



1

# OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

## A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
					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. Date 30.6.67		Port..... Date.....

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

Countersigned

.....  
 Superintendent.

.....Master

10 DARWIN SHIPPING LTD. Address  
 STANLEY,  
 FALKLAND 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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	R. Nigel Miller	Master.	-	-	
2	Peter S. Thain	Mate	V. G.	V. G.	
3	Neil Tennings	2 <sup>ND</sup> MATE	V. G.	V. G.	32.
4	Gerold Tennings	3 <sup>RD</sup> MATE	V. G.	V. G.	
5	David Bridger	Radio Officer	V. G.	V. G.	28.
6	Barry M. Nielsen	Boatman	V. G.	V. G.	29. 30. 31.
7	Randolph McEae	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	V. G.	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	Asst Cook.	V. G.	V. G.	28. 30. 31.
15	James Harkiss	Ch. Engr.	V. G.	V. G.	
16	Malcolm J. S. Binnie	2 <sup>ND</sup> Engr.	V. G.	V. G.	28.
17	Dennis Larsen	3 <sup>RD</sup> Engr.	V. G.	V. G.	29. 30.
18	Richard A. Hills	4 <sup>TH</sup> Engr.	V. G.	V. G.	30. 31.
19	Severo Ampuero	Fireman	V. G.	V. G.	28.
20	Victor Gonzalez	- " -	V. G.	V. G.	33.
21	Roque Beltran	- " -	V. G.	V. G.	30. 33.
22	Dennis Goodwin	- " -	V. G.	V. G.	29. 32.
23	William J. Rowlands	Ch. Steward	V. G.	V. G.	31.
24	Rubelinde Boldrini	2 <sup>ND</sup> Steward	V. G.	V. G.	31.
25	Ulises Barria	Steward	V. G.	V. G.	31. 32.

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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Hermann Seron	Steward	V. G.	V. G.	28. 30.
27	Tose Montiel	Steward	V. G.	V. G.	
28	Hector Garcia	Steward	V. G.	V. G.	29.
29	Tuan Constantin	Steward	V. G.	V. G.	28.
30	James McKenzie	Cook	V. G.	V. G.	30. 31.
31	Enrique Garcia	Asst Cook	V. G.	V. G.	28.
32	William P. Hills	AB.	-	-	28.
33	Ruben Bonanni	Steward.	V. G.	V. G.	29. 30. 32.
34	Tose M. Quintana	Radio Officer	V. G.	V. G.	28.
35	Abraham Sawosky	Steward	V. G.	V. G.	29.
36	Fernando Briarte	AB.	V. G.	V. G.	28. 33.
37	Pedro Xavier	AB	V. G.	V. G.	29. 32.
38	George Carro	S. O. S.	V. G.	V. G.	29.
39	Will. Miller	Superintendent	-	-	29. 30.
40	James Miller	- " -	-	-	29. 30.
41	Robert V. Hartley	Chief Officer.	V. G.	V. G.	28. 29.
42	Rubelinde Boldrini	Steward	V. G.	V. G.	30.
43	David Thain	Superintendent	-	-	30.
44	Herman Seron	Steward	V. G.	V. G.	30.
45	Luis Moreno	Steward	V. G.	V. G.	31.
46	George Harris	Chief Steward	V. G.	V. G.	31.
47	Rubelinde Boldrini	2 <sup>ND</sup> Steward	V. G.	V. G.	31.
48	Severo Hansen	Fireman	V. G.	V. G.	32.
49	Bruce Blackwell	Surf	-	-	32. 33.
50	Joseph Booth	- " -	-	-	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.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51	Martin Fernandez	Steward	V.G.	V.G.	32.
52	Ruben Bonini	Fireman	V.G.	V.G.	33.
53	Rafael Savatell	Fireman	V.G.	V.G.	33.
54	Neil Jennings	2 <sup>nd</sup> 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.

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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
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## MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

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

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

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

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

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

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

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

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

Signature of Officiating Clergyman.....

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

## BIRTHS

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

## DEATHS

[illegible]

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

(See Instructions on previous page)

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

†Signature of Master.....

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

(See Instructions on previous page)

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

(See Instructions on previous page)

[illegible]

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

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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
3.7.67.	No drills carried out this week. Vessel in port and coastwise.		3.7.67.	R Miller H. H. H.
10.7.67.	No drills carried out this week. Vessel in port and coastwise.		10.7.67	R Miller H. H. H.
16.7.67.	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Ship's Company then exercised at Fire Drill. All fire fighting apparatus tested. Emergency generator and Fire Pump operated. HT door and fire flaps and fire doors worked. All in good order and condition.		17.7.67	R Miller H. H. H.
24.7.67.	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Hand steering, HT door operated. Fire Alarms key tested. All in good order and condition.		25.7.67	R Miller H. H. H.
31.7.67.	No drills carried out this week, vessel in port and coastwise.		1.8.67	R Miller H. H. H.
7.8.67.	No drills carried out this week, vessel in port and coastwise.		7.8.67	R Miller H. H. H.
11.8.67.	Port (motor) lifeboat lowered on to jetty for fitting of engine cover and overhaul and replacement of rations.		19.8.67	R Miller H. H. H.
16.8.67.	Starboard lifeboat lowered to complete fitting of engine cover and overhaul and replacement of rations.		19.8.67	R Miller H. H. H.
17.8.67.	Both lifeboats hoisted and resecured.		19.8.67	R Miller H. H. H.
20.8.67.	Passengers mustered at Boat Stations and instructed on wearing of lifejackets and procedure.		19.8.67.	R Miller H. H. H.
29.8.67.	Passengers and Crew mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers instructed in use of life-jackets. Kidde Fire Alarms key-tested. HT door and hand steering operated. Emergency generator run on test.		29.8.67	R Miller H. H. H.
30.8.67	Crew exercised at Fire Drill. Emergency pump run on load. Hoses run out. Smoke mask donned. Fire doors worked, flaps tested, the extinguisher let off.		30.8.67.	R Miller H. H. H.

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

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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
9.9.67	No drills carried out this week. Vessel in port and coastwise.		11.9.67	R Miller H. H. H.
11.9.67	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Passengers instructed in wearing of jackets. Both boats lowered to embarkation level, hoisted and resecured.		11.9.67	R Miller H. H. H.
18.9.67	Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured.		18.9.67	R Miller H. H. H.
19.9.67.	Passengers mustered, wearing life-jackets, at Boat Stations and instructed in procedure. Fire Alarms tested, HT door and hand steering operated. All in good order and condition.		19.9.67	R Miller H. H. H.
25.9.67	No drills this week, vessel in port and coastwise.		26.9.67	R Miller H. H. H.
2.10.67.	Ship's Company and Passengers mustered wearing lifejackets and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator tested. All in good order and condition.		3.10.67	R Miller H. H. H.
6.10.67.	Port lifeboat lowered in to water, engine run on test.		6.10.67	R Miller H. H. H.
12.10.67	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Drill. Fire Alarms tested, HT door and hand steering operated. All in good order and condition.		13.10.67	R Miller H. H. H.
15.10.67	Ship's Company exercised at Fire Drill. Emergency fire pump operated on load. All fire fighting equipment tested, hoses run out and operated under pressure, spray and jet nozzles tested. Fire doors and flaps operated, two portable extinguishers tested by discharge and refilled. Smoke Helmets donned, Air hoses run out. All in good order and condition.		15.10.67	R Miller H. H. H.
23.10.67	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator tested. Ship's Company blocks fitted to lifeboat seats on boat deck. All in good order and condition.		24.10.67	R Miller H. H. H.
31.10.67	Passengers and Ship's Company, mustered wearing life-jackets at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Fire Alarms tested, emergency generator, HT door and hand steering tested. All in good order and condition.		1.11.67	R Miller H. H. H.

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



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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
1. 11. 67	Ship's Company exercised at Fire Drill. All fire fighting apparatus tested, found in good order. Emergency fire pump ran on load. Tide doors and flaps operated.		1. 11. 67	<i>R. Miller</i> <i>R. Hartley</i>
6. 11. 67	No drills carried out. Vessel coastwise or in port.		6. 11. 67	<i>R. Miller</i> <i>R. Hartley</i>
13. 11. 67	No drills this week. Vessel in port.		13. 11. 67	<i>R. Miller</i> <i>R. Hartley</i>
20. 11. 67	Passengers mustered, with Ship's Company, at Boat Stations and instructed on procedure. Ship's Company then exercised at Fire Drill. All fire-fighting apparatus tested and examined. All in good order and condition.		21. 11. 67	<i>R. Miller</i> <i>R. Hartley</i>
25. 11. 67	Port motor lifeboat lowered on to barge in Montevideo, removed to for. Co. workshops for renewal of engine.		20. 12. 67	<i>R. Miller</i> <i>R. Hartley</i>
29. 11. 67 5 21. 12. 67	Lloyd's Surveyor, Mr. D. McColville, while vessel in Montevideo, surveyed starboard boat in situ on board, and all equipment for both boats. Port lifeboat surveyed while engine being renewed. All firefighting and lifesaving equipment surveyed. Four 10 Man Beaufort inflatable lifeboats received and placed in position on board. All in good order and condition.		20. 12. 67	<i>R. Miller</i> <i>R. Hartley</i>
21. 12. 67	Port lifeboat returned on board and secured after engine renewal.		21. 12. 67	<i>R. Miller</i> <i>R. Hartley</i>
23. 12. 67	Stopped on voyage to Stanley from Montevideo to transfer mails and supplies to HMS Protector		24. 12. 67	<i>R. Miller</i> <i>R. Hartley</i>
1. 1. 68	Port (motor) lifeboat in use towing scows to and from ship - working boat u/s. New engine performing satisfactorily.		1. 1. 68	<i>R. Miller</i> <i>R. Hartley</i>

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

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

[illegible]

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

**RECORD OF 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
3.7.67	R. N. Miller. Master. P. S. Thain. Mate. H. R. Rowlands. Ch. Stew.	None.	3.7.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
10.7.67	— do —	None.	10.7.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
17.7.67	— do —	None.	17.7.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
24.7.67	— do —	None.	24.7.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
31.7.67	— do —	None.	31.7.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
7.8.67	— do —	None.	7.8.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
14.8.67	— do —	None.	14.8.67	<i>R. N. Miller</i> <i>P. S. Thain</i>
21.8.67	R. N. Miller. Master. R. V. Hartley. Chf. Officer P. S. Thain. Mate. H. R. Rowlands. Ch. Stew.	None.	21.8.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
28.8.67	— " —	None.	29.8.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
4.9.67	— " —	None.	4.9.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
11.9.67	— " —	None.	12.9.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
19.9.67	— " —	None.	19.9.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
25.9.67	— " —	None.	26.9.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
2.10.67	— " —	None.	3.10.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>
9.10.67	— " —	None.	9.10.67	<i>R. N. Miller</i> <i>R. V. Hartley</i>



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. Miller. Master. R.V. Hartley. Chief Officer. H. Rowlands. Chief Steward.	None	14.10.67	R.N. Miller R.V. Hartley
23.10.67	— " —	None	23.10.67	R.N. Miller R.V. Hartley
30.10.67	— " —	None	31.10.67	R.N. Miller R.V. Hartley
4.11.67	R.N. Miller. Master. J.H. Yorath. Company Director (Panama) R.V. Hartley. Chief Officer. H. Rowlands. Chief Steward.	None	4.11.67	R.N. Miller R.V. Hartley
11.11.67	R.N. Miller. Master R.V. Hartley. Chief Officer J. Harris. Chief Steward	None	11.11.67	R.N. Miller R.V. Hartley
17.11.67	— " —	None	20.11.67	R.N. Miller R.V. Hartley
25.11.67	— " —	None	26.11.67	R.N. Miller R.V. Hartley
5.12.67	R.V. Hartley. Chief Officer P.S. Thain. Mate. J. Harris. Chief Steward.	None.	5.12.67	R.N. Miller R.V. Hartley
10.12.67	— " —	Vessel undergoing survey and repairs in Montevideo	10.12.67	R.N. Miller R.V. Hartley
15.12.67	— " —	None	17.12.67	R.N. Miller R.V. Hartley
23.12.67	R.N. Miller. Master R.V. Hartley. Chief Officer P.S. Thain. Mate. J. Harris. Chief Steward	None	24.12.67	R.N. Miller R.V. Hartley
30.12.67	R.N. Miller. Master R.V. Hartley. Chief Officer J. Harris. Chief Steward	None	31.12.67	R.N. Miller R.V. Hartley

[illegible]

[illegible]

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

[illegible]

[illegible][illegible]



[illegible]

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

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

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

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

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

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

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

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

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

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

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

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

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

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line
Tropical .....	Four (4)	feet	Three-eighths ( $0\frac{3}{8}$ )	(T)..... inches above S.
Summer .....	Four (4)	feet	Three-eighths ( $0\frac{3}{8}$ )	(S) Upper edge of line through centre of disc.
Winter .....	Four (4)	feet	Three-eighths ( $0\frac{3}{8}$ )	(W)..... inches below S.
Winter North Atlantic (if assigned) }	N.A.	feet	N.A.	(WNA)..... inches below S.
Allowance for fresh water for all freeboards:—			Three and one half ( $3\frac{1}{2}$ )	inches.
The upper edge of the deck line from which these freeboards are measured is				inches
above the top of the		Steel	Lines	deck at side.
(Above particulars to be taken from Load Line Certificate.)				
Maximum draught of water in summer	Thirteen (13)	feet	Six and one half ( $6\frac{1}{2}$ )	inches.

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

## NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In the case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water", the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.
- The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									Weight	Ins.	Distance	Ins.
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.				
16. 7. 67 1100	Stanley	7 06	13 00	7 03 1/2	7 03 1/2	7 03 1/2	1025	-	Nil		Nil	
24. 7. 67 1800	Montevideo	12 00	13 04	4 10 1/2	4 10 1/2	4 10 1/2	1025	-	Nil		Nil	
20. 8. 67 1700	Stanley	7 06	13 02	7 02 1/2	7 02 1/2	7 02 1/2	1025	-	Nil		Nil	
29. 8. 67 1810	Montevideo	10 06	14 06	5 00 1/2	5 00 1/2	5 00 1/2	1025	-	Nil		Nil	
11. 9. 67. 1700	Stanley	7 06	14 00	6 09 1/2	6 09 1/2	6 09 1/2	1025	-	Nil		Nil	
19. 9. 67 1630	Montevideo	10 06	14 00	5 03 1/2	5 03 1/2	5 03 1/2	1025	-	Nil		Nil	
2. 10. 67 1100	Stanley	8 00	13 00	7 00 1/2	7 00 1/2	7 00 1/2	1025	-	Nil		Nil	
12. 10. 67 1830	Montevideo	11 10	13 02	5 00 1/2	5 00 1/2	5 00 1/2	1025	-	Nil		Nil	
23. 10. 67 1100	Stanley	8 02	12 08	6 11 1/2	6 11 1/2	6 11 1/2	1025	-	Nil		Nil	
31. 10. 67 1700	Montevideo	11 02	13 03	5 04 1/2	5 04 1/2	5 04 1/2	1025	-	Nil		Nil	
20. 11. 67 1130	Stanley	9 06	12 04	6 10 1/2	6 10 1/2	6 10 1/2	1025	-	Nil		Nil	
21. 12. 67 1925	Montevideo	10 11	14 06	4 02 1/2	4 02 1/2	4 02 1/2	1025	-	Nil		Nil	

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

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

See Notes on page 23.

Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard amidships in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)		SIGNATURES		ARRIVALS	
							MASTER	MATE	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
							(16)	(17)	(18)	(19)
							Ins.	Ft. Ins.		
Nil	10' 03"		7 03 1/2		-		R. Miller	R. Miller	20.7.67 1640	Montevideo
Nil	12' 08"		4 10 1/2		-		R. Miller	R. Miller	28.7.67 1650	Stanley
Nil	10' 04"		7 02 1/2		-		R. Miller	R. Miller	24.8.67 1518	Montevideo
Nil	12' 06"		5 00 1/2		-		R. Miller	R. Miller	2.9.67 1800	Stanley
Nil	10' 09"		6 09 1/2		-		R. Miller	R. Miller	15.9.67 1345	Montevideo
Nil	12' 03"		5 03 1/2		-		R. Miller	R. Miller	23.9.67 1825	Stanley
Nil	10' 06"		7 00 1/2		-		R. Miller	R. Miller	6.10.67 1530	Montevideo
Nil	12' 06"		5 00 1/2		-		R. Miller	R. Miller	16.10.67 2225	Stanley
Nil	10' 07"		6 11 1/2		-		R. Miller	R. Miller	27.10.67 1024	Montevideo
Nil	12 02 1/2		5 04 1/2		-		R. Miller	R. Miller	4.11.67 1345	Stanley
Nil	10' 08"		6 10 1/2		-		R. Miller	R. Miller	24.11.67 1803	Montevideo
Nil	13' 04"		4' 02 1/2		-		R. Miller	R. Miller	25.12.67 1856	Stanley

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

[illegible]

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

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

*See Notes on page 23.*

[illegible]

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



**OFFICIAL LOG of the**  
**from**
**towards**

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
1630 7.7.67	Stanley	7.7.67	Art 14, T. Hansen, Dist Cook, signed Articles before Colonial Shipping Master. <i>[Signature]</i>	<i>[Signature]</i> Mute
16.7.67 1030	Stanley	16.7.67	W. Hills, AB, signed Articles before Colonial Shipping Master. W. Hills discharged this day. This action in conjunction with an agreed settlement of a previous dispute. <i>[Signature]</i> <i>[Signature]</i> <i>[Signature]</i>	<i>[Signature]</i> Mute
16.7.67 1035	Stanley	16.7.67	The above read over to W. Hills, who replied: "This is acceptable." <i>[Signature]</i>	<i>[Signature]</i> Mute
21.7.67. 1000	Montevideo	24.7.67	M. Binnie, 2nd Engineer, H. Arnal, JOS and S. Ampuero, Fireman, attended British Hospital. Treatment prescribed. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute
21.7.67 1430	Montevideo	24.7.67	D. Bridger, Radio Officer, signed off before Consul. J. Quintana, Radio Officer, signed Articles before Consul. <i>[Signature]</i>	<i>[Signature]</i> Mute
21.7.67 1545	Montevideo	24.7.67	M. Pantor, AB, H. W. Arnal, JOS, E. Garcia, 2nd Cook, S. Constantine, steward, signed off before Consul. F. Prioste, AB, signed on before Consul. Mr. R. V. Hartley, extra Chief Officer, joined vessel as passenger. <i>[Signature]</i>	<i>[Signature]</i> Mute
22.7.67 1000	Montevideo	24.7.67	M. Binnie, 2nd Engineer and H. Arnal, steward, attended British Hospital. Treatment prescribed. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute

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.

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

**OFFICIAL LOG of the**
**from**
**towards**

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

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
24.7.67 1400	Montevideo	24.7.67	R. Xavier AB, J. Parro, S.O.S. R. Bonanni, Steward and A. Sawosky, Steward, signed Articles before Consul. <i>[Signature]</i>	<i>[Signature]</i> Mute
24.7.67 1450	Montevideo	24.7.67	H. Garcia, Steward, signed off before Consul. <i>[Signature]</i>	<i>[Signature]</i> Mute
31.7.67 1000	Stanley	31.7.67	D. Goodwin, fireman, attended K.E.M. Hospital. Treatment prescribed. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute
6.8.67 1330	Fox Bay	7.8.67	Dr. Malone called in to attend D. Larson, 3rd Engineer, suffering from acute stomach pains. Treatment prescribed. Fit for duty when pain subsides. <i>[Signature]</i>	<i>[Signature]</i> Mute
8.8.67 1100	Landbar Island	8.8.67	R. Bonanni, Steward cut hand while butchering beef. Band dressing applied. <i>[Signature]</i>	<i>[Signature]</i> Mute
9.8.67 1000	Stanley	10.8.67	D. Goodwin, fireman, and R. Bonanni, Steward, attended K.E.M. Hospital. Treatment prescribed. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute
10.8.67 1000	Stanley	10.8.67	S. Aldridge, JOS, R. Bonanni, Steward, attended K.E.M. Hospital. Treatment prescribed. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute
20.8.67 1630	Stanley	20.8.67	Mr. R. V. Hartley, Chief Officer, signed Articles before Colonial Shipping Master. Mrs. J. C. M. Miller and Master B. J. Miller, Supercargo, signed Articles before Colonial Shipping Master. <i>[Signature]</i>	<i>[Signature]</i> Mute
24.8.67 1700	Montevideo	28.8.67	B. Nielsen, Boson, and D. Goodwin, Fireman, attended British Hospital. Fit for duty. <i>[Signature]</i>	<i>[Signature]</i> Mute

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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 of Fine or Forfeiture inflicted
26.8.67 0945	Montevideo	29.8.67	D. Larsen, 3 <sup>rd</sup> Engineer, H. Seron and R. Bonanni, attended, attended British Hospital. Larsen for stomach complaint, Seron for rupture, Bonanni for cut hand.	
26.8.67 1030	Montevideo	29.8.67	B. Nielsen, Bosun, attended Br. Hospital.	
28.8.67 1000	Montevideo	29.8.67	H. Seron, Steward, signed off Articles before Consul and entered British Hospital for hernia operations. R. Proce, Steward, signed Articles before Consul.	
2.9.67 1830	Stanley	4.9.67	Mrs J.E.M. Miller and Master James Miller, Superintendents, signed off before Shipping Master.	
11.9.67 1630	Stanley	11.9.67	Master D. Thain, Superintendents, signed Articles before Shipping Master.	
15.9.67 1545	Montevideo	16.9.67	S. Aldridge, J.O.S., R. Baltham, Fireman, attended British Hospital. Both fit for duty.	
19.9.67 0900	Montevideo	20.9.67	S. Harner, Assistant Cook, attended Br. Hospital with sore throat.	
29.9.67 1400	Stanley	30.9.67	Master D. Thain, Supy, signed off before Col. Shipping Master.	
22.9.67 1500	Stanley	30.9.67	S. Aldridge, J.O.S., off duty, fever.	
2.10.67 0900	Stanley	2.10.67	S. Aldridge resumed duty.	
6.10.67 1630	Montevideo	7.10.67	H. Seron, Steward, rejoined vessel after British Hospital. Signed on before Consul.	
6.10.67 1630	Montevideo	7.10.67	B. Nielsen, Bosun, S. Aldridge, J.O.S., R. Hills, 4 <sup>th</sup> and J. McKenzie, Cook, attended Hospital.	
9.10.67 0900	Montevideo	10.10.67	R. Croce, Steward, signed off before Consul.	

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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 of Fine or Forfeiture inflicted
9.10.67 0930	Montevideo	10.10.67	B. Nielsen, Bosun, R. Hills, 4 <sup>th</sup> , attended British Hospital for further treatment.	
10.10.67 0900	Montevideo	10.10.67	R. Hills, 4 <sup>th</sup> , attended hospital for further treatment.	
10.10.67 0600	Montevideo	10.10.67	R. Boldrini, 2 <sup>nd</sup> Steward, granted compassionate leave in view of his wife's sudden death at home. Signed off on form ENC 2A, form sent to Consul.	
10.10.67 1030	Montevideo	10.10.67	L. Moreno, Steward, signed on before Master on ENC 2A. Form sent to Consul.	
10.10.67 1100	Montevideo	10.10.67	V. Barria, Steward, promoted to Rating 2 <sup>nd</sup> Steward while Boldrini on compassionate leave.	
17.10.67	Stanley	18.10.67	R. Hills, 4 <sup>th</sup> , attended K.E.M. Hospital, Stanley, for treatment.	
29.10.67 1600	Montevideo	30.10.67	L. Moreno, Steward, signed off before Consul. J. Harner, Chief Steward, rejoined from UK leave, signed on before Consul.	
30.10.67 0900	Montevideo	30.10.67	R. Boldrini, 2 <sup>nd</sup> Steward, rejoined from compassionate leave, signed on before Consul. V. Barria reverts to Steward w.e.f. 31.10.67.	
4.11.67 1415	Stanley	5.11.67	T. Hensen, Assistant Cook, signed off before Colonial Shipping Master. J. McKenzie, Cook, reverts to Assistant Cook w.e.f. 5.11.67. W. Raskin, Chief Steward, reverts to Chief Cook w.e.f. 5.11.67.	

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OFFICIAL LOG of the  
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 of Fine or Forfeiture inflicted
17.11.67 1700	Stanley	20.11.67	Art. 22, D. Landwin, fireman, signed off before Colonial Shipping Master by Mutual Consent. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
18.11.67 0930	Stanley	20.11.67	Art. 48, T. Hansen, fireman, signed on before Colonial Shipping Master. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1130 20.11.67	Stanley	20.11.67	Art. 3, N. Jennings, 2nd Mate, signed off for leave before Colonial Shipping Master. Art. 49, B. Blackwell, and Art. 50, J. Booth, signed on as Supernumeraries for return voyage to Montevideo. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1800 24.11.67	Montevideo	24.11.67	Art. 25, U. Barrios, Steward, signed off before Consul. Mutual Consent, returning to Chile. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
0700 27.11.67	Montevideo	29.11.67	Art. 51, M. Fernandez, Steward, joined and commenced duties. Subsequently signed on before Consul. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1630 27.11.67	Montevideo	9.12.67	Art. 33, R. Bonanni, Steward, attended British Hospital for attention to injured finger (See page 29). Operated on, unfit for duty and was unable to resume duties until 5/12/67. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1600 30.11.67	Montevideo	9.12.67	Art. 37, P. Xavier, AB, attended British Hospital with pain inflammation of eye. Unfit for duty and could not resume duties until 5/12/67. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1000 4.12.67	Montevideo	9.12.67	Art. 10, H. Smit, AB, attended British Hospital with sore back from fall in AB's hatch on 2/12/67. Placed off duty and did not resume until 7/12/67. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	

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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 of Fine or Forfeiture inflicted
1600 13.12.67	Montevideo	20.12.67	Art. 21, P. Beltran, fireman, signed off by Mutual Consent before Consul. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1000 13.12.67	Montevideo	20.12.67	Shore workman, name not known, employed by Mr. A. Frosslund, tank and bilge cleaning contractor, fell in port E.H. bilge. Sent ashore to hospital for attention, where injury reported to be confined to bruising of ribs. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
0900 14.12.67	Montevideo	20.12.67	Art. 52, R. Bonini, fireman, commenced duties. Subsequently signed on before Consul. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1700 15.12.67	Montevideo	20.12.67	Art. 20, V. Jorgalay, fireman, signed off before Consul for leave. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1000 16.12.67	Montevideo	20.12.67	Art. 8, J. Rawles, DHU, attended British Hospital for treatment to insect bites. Fit for duty. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1400 19.12.67	Montevideo	20.12.67	Art. 36, F. Iriarte, AB, sent to British Hospital, where detained, for attention to severe cut on left leg caused by chain scraper. Subsequently signed off by Art. 21, sent to Consul. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
0700 16.12.67	Montevideo	20.12.67	Art. 53, R. Sawatel, Fireman, commenced duties. Subsequently signed on before Consul. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
21.12.67 0930	Montevideo	21.12.67	Mr. D. McColville Lloyd's Surveyor, completed Safety and F/Fighting Surveys. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	
1930 25.12.67	Stanley	26.12.67	Art. 49/50, J. Booth & B. Blackwell, Supernumeraries, signed off before Colonial Shipping Master. <i>R. Miller Master</i> <i>R. Hartley Mdt.</i>	

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.

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.



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.

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**towards**

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.

**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.



# AGREEMENT AND LIST OF THE CREW

## FOREIGN-GOING SHIP.

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

ISSUED BY THE  
MINISTRY OF TRANSPORT  
IN PURSUANCE OF  
57 & 58 VICT. CH. 60.

Name of Ship. <sup>1</sup>	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any)
DARWIN / ZDLC	156384	STANLEY, FAULKLAND IS.	2-1957	Gross. 1792.86	Net. 138.55	N.H.P. 144 I.H.P. 150 B.H.P. 980
REGISTERED/MANAGING OWNER OR MANAGER.				CHARTERER. <sup>2</sup>		
Name.	Address (State No. of House, Street and Town).		No. of Seamen and Apprentices for which accommodation is certified.	Name.	Address.	
DARWIN SHIPPING LTD	STANLEY, FAULKLAND ISLANDS		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 from<sup>4</sup>

And it is also agreed, that<sup>5</sup>

Voyage between the limits of 60 degrees latitude and 65 degrees South latitude & period ending 31st December, 1967 or the arrival at Stanley after this date the consequent discharge of cargo on that date earlier at the option of the Master.

(a) Should any of the crew fail to join at any time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.

(b) The crew shall work overtime when and where required.

(c) The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.

(d) No cash shall be advanced or liberty granted other than at the discretion of the Master.

(e) The crew shall wear the Company's uniform No 1 and working uniform when and where required, and in event of the uniform not being returned in good condition (fair wear and tear accepted) the cost price of such uniform will be deducted from wages.

(f) The crew shall complete with thirty hands all told of whom not less than five shall be sailors.

(g) The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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 disgraced.

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 numbered<sup>6</sup>

are adopted by the parties hereto, and shall be considered as embodied in this Agreement; and it is also agreed, that if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

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

Signed by ..... Master  
on the 30<sup>TH</sup> day of JUNE 1967

Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
30 <sup>TH</sup> JUNE 1967	PORT STANLEY	4-1-68	Falkland Is. Stanley		Master.

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

## ADDITIONAL CLAUSES.

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

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

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

Mattress  
Pillow  
Pillow Case  
Sheets  
Blankets  
Towels  
Soap

(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 bedding. Where Articles do not exceed two months, crew signing on for the next voyage may be supplied with the same mattress cover (if provided) pillow and blankets as the previous crew, without changing.

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

(a) At Sea - 8 hours per day, Saturday and Sundays included.

(b) On Sailing and Arrival Days. - 8 hours per day Monday to Friday.

On Saturday, Sunday and applicable Public Holidays.

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

## ADDITIONAL CLAUSES.

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

(ii) Sailing Days - all hours worked in port and all hours worked in excess of 8, calculated from the commencement of duty irrespective of whether in port or at sea, to be overtime hours, except as provided in Clause (L). No hour to be paid overtime rate more than once.

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

(m) CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKENDS - SPECIAL PAYMENT.

(a) Sweeping Tubes and Cleaning Backendts 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 £4 per boiler total.

(d) Full chipping and scaling operation - a payment per boiler according to the heating surfaces of the boiler, on the following scale:-

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

(n) PUBLIC HOLIDAYS.

At Sea and Abroad.

New Years Day; Good Friday; Queens Birthday;  
Battle Day; Christmas Day; ~~Stanley Sports two days.~~

In Port, Falkland Islands.

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

# 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, 1915 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 week
Water	25 quarts	Milk	4 ozs.
Soft Bread	7 lbs.	Condensed or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	4 lbs. 11 ozs.	Milk for Cooking	4 ozs.
Smoked Ham or Bacon	8 ozs.	Butter	2 ozs.
Fresh Fish	1 lb. 8 ozs.	Suet	10 ozs.
Eggs	2 No.	Cooking Fat (other than suet) or Margarine	4 ozs.
Potatoes	7 lbs.	Marmalade, Jam or Syrup	6 ozs.
Dried or Compressed Vegetables	8 ozs.	Cheese	4 ozs.
Split Peas	4 ozs.	Pickles	1 pint
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Onions	8 ozs.
Flour	2 lbs.	Dried Fruits	5 ozs.
Rice	6 ozs.	Fine Salt	2 ozs.
Oatmeal, Rolled Oats or similar cereal	6 ozs.	Mustard	1 oz.
Tea	3 ozs.	Pepper	1 oz.
Coffee (containing not more than 25 per cent. Chicory)	2 ozs.	Curry Powder	1 oz.
Cocoa or Chocolate	3 ozs.		
Sugar	1 lb. 5 ozs.		

Note.—There is no entitlement under the above Scale to additional quantities of sugar, butter, margarine, suet 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.
- Bread.—The issue of soft bread under the scale shall not be required:—
  - in a ship of less than 1,000 tons gross registered tonnage; or
  - if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;
 but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.
- Meat.—The term "Meat" includes "Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of  $\frac{1}{2}$  lb. of salt meat or  $\frac{1}{2}$  lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Note.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.
- Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, 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.
- Fish.—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1  $\frac{1}{2}$  ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13  $\frac{1}{2}$  ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- 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.
- Rice.—If rice is not procurable semolina may be carried as a substitute.
- 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.
- 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 health. On each day when  $\frac{1}{2}$  lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to  $\frac{1}{2}$  lb. of fresh onions must be issued.
- The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

Note. In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

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

Salt Meat	5 lb.	Marmalade	1 lb.
Preserved Meat	1 lb.	Jam	1 lb.
Coffee	1 oz.	Syrup	1 lb.
Cocoa or Chocolate	11 ozs.	Butter	1 lb.
Tea	1 lb.	Cheese	1 lb.
Flour	1 lb.	Condensed Milk	2 $\frac{1}{2}$ ozs.
Biscuit	1 lb.	Dried Milk	4 ozs.
Rice	1 lb.	Mustard	1 oz.
Oatmeal, Rolled Oats or similar cereals	1 lb.	Curry Powder	1 oz.
Split Peas	1 lb.		
Flour	1 lb.		
Green Peas, Haricot or Butter Beans	1 lb.		
Rice	1 lb.		

[Thirty-six Pages.]

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

Freeboard from deck line.		Load Line.	
Tropical	4 feet. $3\frac{1}{8}$ inches.	(T)	..... inches above S.
Summer	4 feet. $3\frac{3}{8}$ inches.	(S)	Upper edge of line through centre of disc.
Winter	4 feet. $3\frac{1}{8}$ inches.	(W)	..... inches below S.
Winter North Atlantic (if assigned)	4 feet. $3\frac{3}{8}$ inches.	(WNA)	..... inches below S.
Allowance for fresh water for all freeboards:— $3\frac{1}{2}$ inches.			
The upper edge of the deck line from which these freeboards are measured is..... inches above the top of the..... deck at side.			
(Above particulars to be taken from Load Line Certificate.)			

The Winter North Atlantic load line (if assigned) applies for Voyages across the North Atlantic, north of latitude 36°N., during the winter months as defined in the Load Line Rules. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

REGULATIONS FOR MAINTAINING DISCIPLINE  
SANCTIONED BY THE MINISTRY OF TRANSPORT IN PURSUANCE OF S. 114 (2) OF THE  
MERCHANT SHIPPING ACT, 1894.

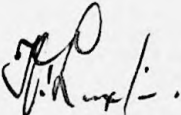
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shewn to the Superintendent or Consular Officer before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew, which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

No.	OFFENCE.	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted).	
2	Bringing or having on board intoxicating liquors.	
3	Drunkenness.	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument.	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted).	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	

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

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

**Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.**

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport 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.

This summary must be included in every agreement with the crew.

**List of Young Persons under 18 years of age, and account of all Apprentices employed on board during the voyage.**

[illegible]

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



## OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Departure of any Member of his Crew.				RELEASE				** Number of weeks for which insurance Act Contrib- utions are payable
In what Capacity engaged. No. of Certificate (If any), and No. of R.N.R. Commission or R.V.R. (If any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature of Official before whom the Sea- man is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owners or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the Line on which he signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.			
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.		19.	20.	21.	
Master 92140		AT Once					4/1/68	Stanley Falkland Is.	Dis.			<i>R. Miller</i>	<i>J.</i>	1	
Mate.		AT Once					4/1/68	Stanley Falkland Is.	Dis.			<i>W. Harris</i>	<i>J.</i>	2	
2nd Mate.		"	78	7	6		20/1/67	Stanley	Leave	-	-	<i>W. Harris</i>	<i>J.</i>	3	
3rd Mate.		"	64				1/1/68	Stanley Falkland Is.	Dis.			<i>G. Jennings</i>	<i>J.</i>	4	
R <sup>o</sup> Officer		"	90	10			21/5/67	Montevideo	Dis.	-	-	<i>Form M</i>	<i>KB</i>	5	
Boatman		"	60				4/1/68	Stanley Falkland Is.	Dis.			<i>B. Nielsen</i>	<i>J.</i>	6	
DHU.		"	49	10			4/1/68	Stanley Falkland Is.	Dis.			<i>Ed. Roe</i>	<i>J.</i>	7	
DHU		"	49	10			4/1/68	Stanley	Dis.			<i>A. Bowles</i>	<i>J.</i>	8	
A.B.		"	58	10			21/5/67	Montevideo	Dis.	-	-	<i>Form M</i>	<i>KB</i>	9	
A.B.		"	58	10			4/1/68	Stanley	Dis.			<i>J. Smith</i>	<i>J.</i>	10	
J.O.S.		"	35				21/5/67	Montevideo	Dis.	-	-	<i>Form M</i>	<i>KB</i>	11	
M/Man		"	57	10			4/1/68	Stanley Falkland Is.	Dis.			<i>H. Sarney</i>	<i>J.</i>	12	
J.O.S.		"	35				4/1/68	Stanley Falkland Is.	Dis.			<i>S. T. Aldridge</i>	<i>J.</i>	13	
Art Cook		"	57				4/2/68	Stanley	Dis.	-	-	<i>H. Harris</i>	<i>J.</i>	14	
Ch. Engr. 30781		AT Once					4/1/68	Stanley	Dis.			<i>J. Harris</i>	<i>J.</i>	15	
2nd Engr.		"	89				4/1/68		Dis.			<i>W. Harris</i>	<i>J.</i>	16	
3rd Engr.		"	73	10			9/1/68	Stanley Falkland Is.	Dis.			<i>Larsen</i>	<i>J.</i>	17	
4th Engr.		"	64				4/1/68	Stanley Falkland Is.	Dis.			<i>J. Harris</i>	<i>J.</i>	18	
F/Man		"	59				4/1/68	Stanley	Dis.			<i>J. Harris</i>	<i>J.</i>	19	
F/Man		"	59				15/1/67	Montevideo	Leave	-	-	<i>Form M</i>	<i>J.</i>	20	

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## PARTICULARS

Reference No.	Inmate Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement	
							Date.	Place.
21		Proque No Beltran <sup>DE. 15465</sup>	22/10/13	Uruguay	(1) W. Chormande. (2) Santiago Cora 3195 Bar Montevideo.	Same.	30/6/67	Stanley Falkland Is.
22		D Gaudin F. 823	12/4/44	Falkland Is.	(1) M. Pola Cartmell (2) same place Falkland Is.	"	"	"
23		F. 180	11/2/16	Falkland Is.	(1) A. K. Klemm. (2) 3 Hebe St. Stanley.	"	"	"
24		W. J. Boulton	3/12/15	Chile.	(1) W. Troniti. (2) Huanashin 4066 Montevideo	"	"	"
25		P. Chelmin F. 119	14/1/36	Chile	(1) F. Duval (2) Club Huaca Puata Arenas Chile	"	"	"
26		Mosario F. 106	4/1/45	Chile	(1) F. Jose. Juan Williams 107 (2) Rio Saca. Chile.	"	"	"
27		F. 826	18/1/45	Chile	(1) F. Liberty Los Leones (2) Puerto Mont. Chile.	"	"	"
28		J. Katicel F. 227	12/6/26	Uruguay	(1) N. Margenita. (2) Guarigui 2487. Montevideo	"	"	"
29		Hector Garcia	13/10/20	Rumania	(1) W. Bibeca (2) Buenos Aires 223. Montevideo	"	"	"
30		F. 205	13/3/22	Tain	(1) B. Robert. Caracas (2) DIRIGENT RD. INDIENES Portland	"	"	"
31		J. McKinnis	15/10/45	Uruguay	(1) M. Diamantina (2) Fruct. 6 Acencio 619 Salto. Uruguay	"	"	"
32		F. 198	11/8/65	Falkland Is.	(1) W. Mary. (2) 4 Drury St. Stanley	"	16/1/67	"
33		Aug. 20924	3/4/67	Uruguay	(1) M. Dolores. (2) RECONQUISTA 598 MONTEVIDEO.	"CECILIA R.V"	24/7/67	MONTEVIDEO
34		URUG. 15450	1/3/33	Uruguay	(1) W. Floria MONTEVIDEO. (2) Palmira Costa 4296 B.	"ANCAP PUINTO"	21/7/67	"
35		Arg. 18578	3/10/16	Argentina	(1) Fr. SAN MITA TISCORNIA Baza (2) PASADU 357 Pat 7. Rio 3. Montevideo	"PAXOT"	21/7/67	"
36		UR. 15794	1/1/28	Spain.	(1) E. Edo. (2) CASABLANCA 3471. MONTEVIDEO	Same.	21/7/67	"
37		UR. 11124	23/1/31	Uruguay	(1) W. Maria (2) Soler S. Mangano 37. El Dorado. Montevideo	"ALBUR"	24/7/67	"
38		UR. 22196	22/9/42	Uruguay	(1) W. Maria (2) CHUE 3388. Montevideo	"PAXOT"	24/7/67	"
39		N.P.	21/11/34	Nas Zealand	(1) H. R. N. Miller P.O. Box 177 (2) Stanley Falkland Is.	Same	24/7/67	Stanley Falkland Is.
40		N.P.	24/7/44	Falkland Is.	(1) F. R. N. Miller P.O. Box 177 (2) Stanley Falkland Is.	"	24/7/67	"

\* If a British subject, state town or country of birth, and if born in a foreign country, state the country.

‡ If the advance of wages is not conditional on going to sea  
enters is to be stated under the head of "Cause of Leaving"

1 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".

2 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) 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 ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE				** Number of weeks for which Insur- ance Act Contri- butions are payable	
In what Capacity engaged: No. of Certificate (If any), and No. of R.N.R. Commission or R.V.Z. (If any).	Unemployment Local Office and Number	Date and Hour at which he to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment:	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Officer before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials before whom the balance of Wages was paid and Release signed and Date.	20.	21.		
8.	9.	10.	11.	12.	13.		Date.	Place.	Cause.	18.	19.	20.	21.			
Finan		At Once	59 - -	- -	30 -	JP	13/1/67	MONTEVIDEO	Putland Contract	- - -	Form M.	JP	2			
"		"	52 - -	- -	- -	JP	17/1/67	Stanley Falkland Is.	Dis.	- - -	D. Gardiner	JP	2			
Chief Steward		"	Separate Agreement.			JP	4/1/68	Stanley / Falkland Is.	Dis.		W. Howlands	JP	2			
2nd Steward		"	64/10 -	- -	30 -	JP	10/1/67	MONTEVIDEO	Leave	- - -	Form 'M'	JP	2			
Steward		"	57/10 -	- -	- -	JP	24/1/67	MONTEVIDEO	Dis.	- - -	Form M.	JP	2			
"		"	52 - -	- -	- -	JP	18/1/67	MONTEVIDEO	Left sick	- - -	Form M.	JP	2			
"		"	52 - -	- -	- -	JP	28/1/67	MONTEVIDEO	Left sick	- - -	Form M.	JP	2			
"		"	52 - -	- -	- -	JP	4/1/68	Stanley Falkland Is.	Dis.		J. Macintosh	JP	2			
"		"	40 - -	- -	30 -	JP	23/1/67	MONTEVIDEO	Dis.	- - -	Form M.	JP	2			
"		"	40 - -	- -	40 -	JP	21/Jan/67	MONTEVIDEO	Dis.	- - -	Form M.	JP	2			
Cook		"	71 - -	- -	- -	JP	6/1/68	Stanley	Dis.		G. McKenzie	JP	3			
Asst Cook		"	52 5 -	- -	40 -	JP	21/Jan/67	MONTEVIDEO	Dis.	- - -	Form M.	JP	3			
A.B.		"	58/10 -	- -	- -	JP	16/1/67	Stanley	Dis.	- - -	JP Hills	JP	3			
Steward R.O. 1st Officer		"	40 - -	- -	- -	JP	4/1/68	Stanley Falkland Is.	Dis.		Ruben Baranov	JP	3			
"		"	75 - -	- -	70 -	JP	4/1/68	Stanley Falkland Is.	Dis.		Robt Quintance	JP	3			
S.W.D.		"	40 - -	- -	55 -	JP	4/1/68	Stanley	Dis.		A. Woodhouse	JP	3			
A.B.		"	58/10 -	- -	50 -	JP	20/12/67	MONTEVIDEO	LEFT SICK	- - -	Eng 2 A	JP	3			
A.B.		"	58/10 -	- -	- -	JP	4/1/68	Stanley Falkland Is.	Dis.		JP Hills	JP	3			
S.O.S.		"	41 - -	- -	30 -	JP	4/1/68	Stanley	Dis.		JP Hills	JP	3			
Sunly		"	- 1 -	- -	- -	JP	2/1/67	Stanley	Dis.	- - -	JP Hills	JP	3			
" -		"	+ 1 -	- -	- -	JP	2/1/67	Stanley	Dis.	- - -	Jason R. Clifton	JP	4			

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.

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

[Thirty-six Pages]



## OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE				** Number of weeks for which Lar- vance Act Contri- butions are payable
In what Capacity engaged? No. of Certificate (If any), and No. of R.N.R. Commission or R.V.2. (If any).	Unemployment Lost Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allowance.	Signa- ture or Initials of Official before whom the Sea- man is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owners or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.		
Chief Officer	56500	At Once	Separate Agreement				6/68 Stanley Falkland Is.	Dis.				Partly signed	AD.	41	
Steward		28/8/67	40 0 0				9/10/67 Montevideo	Dis.				Form M	AD.	42	
Sup'ry		At Once	- 1 -				29/4/67 Italy	Dis.				O. M. G. I. D.	AD.	43	
Steward		At Once	52 - -				4/68 Stanley Falkland Is.	Dis.				AD.	AD.	44	
Steward		At Once	40 - -				27/10/67 Montevideo	Dis.				Form M	AD.	45	
Ch. Steward	28498	At Once	Separate Agreement				4/68 Stanley	Dis.				AD.	AD.	46	
2nd Steward		30/10/67	64 10 -		30 - -		4/68	Dis.				AD.	AD.	47	
Fireman		At Once	53 10 -				4/68	Dis.				AD.	AD.	48	
Sup'ry		At Once	- 1 - - - - -				25/12/67 Stanley	Dis.				B. Black	AD.	49	
Sup'ry		At Once	- 1 - - - - -				25/12/67 Stanley	Dis.				J. B.	AD.	50	
Steward		At Once	40 - -				4/68	Dis.				AD.	AD.	51	
Fireman		At Once	59 - -				4/68	Dis.				AD.	AD.	52	
Fireman		At Once	59 - -				4/68	Dis.				AD.	AD.	53	
Steward		At Once					4/68 P. I. L. L.	Dis.				AD.	AD.	54	
														55	
														56	
														57	
														58	
														59	
														60	

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. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Thirty-six Pages.]



## PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.			Date.	Place.
		1	2	3	4		5	6	7
61					(1)				
					(2)				
62					(1)				
					(2)				
63					(1)				
					(2)				
64					(1)				
					(2)				
65					(1)				
					(2)				
66					(1)				
					(2)				
67					(1)				
					(2)				
68					(1)				
					(2)				
69					(1)				
					(2)				
70					(1)				
					(2)				
71					(1)				
					(2)				
72					(1)				
					(2)				
73					(1)				
					(2)				
74					(1)				
					(2)				
75					(1)				
					(2)				
76					(1)				
					(2)				
77					(1)				
					(2)				
78					(1)				
					(2)				
79					(1)				
					(2)				
80					(1)				
					(2)				

\* If a British subject, state town or country of birth, and if born in a foreign country, state the country of birth.

\* If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving" If the advance of wages is not conditional on going to sea 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 ENGAGEMENT

[illegible]

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. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Thirty-six Pages.

## PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS	Age	Nationality (if British, state birthplace—see footnote)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous	Date and Place of Signing this Agreement	
							Date	Place
81					(1)			
					(2)			
82					(1)			
					(2)			
83					(1)			
					(2)			
84					(1)			
					(2)			
85					(1)			
					(2)			
86					(1)			
					(2)			
87					(1)			
					(2)			
88					(1)			
					(2)			
89					(1)			
					(2)			
90					(1)			
					(2)			
91					(1)			
					(2)			
92					(1)			
					(2)			
93					(1)			
					(2)			
94					(1)			
					(2)			
95					(1)			
					(2)			
96					(1)			
					(2)			
97					(1)			
					(2)			
98					(1)			
					(2)			
99					(1)			
					(2)			
100					(1)			
					(2)			

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

‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".  
§ If the advance of wages is not conditional on going to sea 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."  
\*\* 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. (b) 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 ENGAGEMENT

PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.										RELEASE		Number of weeks for which Insurance Act Contributions are payable	Reference No.
Date, Place and Cause of leaving this Ship, or of Death.										We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			
In what Capacity engaged? No. of Certificate (if any), and No. 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.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or initials of (Official before whom the Seaman is engaged)	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.
													81
													82
													83
													84
													85
													86
													87
													88
													89
													90
													91
													92
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													94
													95
													96
													97
													98
													99
													100

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.

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. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Thirty-six Pages.]

## PARTICULARS

Merchant No.	Issued For Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW  NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
101					(1)			
					(2)			
102					(1)			
					(2)			
103					(1)			
					(2)			
104					(1)			
					(2)			
105					(1)			
					(2)			
106					(1)			
					(2)			
107					(1)			
					(2)			
108					(1)			
					(2)			
109					(1)			
					(2)			
110					(1)			
					(2)			
111					(1)			
					(2)			
112					(1)			
					(2)			
113					(1)			
					(2)			
114					(1)			
					(2)			
115					(1)			
					(2)			
116					(1)			
					(2)			
117					(1)			
					(2)			
118					(1)			
					(2)			
119					(1)			
					(2)			
120					(1)			
					(2)			

\* 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.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.

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

## OF ENGAGEMENT

PARTICULARS OF DISCHARGE, Etc. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.							RELEASE			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which insur- ance Act Contrib- utions are payable	Reference No.
We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)							Date.	Place.	Cause.			
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.
												101
												102
												103
												104
												105
												106
												107
												108
												109
												110
												111
												112
												113
												114
												115
												116
												117
												118
												119
												120

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.

[Thirty-six Pages.]



## PARTICULARS

Reference No.	Issuing Tax Col. 1c.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW  NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
121					(1)			
					(2)			
122					(1)			
					(2)			
123					(1)			
					(2)			
124					(1)			
					(2)			
125					(1)			
					(2)			
126					(1)			
					(2)			
127					(1)			
					(2)			
128					(1)			
					(2)			
129					(1)			
					(2)			
130					(1)			
					(2)			
131					(1)			
					(2)			
132					(1)			
					(2)			
133					(1)			
					(2)			
134					(1)			
					(2)			
135					(1)			
					(2)			
136					(1)			
					(2)			
137					(1)			
					(2)			
138					(1)			
					(2)			
139					(1)			
					(2)			
140					(1)			
					(2)			

\* 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.  
† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys.

‡ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.  
§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving 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."  
\*\* 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 ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insurance Act Contributions are payable.
							Date.	Place.	Cause.				
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.
													121
													122
													123
													124
													125
													126
													127
													128
													129
													130
													131
													132
													133
													134
													135
													136
													137
													138
													139
													140

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 should be described as Cabin Boys, not merely as Boys.

‡ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.  
§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving 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."  
\*\* 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, (b) F. Where the seaman is not insurable on account of domicile, (c) O. Where no separately. Health Insurance being shown first. (d) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Thirty-six Pages.]

## PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.			Date.	Place.
		1	2	3	4		5	6.	7.
141					(1)				
					(2)				
142					(1)				
					(2)				
143					(1)				
					(2)				
144					(1)				
					(2)				
145					(1)				
					(2)				
146					(1)				
					(2)				
147					(1)				
					(2)				
148					(1)				
					(2)				
149					(1)				
					(2)				
150					(1)				
					(2)				
151					(1)				
					(2)				
152					(1)				
					(2)				
153					(1)				
					(2)				
154					(1)				
					(2)				
155					(1)				
					(2)				
156					(1)				
					(2)				
157					(1)				
					(2)				
158					(1)				
					(2)				
159					(1)				
					(2)				
160					(1)				
					(2)				

\* If a British subject, state town or country of birth, and if born in a foreign

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

1 If the advance of wages is not conditional on going to sea  
 2 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 ENGAGEMENT

[illegible]

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 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

[Thirty-six Pages.]

## PARTICULARS

Maritime No.	Issued To Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW  NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge (if more than a year previous).	Date and Place of Signing this Agreement.	
							Date.	Place.
161					(1)			
					(2)			
162					(1)			
					(2)			
163					(1)			
					(2)			
164					(1)			
					(2)			
165					(1)			
					(2)			
166					(1)			
					(2)			
167					(1)			
					(2)			
168					(1)			
					(2)			
169					(1)			
					(2)			
170					(1)			
					(2)			
171					(1)			
					(2)			
172					(1)			
					(2)			
173					(1)			
					(2)			
174					(1)			
					(2)			
175					(1)			
					(2)			
176					(1)			
					(2)			
177					(1)			
					(2)			
178					(1)			
					(2)			
179					(1)			
					(2)			
180					(1)			
					(2)			

\* 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.

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

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

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

\*\* 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 ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE			.. Number of Weeks for which Insur- ance Act Contribu- tions are payable	
In what Capacity engaged. No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment :	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owners or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	21.		
							Date.	Place.	Cause.					19.	20.
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.					
													161		
													162		
													163		
													164		
													165		
													166		
													167		
													168		
													169		
													170		
													171		
													172		
													173		
													174		
													175		
													176		
													177		
													178		
													179		
													180		

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.

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

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

\*\* 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.

[Thirty-six Pages.]



## PARTICULARS

Reference No.	Licence No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
181					(1)			
					(2)			
182					(1)			
					(2)			
183					(1)			
					(2)			
184					(1)			
					(2)			
185					(1)			
					(2)			
186					(1)			
					(2)			
187					(1)			
					(2)			
188					(1)			
					(2)			
189					(1)			
					(2)			
190					(1)			
					(2)			
191					(1)			
					(2)			
192					(1)			
					(2)			
193					(1)			
					(2)			
194					(1)			
					(2)			
195					(1)			
					(2)			
196					(1)			
					(2)			
197					(1)			
					(2)			
198					(1)			
					(2)			
199					(1)			
					(2)			
200					(1)			
					(2)			

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

‡ 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 ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE				** Number of weeks for which Insur- ance Act Contri- butions are payable
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.C. (if any).	Unemployment Local Office and Number	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment ;	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.			20.	21.
															181
															182
															183
															184
															185
															186
															187
															188
															189
															190
															191
															192
															193
															194
															195
															196
															197
															198
															199
															200

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

[Thirty-six Pages.]

## OF ENGAGEMENT

[illegible]

[Thirty-six Pages.]

OF ENGAGEMENT

[illegible]

[Thirty-six Pages.



## 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.

## Services required by Law.

	In countries other than China.	In China.
	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	3 0	3 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned)	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer	3 0	3 0
(13.) For every desertion certified by a Consular Officer	4 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	4 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—See No. 48)	6 0	7 0

## Services required by parties interested.

	In countries other than China.	In 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	6 0	7 0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. 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 June, 1967

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on pages numbered from 1 to 12 inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Acts.

The discharge books of the men aforesaid have been delivered to the Master, except in cases where it is stated on discharge books that Dis. A. have been produced.

Shipping Master,  
STANLEY, FALKLAND IS.

Pat Stanley.

I certify that I have sanctioned the engagement of the seaman whose name appears at line 14 of this agreement and that the seaman in question signed said agreement in my presence.

Shipping Master,  
14-7-67.

PORT STANLEY.

I certify that I have sanctioned the engagement and subsequent discharge of the seaman whose name appears at No. 32 of this agreement and that the seaman in question signed said agreement in my presence.

Shipping Master,  
16-7-67.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

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)



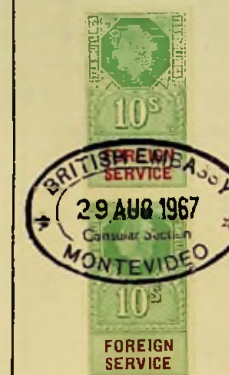
Shipping Master,  
20-8-67

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 24.8.67  
Agreement deposited 24.8.67  
- do - returned 29.8.67  
Average rate of exchange \$ 338.40 = £  
(for conversion of seamen's wages only)



I hereby certify that the Seamen on lines 5, 9, 11, 29 and 31 have been discharged at this port with my sanction on the ground of discharge (mutual consent), and that the sum of being wages due to them has been paid by Agents and that their effects, Dis. A's and Insurance Card have been delivered to them.

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

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

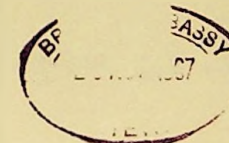
I hereby certify that the Seaman on line 38 has been discharged at this port with my sanction on the ground of discharge (mutual consent), and that the sum of being wages due to him has been paid by Agents and that his effects, Dis. A. and Insurance Card have been delivered to him.



Shipping Master,  
20-8-67

I certify that I have sanctioned the engagement of the seaman whose name appears at lines 39, 40 and 41 of this agreement and that the seaman in question signed said agreement in my presence.

Shipping Master,  
20-8-67



I hereby certify that I have 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 otherwise stated.



Shipping Master,  
2-9-67

Pat Stanley.

I certify that I have sanctioned the discharge of the seaman whose name appears at lines 39 and 40 of this agreement.

Shipping Master,  
2-9-67

I certify that I have sanctioned the engagement of the seaman appearing at line 43 of this agreement.

Shipping Master,  
11-9-67

(Thirty-Six Pages.)



## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 15.9.1967  
 Agreement deposited 18.9.1967  
 - do - returned 19.9.1967  
 Average rate of exchange \$ 437.00 = £  
 (for conversion of seamen's wages only)

*b.g. Sharkey*  
 ACTING BRITISH VICE-CONSUL

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 6.X.1967  
 Agreement deposited 6.X.1967  
 - do - returned 11.10.67  
 Average rate of exchange \$ 346.00 = £  
 (for conversion of seamen's wages only)

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

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

I hereby certify that the Seaman on 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, Dis. A. and Insurance Card have been delivered to him.

*b.g. Sharkey*  
 ACTING BRITISH VICE-CONSUL

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 27.10.1967  
 Agreement deposited 27.10.1967  
 - do - returned 31.10.67  
 Average rate of exchange \$ 346.00 = £  
 (for conversion of seamen's wages only)

I hereby certify that the Seaman on line 45 only 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, Dis. A. and Insurance Card have been delivered to him.

I hereby certify that I have sanctioned the engagement of the Seamen on lines 46 and 47 on the terms of this agreement which they have signed in my presence.

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

*b.g. Sharkey*  
 ACTING BRITISH VICE-CONSUL

I certify that the seaman whose name appears at line 14 of this agreement was discharged in my presence.

*Pat Minky*  
 4-11-67

I certify that the seaman whose name appears at line 22 of this agreement was discharged in my presence. I also certify that the seaman appearing at line 48 was today engaged in my presence.

*Pat Minky*  
 18-11-67

Name of Ship Dawn/RDLC

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

I certify that I have sanctioned the discharge and engagement of the seaman whose names appear at lines 3, and 48 respectively of this agreement.

*Pat Minky*  
 20-11-67

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 24.XI.1967  
 Agreement deposited 27.XI.1967  
 - do - returned 21.12.67  
 Average rate of exchange \$ 444.40 = £  
 (for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 20, 21 and 25 have been discharged at this port with my sanction on the ground of leave (20) mutual consent (21+25), and that the sum of £ being wages due to them has been paid by Agents, and that their effects, Dis. A. and Insurance Card have been delivered to them.

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

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

*Pat Minky*  
 ACTING BRITISH VICE-CONSUL



I certify that I have sanctioned the discharge of the seaman whose names appear at lines 49 & 50 of this agreement.

*Pat Minky*  
 25-12-67

I certify that I have sanctioned the engagement of the seaman whose name appears at line 54 of this agreement.

*Pat Minky*  
 26-12-67

NOTE — If further space is required for Certificates or Endorsements, an additional form Eng. 1 should be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference Numbers in this Agreement, have been duly accounted for to me on Form L. a.1.

The cases of seamen having the following reference Numbers

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

under Section 28 (12c)†

Signature. \_\_\_\_\_  
 Date. \_\_\_\_\_

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

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

[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 5*l.*, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in 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 entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 100*l.*, or by imprisonment with or without hard labour for a period not exceeding six months.

## Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 7). The employment of children under the age of 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 Engineers, and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.
- (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate

9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 5*l.*

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

## Ports Abroad.

14. Upon the arrival of the Ship at a Port abroad where there is a British Consular Officer or a Superintendent, the Master is bound under a

Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.

15. If the Ship remains at any port for a period less than forty-eight hours, and the Consular Officer or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be produced to the Consular Officer or Superintendent for inspection.

16. The engagement or discharge of any Seaman abroad, must be made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras. 20, 21 and 22 below). The Master must also obtain the sanction of the Consular Officer, or Superintendent, as the case may be, before he leaves a seaman or apprentice behind at a port abroad, whether by reason of desertion or of illness, or through some other cause.

## Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, etc., of the payment of wages.

19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a ship the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Ministry of Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.

21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 9, cols. 19 and 20.)