Martin of any	OF DISCHARGE or upon the Discho Mamber of his Cri	& &c. rgs, Death, or	RELEASE			
In what Capacity engaged.	Duemplermen	Date and	Amount or	Amount of Wages Advanced	3.000	Signa- ture or	Date, Place		aring this Ship.		We, the undersigned Members of the Crew of this Ship, do bereby release this Shin, and the Master and Owner or Owners thereof, from	Signature of Initials of Official before	Numt e	
Capacity engaged. No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Onemployment Local Office and Number	Hour at which he is to be an board.	Wages	upon or at the time of Engage- ment!	Amount of Weekly, Unitalisatily or Monthly Allotment	Initials of Official before whom the Sea- man is engaged	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	oil Claims for Weges, or other the terror, to an oil Claims for Weges, or other the latest of the Unit Voyage, and I, the Master do the Core from all Claims in respect of the Crew from all Claims in respect of the 2010 Voyage. Signatures of Crew (sach to be on the time on which he signed in Col. 1.)	the balance of Wages was Paid and Release signed and Date.	Act Contri- utions are Layuble	.0
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Country state if a natural born British subject or naturalised
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.

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					ADDRESSES OF MASTER AND CREW		Date and I	Proce of Signis
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t The capacities of Engineers not employed on the Propeiling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers. Denkeymen, should be described as a full the advance of wages is not conditional on going to see that the should be described as the contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

OF	ENG	AGEMENT						PA To be fula	RTICULARS (in by the Maste Descrition of any	OF DISCHARGI v upon the Discha Member of his Cr	R. Stc. Uge, Death, or	RELEASE			T
Cn	what pacity raged t	En alexand	Date and	Amount of	Amount of Wages Advanced	Amount of	Signo-	Date, Place		aving this Ship,		We, the undersigned Members of the Crew of this Ship, do bereby telease this Ship, and the Master and Owner or Owners thereof, from	Signature or	Number of works for which	
3 0.3	io of diffrate myj. and if R.N.R. mission R.V.2.	Unemployment Local Office and Number	llour et which he is to be on board.	Waces	upon or at the time of Engage- ment !	Weekly, HalfMonth; or Monthly Allotment	of Ufficial Vefore whom the Sea- unantis	Date.	Place.	Cause.j	Balance of Wages paid on Discharge.	We, the audersigned Members of the Crew of this Ship, do berchy telease this Ship, and the Master and Owner or Owner thereof, from all Cultud for Wages, or otherwise in tempert of this Vorges, and 1, the Master, do bereby Crew from all Chains in respect of the aid Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Release signal	Act Contri	dereste Po
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Country, state if a natural born British subject or naturalised.

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Refrigerating Engineers, Discharged, Boys, not merely as Boys.

The words "not conditional" should be inserted above the entry of the amount. The words "not conditional" should be inserted above the entry of the amount. The Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," Deserted," "Left Sick," "Died."

The number of weeks for which contributions are payable (if insurable). (b) F. Where the scaman is not insurable on account of domicile. (c) O. Where no The number of weeks for which contributions are payable (if insurable). (b) F. Where the scaman is not insurable on account of domicile and serial number separately. Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number separately.

[Thirty-six Pages.

					ADDRESSES OF MASTER AND CREW		Date and this 2	Place of Signin Agreement
Mercene No.	Income Tas Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Agt.	*Nationality if British, state hirthplace—see footnotel.	NAME AND RELATIONSHIP OF MEXT 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.	Place.
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* If a British subject, state town or country of birth, and if born in a foreign should be described here and in the Certificate of Discharge as Engine Drivers, Donksymen.

should be described as

if the advance of wages is not conditional on going to sea

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a)

on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Country, state if a natural born British subject or naturalised.

Refrigerating Engineers, Biectrical Engineers, or Whethmen, and not merely as Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards

Refrigerating Engineers, Biectrical Engineers, or Whethmen, and not merely as Engineers.

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Boys entirely employed in connection with the work of Cooks and Stewards

Refrigerating Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards

Refrigerating Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards

Refrigerating Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards

Refrigerating Engineers.

Boys entirely employed in connection with the work of Cook

[Thirty-six Pages.

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OF	ENG	AGEMENT		_				P/ To be fulc	ARTICULARS (d in by the Maste Descrition of any	OF DISCHARGI r upon the Discha Member of his Cr	i, &c. rgs, Death, or	RELEASE			
In Cap.	m hat actly aged.r a of ficate	II amples ment	Date and	Amount of	Amount of Wages Advanced	Amount of	Signa- ture or initials of			aving this Ship,		We, the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Master and Gware to Cwaren thereof, from all Claims for Wages, or otherwise in respect of the County of the	Sign sture or Initials of	Number of weeks for which	
No. of	R.N.R.	Unemployment Local Office and Number	Date and Hour at which he is to he on board.		upon or at the time of Engage- ment :	Amount of Weekly, HalfMonthly or Monthly Allotment.	whom the Sea	Date.	Place.	Cause.	Dalance of Wages rold on Discharge.	this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew leach to be on the like	Official before whom the balance of Wages was Pald and	ance Act Contri-	Refrience No.
lit.	.V.2. .ny).	9,	10.	11.	12.	13.	man is regaged	15.	16.	17.	18.	Signatures of Crew leach to be on the line on which he signed in Col. 1.]	Release signed and Date. 20.	pare payable 21.	, K
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					ADDRESSES OF MASTER AND CREW		Date and this	Place of Signif
Reference No.	Lacener Tear Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	"Nationality (if British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OF NAME OF FRIEND AND HOME ADDRESS.	Name of Inst Ship, with Official No. or Port of Regetty and year of discharge if more than a year previous.	Date	Place.
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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, should be described as if If the advance of wages is not conditional on going to sea if If the advance of wages is not conditional on going to sea the Company of the Crew enters IIIn Majesty's Service, the Name of the King's Ship into which here needs is not conditional on going to sea the Company of
** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

ENG.	AGEMENT		F.					Ta be filles	RTICULARS (in by the Marte Description of any	OF DISCHARGE whom the Discha Member of his Cr	tge, Death, or ess.	RELEASE			-
what spacity					Amount of Wages		Signa- ture or	Date, Place	and Cause of le	aving this Ship.		We, the undersigned Members of the Cross of this Ship, do hereby release this Ship, and the Master and Corner or Corner to	Signature or	Number of weeks	1
practy gaged.) No. of difficulte may), and of R.N.R. amission R.V.2. (any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amoun Wag per W or Cate Mont	rek rudar lh.	Advanced upon or at the time of Engage- ment;	Amount of Weekly, HalfMonthly or Monthly Allotment	of Official	Date.	Place.	Cnuse.j	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crow of this Ship, do bereby release this Ship, and the Master and Owner to Owners thereof, from all Claims for Wage, or otherwise in respect of this Voyage, and I, the Master, do brreby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be an the line on which he algord in Col. 1.)	Initials of Official before whom the bulance of Wages was Paid and Eclease signed and Date.	for which insur- ance Act Contri- bations are payable	eferance M.
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Country state if a natural born British subject or naturalised.

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards Refrigerating Engineers, or Winchmen, and not merely as Engineers.

Cabin Boys, not merely as Boys.

the words "not conditional" should be inserted above the entry of the amount.

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

This Ship," thus "ILMS. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

The number of weeks for which contributions are payable (If insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no The number of weeks for which contributions are payable (If insurable). (b) F. where the seaman is not insurable on account of domicile and serial number separately. Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number separately. Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number separately.

[Thirty-six Pages.

						1	PARTI	CULARS
ò					ADDRESSES OF MASTER AND CREW	Name of last Ship with	Date and this	Place of Signing Agreement
Keermer No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality ill British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Regutry and year of discharge if more than a year previous.	Date.	Place.
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* If a British subject, state town or country of birth, and if born in a foreign

† The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen.

should be described as

† If the advance of wages is not conditional on going to sen

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

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

ENG	AGEMENT	H				4			of Dischardi pupon the Discha Member of his Co	rgs, Death, or	RELEASE		Number	ME.
what spacity gaged to so of tificate ay), and of R.N.R. smilesion R.V.2	Unemployment Local Office and Number	which he is	Amount of Wages per Week	Amount of Wages Advanced upon ur of the	Amount of Weekly, HalfMonthly	Signa- ture or initials of Official before	Date, Place	and Cause of le or of Death.	aving this Ship.	Balance	We, the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Master and Owner's Decreo, Irom all Claims for Wages, or otherwise in respect of the Master, the berthy release the said underlayed Members of the Crew from all Claims in respect of the said voyage.	Signature or Initials of Official before	weeks for which	
any).		to be on board.	or Calendar Month.	time of Engage- ment ;	or Monthly Allotment.	before whom the Sea- man is connect	Date.	Place.	Cause.j	Balance of Woges poid on Discharge.	Signatures of Crew (each to be on the line on which he algued in Col. 1.)	whom the balance of Wages was Paid and Release signed and Date.	Coutri	
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PARTICULARS OF DISCHARGE, &c.

Country state it a natural born British subject or naturalised.

Refrigerating Engineers, Electrical Engineers, or Winchnien, and not merely as Engineers.

Cabin Boys, not merely as Boys.

Lie words "not conditional" should be inserted above the entry of the amount.

The number of weeks for which contributions are payable (If insurable). (b) F. Where the seaman is not insurable on account of domioile. (c) O. Where no The number of weeks for which contributions are payable (If insurable). (b) F. Where the seaman is not insurable on account of domioile and serial number separately. Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number separately.

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					ADDRESSES OF MASTER AND CREW		Date and this	Place o: Sig Agreement
Reference No.	Income That Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF PRIEND 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.	Place
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* If a British subject, state town or country of birth, and if born in a foreign
† The capacities of Engineers not employed on the Propellion Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen,
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‡ If the advance of wages is not conditional on going to sea

‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving"

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

OF ENG	F ENGAGEMENT				To be fulle	d in to the Mas's Descrition of any	OF DISCHARGE whom the Discha Member of his Co	rge, Death, or	RELRASE.					
In what Capacity				Amount of Wages		Signa- ture or			awing this Ship.		We, the undersigned Members of the Crew of this Ship do bereby release this Ship, and the Master and Owner of Owners thereof, from	Signature or Initials of	Number of weeks for which	
Capacity cap	Caempioyment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calenda Month.	Advanced upon or at the time of Engagement;	Amount of Weekly, HaiMonthly or Monthly Allotment	Initials of Official before whom the Seasons is engaged	Date.	Place.	Cause.§	Bulance of Wages paid on Discharge.	We, the ondersigned Members of the Crew of his Ship day be treby release this Ship, and the Master and Owner of Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I. the Master, do bereby the said undersigned Members of the color of the said undersigned Members of the Woyage and Claims in respect of the said Voyage on the said the said that the said that the said undersigned Members of the said on which he right to be on the line on which he right in Col. 1.)	Paid and Release signed and Date.	are payable	eferrence Me
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country, state if a natural born Brillsh subject or naturalised.

Refsigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards Refsigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers.

Boys, not merely as Boys.

She words "mot conditional" should be inserted above the entry of the amount.

The merely is the Winchmen and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

The merely as Boys.

The words "mot conditional" should be inserted above the entry of the amount. The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately. Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

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 Consular Orders in Council.

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Services	required	oy	Law.

	than	ountrie other Chins. d.	C	In hina d.
(10.) For every seeman engaged before a Consular Officer		0	3	0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This see is chargeable separately in respect of every seaman concerned)	4	0	4	0
(12.) For very seaman discharged or left behind with the sanction of a Consular Officer	3	0	8	0
(13.) For every desertion certified by a Consular Officer		0	4	0,
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto		0	4	0
(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the				
fee for inspection of ship's papers—Sec No. 48)		6	7	0

Services required by parties interested.

In countries
other In
than China China.
s. d. s. d.

(33.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—

In Countries other than China-

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man-maximum £2 10s. 0d.

In China-

2/- for each man with minimum of £1 and maximum of £3 0s. 0d.

(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and concelled. In the case of No. 33, 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.

30 d Jone, 1967

the roy certify that I have sanctioned the rithin Agreement and that the scamen whose manys appear therein on mess numbered from to to both inclusive, were engaged believe in and signed the said Agreement in my presence, and that the same has been made as required by the interment Suppling Acis.

The discourage books of the man contract have been derivated to the Martin, except in these stores it is stated an discharge a peaks. Dis All have been produced.

SHIPPING MASTER.

I certify det I be conclined the engagement of the seemen who may after after after out dat de seemen in quality original said expression of the seement.

I contify had I have andired the angegement and subsequent discharge of the assume whose none after at No.32. I this agreement out hat the seamen in question aigned said agreement in my present.



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

PORT STANLEY.

Vessel arrived 20.7.1967

Agreement deposited 21.7.1967

- do - returned 24.7.1967

Average rate of exchange \$ 262.00 =£

(for conversion of seamen's wages only)



B. M. Vicc-Bonsul

CERTIFICATES

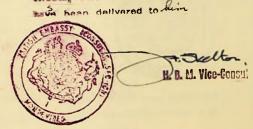
Or Endorsements made by Consular Officers or Superintendents.

handy certify that the Seamen on line 5 5, 9, 11, 29 and 31 hand been discharged at this port with my sanction on the ground of discharge (multial consent), and that the sum of build wages due to them has been paid by figure and that their are much forward insurance Card have been delivered to them

certify that I have sanctioned the engagement of the Seamen on lines 33, 34, 35, 36, 37 and 38 on the terms of this agreement which they have signed in my presence.

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

has been discharged at this port with my sanction on the ground of discharge (mutual consent) and that the sum of being wages due to him has been paid by Agents and that his effects, Dis. A. and Insurance Care



I certify that I have conclined the congagement of the seamen who more aftern at liver 39, 40 and 41 of this agreement and that the seamen in your signed said agreement in These .



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 24 8 69

Agreement deposited 24 8 69

- do - returned 29 8 69

Average rate of exchange S 338 40 = 5

(for conversion of seamen's wages only)

ine 36 enly
has been discharged at this
port with my sanction on the ground of
and that the sum of
being wages due to human been paid
by Agrahs and that his
effects, Dis. A. and insurance

have been delivered to but

sanctioned the engagement of the sanctioned the engagement of the Seaman on line 42 only 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 attack.



R. D. M. Vice-Consu

I certify that I have constint the selection of the second who rows affecting 39 and 40 of this agreement.

I writing dut I have sent no to the 43 of the agreement.

Thirty-Six Pages.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived __15.9.1967 Agreement deposited 16.9 1967 -do - returned 19 9 1964

Average rate of exchange \$ 437.00 = 5 (for conversion of seamen's wages only)

> 6.g. Sharkey ACTING BRITISH VICE-CONSUL

I certify that the season In none affects at him 42 of this agreement was distinged in my frame.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 6. X. 1967 Agreement deposited 6. X. 1967 · do · returned /1. /0. 64 Average rate of exchange \$ 346.00 = (for conversion of segmen's wages only)

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

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

I hereby certify that the Seaman en line fortytwo ____ has been discharged at this port with my sanction on the ground of discharge

and that the sum of being wages due to him has been paid by agents , and that his effects, 7 Dis. A. and Insurance Card have been delivered to him

6. J. Sharkey

BRITISH EMBASSY CONSULAR SECTION

Wessel arrived 27.10.1967 Agreement denosited 27.10.1967 do returned 3/. 10.69 Average rate of exchange \$376.00 =1: (for conversion of seamen's wages only)

I heachy cortify that the Seam in on line 45 only has been discharged at this port with my sanction on the ground of discharge

being wages due to hunhas been paid by agents. and that his effects, Dis. A. and Insurance Card have been delivered to him

hereby certify that I have sanctioned the engagement of the Seamen on lines 46 and 44 on the terms of this agreement which they hall signed in my

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

ACTING BRITISH VICE-CONSUL

Port Sticky

I certify that the seamen who name affects at him 14 of this agreement was aircharge in my premie

I certify that of seamer who none afters and the 22 of his agreement was discharged in my affing at hi 48 was lidy ungget in my

18-11-67

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I carify hat I has condine the discharge and sugarment of the seamen who momes affer all lines 3, and 48 respectively of the seament.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived __ 24. X1. 1967 Agreement deposited 27, XI. 1967 -do - returned 21. 12.64

Average rate of exchange \$ 4 y y . 40 = £(for conversion of seamen's wages only)

I herely certify that the Seamen on lines 20, 21 and 25 have been discharged at this nort with my sanction on the ground of Leave (20) mutual consent (21+25). and that the sum of being wages due to themhal been paid by agents , and that their affects, Dis. A.S and Insurance Card

I hereby certify that I have sanotloned the engagement of the Seamen on lines 51 52 and 53 on the terms of this agreement which they have signed in my

have been delivered to then

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



Shenh

Korl Atruly discharge of the second who names affect at lies 49 0 50 of ili

Pulthy. I certify that I has sometime to nome afbean at lie 54 of the

Note.—If further space is required for Certificates or Endorsements, an additional form Eng. I should be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28. Merchant Shipping

The wages and effects of scamen 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.l.

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b) † and those with reference Numbers

under Section 28 (12c)†

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

(Thirty-six 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 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every crasure, 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 His 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 cutry 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 1001., 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 chadren under the age of 14 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 Eigineurs, 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. 1804, and producing at the Merchantle Marine Office the Certificate of any Mate or Engineer engaged during or sub-sequent 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.
- Carrying any Seeman to see without entering into an Agreement subjects the Master to a Penalty of 5t.
- 13. The Master of a foreign-going Ship incurs a Penalty of 51. if he loss 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 Penulty. (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 101.
- 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. 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 sunctioned by the Ministry of Transport, 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 51, 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-Buok.
- 21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 101, to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 201, 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 9. cols. 19 and 20.)