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# OFFICIAL LOG-BOOK

(O 4) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
DARWIN ZOLC	156384	PORT STANLEY FALKLAND IS	179286	73855	R. N. MILLER	98140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port STANLEY Date 9th JULY 1968	FALKLAND ISLANDS and SOUTH AMERICA	Port STANLEY Date 31st DEC 1968

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of STANLEY on 31st day of December 1968

Countersigned

Superintendent.

Master

P.O. Box 177.

John Street Stanley Address  
Falkland Islands

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



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

### List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	R. Nigel MILLER	Master			36
2	Robert V. HARTLEY	Mate	V.G.	V.G.	28
3	Neil JENNINGS	2 <sup>nd</sup> Mate	V.G.	V.G.	35
4	Gerald JENNINGS	3 <sup>rd</sup> Mate	V.G.	V.G.	33, 34, 36
5	James A. HOWARTH	Radio Officer			
6	Barry M. NIELSEN	Boatman	V.G.	V.G.	28, 31, 34, 35, 36
7	Randolph McRAE	AB	V.G.	V.G.	34
8	Fernando IRIARTE	AB	V.G.	V.G.	39
9	Jorge CARRO	DHU	V.G.	V.G.	38, 39
10	Sterling J. ALDRIDGE	SOS	V.G.	V.G.	33, 34, 38
11	Richard E. DICKSON	SOS	V.G.	V.G.	28, 35, 36
12	David PARRIN	JOS			34, 39
13	Sydney F. SMITH	JOS	V.G.	V.G.	34
14	Harry SARNEY	Messman			
15	James HARKISS	Chief Engineer	V.G.	V.G.	28, 29, 31, 32, 33
16	Malcolm J. S. BINNIE	2 <sup>nd</sup> Engineer			29, 31, 39
17	Dennis B. LARSEN	3 <sup>rd</sup> Engineer	V.G.	V.G.	28
18	Richard A. HILLS	4 <sup>th</sup> Engineer	V.G.	V.G.	32
19	Tennace D. HANSEN	Fireman	V.G.	V.G.	32, 33, 34, 36, 38, 39
20	Victor GONZALEZ HATT	— " —			
21	John F. RAWLES	— " —			35
22	Helmut DIHMANN	— " —	V.G.	V.G.	38
23	W.E.H. George Harris	Chief Steward			31, 36, 37, 38, 39
24	Rubelindo F. BOLDRINI	2 <sup>nd</sup> Steward			38
25	Hermann O. SERON	Steward	V.G.	V.G.	35

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	Jose MONTELL	Steward			
27	Abraham SAWESKY	Steward			
28	Marceline NAVARRO	Steward			
29	Nery P. SILVEIRA	Steward	V.G.	V.G.	28
30	William J. ROWLANDS	Cook			
31	James MCKENZIE	2 <sup>nd</sup> Cook			
32	Frederick JONES	Chief Officer			28, 32, 34, 36, 38, 39
33	Rolando CROCE	Steward	V.G.	V.G.	28, 33, 34
34	Till MILLER	Supply	—	—	29, 31
35	Taron MILLER	— " —	—	—	29, 31
36	Dennis B. LARSEN	3 <sup>rd</sup> Engr.			33
37	Peter S. THAIN	Senior 2 <sup>nd</sup> Mate			32
38	Richard A. HILLS	4 <sup>th</sup> Engineer			34
39	Nery J. SILVEIRA	Steward	V.G.	V.G.	34, 36
40	David ALLAN	Superintendent	—	—	35
41	Lucho BALLARDO	Steward	V.G.	V.G.	35
42	Alexander MCGILL	J.O.S.			35, 36, 37, 38, 39
43	Kenneth CREMERDE	S.O.S.			36
44	Hermann SERON	Steward			35
45	Neil JENNINGS	2 <sup>nd</sup> Mate			36
46	Ulises BARRIA	Steward			36
47	William WILSON	Chief Engineer			37
48	Gerald JENNINGS	3 <sup>rd</sup> Mate			37
49	Ronald DICKSON	S.O.S.			37, 38, 39
50	Barry NIELSEN	Boatman			37



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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	
51	David FELTON	Superintendent	-	-	37.
52	José QUINTANA	Radio Officer			37.
53	Delano JENNINGS	AB			38.
54	Ruben BONINI	Fireman			38, 39.
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
77					
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100					



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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
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107					
108					
109					
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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.







# 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
12.7.68	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Stations. Tassels gaskets instructed in correct wearing and use of jackets. No boats swung out due to adverse weather. Emergency fire pump tested.		13.7.68	R. Miller A. Houlby
20.7.68	Passengers and Ship's Company mustered, wearing life-jackets and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Motor lifeboat engine tested, smoke floats renewed in both boats. Aft door, hand steering operated. Fire Alarms key tested. All in good order and condition.		21.7.68	R. Miller C. J. Malt
21.7.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus started. All in good order and condition.		21.7.68	R. Miller C. J. Malt
27.7.68	No Boat Drills possible - inclement weather.		28.7.68	R. Miller C. J. Malt
2.8.68	No Drills this week - vessel in port.		2.8.68	R. Miller C. J. Malt
7.8.68	No drills this week - vessel in port.		7.8.68	R. Miller C. J. Malt
9.8.68	No drills, vessel rolling.		9.8.68	R. Miller C. J. Malt
16.8.68	No drills this week - vessel in port. Motor lifeboat engine oil checked. Emergency fire pump and generator overhauled. All in good order.		16.8.68	R. Miller C. J. Malt
23.8.68	No drills this week - vessel in port or coastwise.		23.8.68	R. Miller
28.8.68	Both lifeboats swung out and lowered to embarkation level, hoisted and resecured. All in good order and condition.		28.8.68	R. Miller C. J. Malt
30.8.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Instructed on emergency procedure. Hand steering tested.		30.8.68	R. Miller C. J. Malt
31.8.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested working. All in good order.		31.8.68	R. Miller C. J. Malt

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

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

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Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
5.9.68	Emergency Fire Pump and Emergency generator surveyed by Lloyd's Register Surveyor, Mr. D. McBlivie, in Montevideo, for Continuous Survey Hull/Machinery.		9.9.68	R. Miller C. J. Malt
6.9.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Hand steering, Aft door, Fire Alarms tested. All in good order.		9.9.68	R. Miller C. J. Malt
7.9.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested under working conditions and found in good order.		9.9.68	R. Miller C. J. Malt
14.9.68	No drills this week. Vessel in port & coastwise.		14.9.68	R. Miller C. J. Malt
20.9.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Fire and Boat Drills. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator and Fire Pump operated. All fire-fighting apparatus tested working.		21.9.68	R. Miller C. J. Malt
27.9.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured.		28.9.68	R. Miller C. J. Malt
3.10.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Ship's Company exercised at Fire Drill, all fire-fighting apparatus tested/overhauled. All in good order and condition.		4.10.68	R. Miller C. J. Malt
4.10.68	Steam fire annihilation tested in Nos 2 and 3 holds.		4.10.68	R. Miller C. J. Malt
9.10.68	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Emergency generator, Aft door, hand steering and fire alarms key tested. All in good order and condition.		10.10.68	R. Miller C. J. Malt
10.10.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested working. Emergency pump operating under load. All in good order and condition.		10.10.68	R. Miller C. J. Malt
19.10.68	No Drills this week. Vessel in port.		21.10.68	R. Miller C. J. Malt
25.10.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Stations. Re-secured life rafts taken into service.		26.10.68	R. Miller C. J. Malt
2.11.68	Hand Steering, Aft door, fire alarms, emergency fire pump, life-boat engine, emergency generator tested. All in good order and condition. Passengers and crew mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Ship's Company subsequently exercised at Fire Drill, all fire-fighting apparatus tested. All in good order.		3.11.68	R. Miller C. J. Malt

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



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

[illegible]

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[illegible]

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Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
14.7.68	R.N. Miller. Master. F. Jones. Chief Officer. R.V. Hardy. 1st Mate. G.C. Harris. Chief Steward	None	15.7.68	R. Miller R. Hardy
21.7.68	F. Jones. Chief Off. G.C. Harris. Chief Steward M. Birnie Chief Engineer	None	21.7.68	R. Miller G. Harris. Mate
28.7.68	R.N. Miller. Master. F. Jones. Chief Officer G.C. Harris. Chief Steward	None.	28.7.68	R. Miller G. Harris. Mate
4.8.68	F. Jones. Chief Officer G.C. Harris. Chief Steward. M. Birnie Chief Engin	None	5.8.68	R. Miller G. Harris. Mate
11.8.68	— do —	None	12.8.68	R. Miller G. Harris. Mate
18.8.68	— do —	None	19.8.68	R. Miller G. Harris. Mate
25.8.68	— do —	None	26.8.68	R. Miller G. Harris. Mate
1.9.68	R.N. Miller. Master. F. Jones. Chief Officer. G. Harris. Chief Steward	None.	1.9.68	R. Miller G. Harris. Mate
8.9.68	— do —	None	8.9.68	R. Miller G. Harris. Mate
15.9.68	F. Jones. Chief Officer. G. Harris. Chief Steward. M. Birnie Chief Engin	None.	15.9.68	R. Miller G. Harris. Mate
22.9.68	R.N. Miller. Master. F. Jones. Chief Officer. J. Harris. Chief Steward	None	22.9.68	R. Miller G. Harris. Mate
29.9.68	F. Jones. Chief Officer. J. Harris. Chief Steward M. Birnie Chief Engineer	None	29.9.68	R. Miller G. Harris. Mate
6.10.68	R.N. Miller. Master. F. Jones. Chief Officer. J. Harris. Chief Steward	None.	6.10.68	R. Miller G. Harris. Mate
13.10.68	F. Jones. Chief Officer. J. Harris. Chief Steward M. Birnie Chief Engineer	None	15.10.68	R. Miller G. Harris. Mate
20.10.68	— " —	None.	21.10.68	R. Miller G. Harris. Mate



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

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[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.)

- |   |         |   |        |
|---|---------|---|--------|
| (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 | (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 |
|---|---------|---|--------|

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

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

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	4	feet	3 8	inches.	(T)..... inches above S.
Summer	4	feet	3 8	inches.	(S) Upper edge of line through centre of disc.
Winter	4	feet	3 8	inches.	(W)..... inches below S.
Winter North Atlantic (if assigned)	4	feet	3 8	inches.	(WNA)..... inches below S.
Allowance for fresh water for all freeboards:—			3 1/2		inches.
The upper edge of the deck line from which these freeboards are measured is		— inches			
above the top of the		STEEL UPPER deck at side.			
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer		13	feet	6 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*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									(10)		(11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
12.7.68 1100	Stanley	7 00	14 00	7 00 $\frac{7}{8}$	7 00 $\frac{7}{8}$	7 00 $\frac{7}{8}$	1025	-	-	-	-	-
20.7.68 1615	Montevideo	10 00	14 05	5 04 $\frac{3}{8}$	5 04 $\frac{3}{8}$	5 04 $\frac{3}{8}$	1025	-	-	-	-	-
26.7.68 1800	Stanley	6 06	14 06	7 00 $\frac{7}{8}$	7 00 $\frac{7}{8}$	7 00 $\frac{7}{8}$	1025	-	-	-	-	-
8.8.68 0020	Punta Arenas	12 08	13 00	4 08 $\frac{3}{8}$	4 08 $\frac{3}{8}$	4 08 $\frac{3}{8}$	1025	-	-	-	-	-
30.8.68 1100	Stanley	7 00	14 02	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	1025	-	-	-	-	-
6.9.68 1700	Montevideo	10 06	13 06	5 06 $\frac{3}{8}$	5 06 $\frac{3}{8}$	5 06 $\frac{3}{8}$	1025	-	-	-	-	-
20.9.68 1100	Stanley	8 05	13 06	6 07 $\frac{3}{8}$	6 07 $\frac{3}{8}$	6 07 $\frac{3}{8}$	1025	-	-	-	-	-
27.9.68 1400	Montevideo	9 03	14 03	5 09 $\frac{3}{8}$	5 09 $\frac{3}{8}$	5 09 $\frac{3}{8}$	1025	-	-	-	-	-
3.10.68 1100	Stanley	8 00	13 06	6 09 $\frac{3}{8}$	6 09 $\frac{3}{8}$	6 09 $\frac{3}{8}$	1025	-	-	-	-	-
9.10.68 0700	Montevideo	10 10	14 03	5 00 $\frac{3}{8}$	5 00 $\frac{3}{8}$	5 00 $\frac{3}{8}$	1025	-	-	-	-	-
25.10.68 1100	Stanley	6 00	15 03	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	1025	-	-	-	-	-
2.11.68 1320	Montevideo	9 03	14 07	5 7 $\frac{3}{8}$	5 7 $\frac{3}{8}$	5 7 $\frac{3}{8}$	1025	-	-	-	-	-
15.11.68 1700	Stanley	8 03	13 00	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	1025	-	-	-	-	-
13.12.68 1830	Montevideo	9 06	14 08	5 5 $\frac{3}{8}$	5 5 $\frac{3}{8}$	5 5 $\frac{3}{8}$	1025	-	-	-	-	-

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

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

See Notes on page 23.

					SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard 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)		MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.						
-	10 06	7 00 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>R. Miller</i>	17.7.68 0210	Montevideo
-	12 02 $\frac{1}{2}$	5 04 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Medison</i>	24.7.68 1305	Stanley
-	10 06	7 00 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	29.7.68 0400	Punta Arenas
-	12 10	4 08 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	10.8.68 0318	Stanley
-	10 07	6 11 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	3.9.68 1118	Montevideo
-	12 00	5 06 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	10.9.68 1812	Stanley
-	10 11 $\frac{1}{2}$	6 07 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	25.9.68 0812	Montevideo
-	11 09	5 09 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	1.10.68 1909	Stanley
-	10 09	6 09 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	7.10.68 1504	Montevideo
-	12 06 $\frac{1}{2}$	5 00 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	13.10.68 0922	Stanley
-	10 07 $\frac{1}{2}$	6 11 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	29.10.68 1130	Montevideo
-	11 11	5 07 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	6.11.68 2005	Stanley
-	10 07 $\frac{1}{2}$	6 11 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	19.11.68 1930	Montevideo
-	12 07	5 05 $\frac{3}{8}$	-		<i>R. Miller</i>	<i>Green</i>	18.12.68 0355	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]



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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
1000 9.7.68	Stanley	9.7.68	Articles signed before Colonial Shipping Master, w.e. f. 0000 hours this day. <i>R. Muller</i> Master.	
			<i>R. Hasting</i> Mate	
12.7.68 1000	Stanley	12.7.68	Art. 32, Mr F. Jones, Chief Officer, signed Articles before Colonial Shipping Master. <i>R. Muller</i> Master.	
			<i>R. Hasting</i> Mate	
17.7.68 1000	Montevideo	17.7.68	Art. 2, R. V. Hasting, Mate, Art. 17, D. Larsen, 3rd Engineer, signed off before Consul. Mr Hasting services terminated, Mr Larsen on sick leave and attending British Hospital. <i>R. Muller</i> Master.	
			<i>R. Hasting</i> Mate	
17.7.68 1030	Montevideo	18.7.68	B. Nielsen, Bosun, attended British Hospital with rash. To see specialist. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
19.7.68 1030	Montevideo	20.7.68	J. Harkins, Chief Engineer, suffered a stroke in his cabin. Ambulance and doctor called, taken to British Hospital where detained for treatment. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
17.7.68 1000	Montevideo	20.7.68	N. G. Silveira, Steward, signed off before Consul. R. Crocco, Steward, re-joined and signed Articles before Consul. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
19.7.68 1030	Montevideo	20.7.68	R. Dickson, SOS, attended dentist with toothache. B. Nielsen, Bosun, attended skin specialist. Fit for duty. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	

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

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

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
20.7.68 0900	Montevideo	20.7.68	J. Harkins, Chief Engineer, signed off in class sick. Effects sent ashore by Agents. Form 'is' and EN-2A, Dis A, sent by Agents to Consul. M. Binnie, 2nd Engineer, stood as Chief Engineer temporarily. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
26.7.68 1000	Stanley	27.7.68	R. Dickson, SOS, attended dentist with toothache. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
26.7.68 1000	Stanley	27.7.68	M. Binnie, Acting Chief Engineer, attended KEM Hospital with inflamed eye. Treatment prescribed. D. Tarrin, SOS, attended KEM Hospital with strain. Treatment prescribed. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
26.7.68 1730	Stanley	27.7.68	Mrs J. E. M. Miller and Martha S. J. Miller signed Articles before Colonial Shipping Master as Superhumanaries. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
1.8.68 1330	Punta Arenas	2.8.68	Art. 7, R. M. Rae, AB, drunk and incapable of duty. R. M. Rae was late in reporting for duty in the morning and was warned verbally by Chief Officer then. <i>R. Muller</i> Master.	
			<i>Credington</i> Mate	
2.8.68 1000	Punta Arenas	2.8.68	The foregoing was read over to R. M. Rae, AB, and when asked if he had anything to say, he replied: "Nothing to say." He is hereby informed that he forfeits one half days pay and any subsequent offence of this nature will be regarded as a second offence and fines will be imposed accordingly. <i>R. Muller</i> Master.	FORFEIT. £0-18-4
			<i>Credington</i> Mate	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4-8-68 0800	Punta Arenas	5.8.68	Art. 11, R. Dickson, 303, absent from duty, found to be drunk in his quarters. <i>R. Miller</i> <i>Green</i> Master. Mate	
6-8-68 1000	Punta Arenas	7.8.68	Mr. D. Hardy, Passenger, reported sore and swollen throat. Subsequently attended by Doctor - not serious. Treatment prescribed after attendance and analysis at Hospital Outpatients. <i>R. Miller</i> <i>Green</i> Master. Mate	
7.8.68 0730	Punta Arenas	7.8.68	Art. 10, S. Aldridge, 303, Art. 13, S.F. Smith, 303, failed to report for duty. <i>R. Miller</i> <i>Green</i> Master. Mate	
7.8.68 1000	Punta Arenas	7.8.68	S. Aldridge and S.F. Smith reported for and resumed duty. <i>R. Miller</i> <i>Green</i> Master. Mate	
7.8.68 1630	Punta Arenas	7.8.68	The above entry was <del>read</del> read over to R. Dickson, who, when asked for a reply, said: "Nothing to say. That is correct." He is hereby warned on his future behaviour and forfeits one days pay. <i>R. Miller</i> <i>Green</i> Master. Mate	FORFEIT: £1-8-8d.
7.8.68 1630	Punta Arenas	7.8.68	The above entries concerning them were read over to Messrs Aldridge and Smith, who had nothing to say in reply. Each is hereby warned as to his future conduct and also forfeits one half days pay. <i>R. Miller</i> <i>Green</i> Master. Mate	FORFEIT: £0-14-4d. ALDRIDGE. £0-12-4d. SMITH.

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10.8.68 0900	Stanley	10.8.68	Art. N <sup>o</sup> 34, 35, Mrs J. Miller and Master. J. Miller, signed off Articles. <i>R. Miller</i> <i>Green</i> Master. Mate	
17.8.68 1000	Stanley	19.8.68	Art. 6, B. Nielsen, Bozen, attended Dentist for tooth extractions. <i>R. Miller</i> <i>Green</i> Master. Mate	
20.8.68 2025	free free	21.8.68	Information received that the Chief Engineer, Mr. J. Harkiss, had passed away in Montevideo. <i>R. Miller</i> <i>Green</i> Master. Mate	
21.8.68 0830	North Arm	21.8.68	Condolence telegram despatched to Mrs Harkiss in Scotland. <i>R. Miller</i> <i>Green</i> Master. Mate	
21.8.68 0915	North Arm	21.8.68	Mr. Harkiss' personal effects checked in his cabin by 2nd Engineer and Chief Steward. Packing postponed until vessel's return to Stanley and collection of his suitcases from stores depot. A large quantity of drugs found in his cabin, that will be handed to Senior Medical Officer in Stanley. <i>R. Miller</i> <i>Green</i> Master. Mate	
26.8.68 1000	Stanley	26.8.68	Effects of Mr. J. Harkiss packed as per attached list overboard. Packed by Mr. M. Binnie, 2nd Engineer, and Mr. J. Harris, Chief Steward. <i>R. Miller</i> <i>Green</i> Master. Mate	

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(30/1)

BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO.

Received from British Embassy, Consular Section, Montevideo, the undermentioned personal effects belonging to the late Mr. James HARRISS, Chief Engineer of R.M.S. "DARWIN", G.N. 156384, which were in his possession at the time of his death in the Italian Hospital, Montevideo, on 20 August, 1968:-

- 1 black-blue suit (coat and trousers)
- 1 pair trousers
- 1 dressing-gown
- 1 rain-coat
- 1 woollen pull-over
- 3 under-vests
- 1 under-pant
- 4 white shirts
- 2 pairs socks
- 1 handkerchief
- 1 tie
- 1 belt
- 1 tablet soap
- 1 denture
- 1 tin denture cleaner
- 2 pairs spectacles
- 1 metal shoe horn
- 1 pair scissors
- 1 scripto pencil
- 1 international vaccination certificate
- 1 "PIUMA" night bag
- 1 British Passport (cancelled)
- 1 envelope containing 2 letters, 4 postal order counterfoils,  
2 medical reports
- 1 electric shaver (Philips)

The foregoing are packed in one blue suitcase, which has been sealed in my presence.

  
Master  
R.M.S. "DARWIN"



- 6 Bots Teobrenina.  
7 " Fenobarbital.  
24 " Nikotin Acido Nicotinico.

*Romella*  
*Martin.*



- 6 Nots Teobronina.  
7 " Pencherbital.  
24 " Alotin Acido Nicotinico.

*Romella*  
*Martin.*



Mr J. Parkiss.      List of personal effects.

- 19 Shirts.
- 7 Prs Tropical Shorts.
- 2 Prs White Trousers.
- 1 White Jacket.
- 2 Suits Pyjamas.
- 4 Prs Sports Trousers.
- 1 Dressing Gown.
- 1 Press Suit.
- 1 Uniform.
- 1 Uniform Cap.
- 2 Suits.
- 1 Black Jacket.
- 2 Pullovers.
- 2 Prs White Socks.
- 1 Handkerchief.
- 1 Hand Fan.
- 1 Typewriter.
- 1 Canon Camera.
- 1 Radio.
- 2 8mm Films.
- 1 Dictionary.
- 3 Collar Studs.
- 1 Set Cuff Links.
- 2 Wrist Watches.
- 1 Note Book.
- 1 Pack~~ing~~ Documents.
- 3 Suit Cases.

£310-0-0

\$5,603 Uruguayan.

Malcolm Binnie  
2nd Engineer.

G Harris  
Chief Steward.

R Miller  
Master.



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
30.8.68 1030	Stanley	31.8.68	Forms B & D 2 made in respect of the late Chief Engineer and handed to Colonial Shipping Master, Stanley. Effects landed to his care. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
4.9.68 1000	Montevideo	6.9.68	F. Jones, Chief Officer, attended British Hospital for check - fit for duty. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
4.9.68 1000	Montevideo	6.9.68	R. Hills, 4th Engineer, attended British Hospital for attention to pain in back. Unfit for duty - discharged sick before Consul to undergo treatment. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
4.9.68 1000	Montevideo	6.9.68	T. Hansen, fireman, attended British Hospital. Fit for duty. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
6.9.68 1100	Montevideo	6.9.68	Mr. P. Thain rejoined from U.K. leave and signed Articles as Senior 2nd Mate before Master. Eng 2A completed and sent per Agents to Consul. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
6.9.68 1100	Montevideo	6.9.68	Suitcase of effects belonging to late Chief Engineer received on board for delivery to Shipping Master - Stanley. <i>R. Muller</i> Master. <i>Credifon</i> Mate	

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3.9.68 1200	Montevideo	6.9.68	D. Larsen, 3rd Engineer, rejoined and resumed duty. Subsequently signed Articles before Consul. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
11.9.68 0900	Stanley	12.9.68	Effects and belongings of the late Mr. T. Harkins, Chief Engineer, handed to Shipping Master, Stanley. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
19.9.68 1000	Stanley	20.9.68	T. Hansen, Fireman, attended K.E.M. Hospital for treatment. Fit for duty. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
19.9.68 1000	Stanley	20.9.68	R. Crocce, Steward, attended K.E.M. Hospital for treatment. Fit for duty. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
22.9.68 0900	45° 52' S. 56° 18' W.	22.9.68	Miss J. Luxton, Passenger, found to be suffering from measles. Confined to bed. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
23.9.68 0800	42° 19' S. 56° 25' W.	23.9.68	S. Aldridge, S.O.S., suffering from measles. Off duty and confined to bed. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
23.9.68 2400	39° 37' S. 56° 30' W.	24.9.68	J. Jennings, 3rd Mate, suffering from measles. Off duty and confined to bed. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
25.9.68 0830	Montevideo	25.9.68	The above measles patients seen and confirmed by Port Doctor. Remain off duty. <i>R. Muller</i> Master. <i>Credifon</i> Mate	
25.9.68 0930	Montevideo	25.9.68	Miss T. Luxton disembarked to care of her aunt with other passengers for Montevideo. <i>R. Muller</i> Master. <i>Credifon</i> Mate	

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26.9.68 1000	Montevideo	27.9.68	F. Jones, Chief Officer, attended British Hospital for attention to circulatory trouble. Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
26.9.68 1000	Montevideo	27.9.68	T. Hansen, Fireman, attended British Hospital for further check and treatment. Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
26.9.68 1000	Montevideo	27.9.68	B. Nielsen, Bosun, attended British Hospital Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
26.9.68 1000	Montevideo	27.9.68	D. Parrin, J.O.S., attended British Hospital for check. Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
25.9.68 0900	Montevideo	27.9.68	R. Hills, 4th Engineer, Acting 3rd Engineer, rejoined from sick leave and signed Articles subsequently before Consul. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
27.9.68 1030	Montevideo	27.9.68	R. Croce, Steward, signed off Articles at own request before Master. Dis A handed to Boat's together with form 'M' and FNC-2A for forwarding to Consul. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
27.9.68 1030	Montevideo	27.9.68	N.S. Silveira, Steward, signed Articles after voyage pending arrival of permanent Steward from Puerto Princesa. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
27.9.68 2100	36 00 S. 56 25 W.	28.9.68	S. Smith, J.O.S., suffering from measles off duty and confined to bed. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
28.9.68 0900	38 05 S. 56 27 W.	28.9.68	R. McRae, AB, suffering from measles off duty and confined to bed. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
1.10.68 1930	Stanley	2.10.68	Senior Medical Officer attended and confirmed Measles patients on board. J. Jennings, 3rd Mate, fit and cleared. S. Aldridge, S.O.S., fit and cleared. R. McRae, AB, discharged sick, signed off before Shipping Master. S. Smith, J.O.S., discharged sick, signed off before Shipping Master. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	

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2.10.68 1000	Stanley	3.10.68	N. Jennings, 2nd Mate, signed off Articles before Shipping Master for leave. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
3.10.68 1030	Stanley	3.10.68	H. Seron, Steward, signed off Articles before Shipping Master for leave. L. Gallardo, Steward, signed Articles before Shipping Master as temporary relief. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
2.10.68 1000	Stanley	3.10.68	J. Rawles, Fireman, attended K.E.M. Hospital for attention to leg. Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
2.10.68 1000	Stanley	3.10.68	R. Dickson, S.O.S., attended K.E.M. Hospital for treatment and check. Fit for duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
3.10.68 1030	Stanley	3.10.68	D. Allen, Supernumary, signed Articles before Shipping Master. Letter of Indemnity signed by his father - D. Allen being a minor of school age - <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
14.10.68 1345	Stanley	15.10.68	D. Allen, Supg, signed off before Shipping Master. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
13.10.68 1200	Stanley	15.10.68	N. Jennings, 2nd Mate, rejoined from leave. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
14.10.68 0700	Stanley	15.10.68	A. McFell, J.O.S., commenced duties as Engineer's member. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
14.10.68 1430	Stanley	15.10.68	B. Nielsen, Bosun, attended dentist for extractions. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
15.10.68 0700	Port San Carlos	15.10.68	R. Dickson, S.O.S., off duty, feverish. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
18.10.68 1300	Pickle Island	19.10.68	R. Dickson, S.O.S., fit and resumed duty. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	
21.10.68 0700	Stanley	21.10.68	L. Gallardo, Steward, ceased duty and subsequently signed off before Shipping Master. H. Seron, Steward, rejoined from leave and subsequently signed Articles before Shipping Master. <i>R. Miller</i> <i>Bedington</i> <i>Mate</i>	

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25.10.68 1000	Stanley	25.10.68	Art. 4, J. Tennings, signed off before shipping Master for leave. N. Tennings, signed Articles. Art. 6, B. Nielsen, signed off for leave. H. Clatteron signed on as temporary seaman. A. McMill, J.O.S., becomes permanent. Art. 11, R. Dickson, S.O.S. signed off for leave. R. Miller Master. Conifm. U.K.	
29.10.68 1200	Montevideo	31.10.68	U. Barria, Steward, joined and commenced duties. Subsequently signed Articles before Consul. R. Miller Master. Conifm. U.K.	
30.10.68 0900	Montevideo	31.10.68	A. Hansen, fireman, attended British Hospital for treatment. Fit for duty. R. Miller Master. Conifm. U.K.	
30.10.68 0900	Montevideo	31.10.68	F. Jones, Chief Officer, attended British Hospital for treatment. Fit for duty. R. Miller Master. Conifm. U.K.	
31.10.68 1015	Montevideo	31.10.68	R. N. Miller, Master, attended British Hospital for ear attention. R. Miller Master. Conifm. U.K.	
31.10.68 1015	Montevideo	31.10.68	J. Harris, Chief Steward, attended British Hospital with asthmatic attack. Fit for light duties only. Doctor at Hospital suggested attack due to proximity of vessel undergoing full grain. R. Miller Master. Conifm. U.K.	
31.10.68 1200	Montevideo	31.10.68	N. Salveira, Steward, signed off before Consul. R. Miller Master. Conifm. U.K.	

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1.11.68 0900	Montevideo	2.11.68	J. Harris, Chief Steward, attended British Hospital for further check. R. Miller Master. Conifm. U.K.	
2.11.68 1220	Montevideo	2.11.68	M. H. Wilson joined vessel as Chief Engineer, travelling as passenger, & signed Articles on arrival at Stanley before shipping Master. R. Miller Master. Conifm. U.K.	
5.11.68 2030	Stanley	7.11.68	H. Wilson, Chief Engineer, signed Articles. R. Miller Master. Conifm. U.K.	
7.11.68 0700	Stanley	7.11.68	J. Tennings, 3rd Mate, rejoined from leave and resumed duties. B. Nielsen and R. Dickson also rejoined from leave and resumed duties. R. Miller Master. Conifm. U.K.	
7.11.68 1000	Stanley	7.11.68	A. McMill, J.O.S., attended K.E.M. Hospital with stomach upset. Medicine prescribed. R. Miller Master. Conifm. U.K.	
10.11.68 1100	Fox Bay	10.11.68	A. McMill, J.O.S., attended Doctor for further attention to stomach pains. R. Miller Master. Conifm. U.K.	
15.11.68 1030	Stanley	15.11.68	D. R. Felton, Supernumary, signed Articles before shipping Master for return voyage to Montevideo. R. Miller Master. Conifm. U.K.	
20.11.68 0900	Montevideo	21.11.68	J. M. Quintana commenced duties as Radio Officer. Subsequently signed Articles before Consul. R. Miller Master. Conifm. U.K.	

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26.11.68 0900	Montevideo	29.11.68	S. Aldridge attended British Hospital for strain. Fit for duty. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> J. Carro attended British Hospital. To attend again for specialist examination. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> A. McFill attended British Hospital with stomach pains. Medicaments prescribed. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
27.11.68 0900	Montevideo	29.11.68	S. Aldridge signed off Articles before Consul to join R.R.S. "John Biscoe" by mutual consent. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> R. Dickson attended British Hospital for further check. Fit for duty but to attend again. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
28.11.68 0900	Montevideo	29.11.68	H. Dikhoan signed off before Master to join R.R.S. "John Biscoe". Form ENG 2A sent to Consul when later opened. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> D. Jennings, AB, joined from R.R.S. "John Biscoe" and commenced duties. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> J. Harris attended British Hospital for check. Fit to attend again. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> R. Boldrini attended British Hospital for check. Fit to attend again. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> A. McFill attended British Hospital for further attention. Fit to attend again. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
3.12.68 0900	Montevideo	10.12.68	J. Harris, R. Boldrini, R. Dickson attended British Hospital for further attention. Fit. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> F. Jones attended British Hospital for check. Tot for duty. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
4.12.68 0900	Montevideo	10.12.68	J. Carro attended specialist for examination at British Hospital. To attend again for results. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
5.12.68 0900	Montevideo	10.12.68	T. Hansen attended and interned British Hospital with piles. May be fit to leave back later. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	

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6.12.68 0900	Montevideo	10.12.68	R. Bonini commenced duties in place of T. Hansen. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> A. McFill attended British Hospital for further treatment of stomach condition. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
7.12.68 0900	Montevideo	10.12.68	A. McFill attended British Hospital for further treatment. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> D. Parrin attended British Hospital for attention. Medicament prescribed. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
9.12.68 0900	Montevideo	10.12.68	M. Binnie attended British Hospital for further attention. Fit. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> F. Iriarte attended British Hospital for attention. Fit. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i> F. Jones, D. Parrin, A. McFill, R. Dickson, J. Carro, attended British Hospital for further attention. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
10.12.68 0900	Montevideo	10.12.68	J. Harris, R. Boldrini, R. Dickson attended British Hospital for further attention. Fit. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
11.12.68 0900	Montevideo	12.12.68	F. Iriarte, R. Dickson attended British Hospital for attention. Fit. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	
13.12.68 1100	Montevideo	13.12.68	F. Iriarte, J. Carro, signed off before Consul. R. Bonini signed on before Consul. T. Hansen signed off as unfit to leave British Hospital, Forms made out and sent to Consul. <i>R. Muller</i> <i>Master</i> <i>Quinlan</i> <i>Alut</i>	

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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.



Eng. 1.

# AGREEMENT AND LIST OF THE CREW

## FOREIGN-GOING SHIP



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

Name of Ship <sup>1</sup>	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. <sup>2</sup>
				Gross.	Net.	
DARWIN/ZMC	156384	PORT STANLEY	2-1957	1792.86	738.55	144 1150 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. <sup>3</sup>		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
Darwin Shipping Ltd	STANLEY FAIRLAND ISLANDS		30			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom SIX are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from<sup>4</sup>

Voyage between the limits of 60 degrees North latitude and 65 degrees South Latitude for the period ending 31st December, 1968 or the first arrival at Stanley after this date, the consequent discharge of cargo on that date or earlier at the option of the Master.

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

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be derated.

And it is also agreed, that additional clauses and the Regulations authorized by the Board of Trade which are printed herein and numbered<sup>5</sup>

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

And it is also agreed, that<sup>6</sup>

- 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.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- 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.
- The crew shall complete with thirty hands all told of whom not less than five shall be sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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

Signed by R. Miller Master

on the 9th day of July 1968

Date of Commencement of First Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	
9.7.68	PORT STANLEY	31-12-68	PORT STANLEY	31-12-68	<u>R. Miller</u> Master.

- Place S.S. before name if a Steamship, and M.V. 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 Board of Trade 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.



# ADDITIONAL CLAUSES.

(h) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection of the Master or Officer deputed by him. Further, it is agreed that the time when the crew or any individual member of the crew finally leave 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 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 Sunday included.

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

On Saturday, Sunday and applicable Public Holidays.

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

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

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

(L) OVERTIME. (a) If overtime is required in a case of emergency affecting the safety of the vessel, passengers, crew and cargo, of which the Master shall be the sole judge, or for safety or boat drill, or for normal cleaning and tidying of 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 scales.

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; Queen's Birthday; Battle Day; Christmas Day;

In Port, Falkland Islands.

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



# SCALE OF PROVISIONS

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

Article	Allowance per week
Water .. .. .	28 quarts
Soft Bread .. .. .	7 lb.
Smoked Ham or Bacon .. .. .	12 oz.
Fresh Meat—See Note 1 below .. .. .	7 lb. 4 oz.
Fresh Fish .. .. .	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.
Eggs .. .. .	7 lb.
Potatoes .. .. .	4 lb.
Peas, Split or Lentils .. .. .	1 1/2 lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables .. .. .	1 lb.
Flour .. .. .	6 oz.
Rice .. .. .	6 oz.
Oatmeal, Rolled Oats or breakfast cereals .. .. .	4 1/2 oz.
Tea .. .. .	2 oz.
Coffee (containing not more than 25% Chicory) .. .. .	3 oz.
Cocoa (or chocolate) .. .. .	1 1/2 lb.
Sugar .. .. .	

Article	Allowance per week
Milk .. .. .	14 oz.
Condensed or Dried or Homogenised .. .. .	6 oz.
Butter .. .. .	1 1/2 pts.
Suet .. .. .	10 1/2 oz.
Cooking Fat or Oil (other than Suet) or Margarine .. .. .	2 oz.
Marmalade, Jam or Syrup .. .. .	4 oz.
Cheese .. .. .	8 oz.
Pickles .. .. .	5 oz.
Bottled Sauces .. .. .	3 oz.
Onions .. .. .	2 oz.
Dried Fruit .. .. .	8 oz.
Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions) .. .. .	3 oz.
Fine Salt .. .. .	6 oz.
Mustard .. .. .	2 oz.
Pepper .. .. .	1/2 oz.
Curry Powder .. .. .	1/2 oz.

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

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

## CONDITIONS AND EXCEPTIONS IN APPLYING SCALE

1. **General.** The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week ; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. **Bread.** The issue of soft bread under the scale shall not be required :—

(a) in a ship of less than 1,000 tons gross registered tonnage ; or

(b) if rough weather or illness, or absence of cook, or force majeure renders the baking of bread impracticable ;

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

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

4. **Meat.** The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking.

When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3/4 lb. of salt meat or 1/2 lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

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

Note. In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

5. **Fish.** The weight of fresh fish is the gross weight before preparation for cooking.

Fresh fish up to an amount not exceeding 1 1/2 lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one half the amount by which the fresh fish issued is less than 8 oz. Tinned salmon, herrings, pilchards, or sardines may be substituted for fresh fish in the proportion of 1 oz. of tinned fish to 2 oz. of fresh fish.

6. **Eggs.** Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1 1/2 oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

7. **Potatoes.** Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

8. **Dried Milk.** Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool dry place, for the period during which it may be required.

9. **Vegetables.** Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when 1/2 lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

12. **Onions.** The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1/2 lb. of fresh onions must be issued.

13. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

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

Salt Meat .. .. .	1 lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat .. .. .	1 lb.	
Coffee .. .. .	1 oz.	To be considered equal.
Cocoa or Chocolate .. .. .	1 1/2 oz.	
Tea .. .. .	1 lb.	To be considered equal.
Flour .. .. .	1 lb.	
Biscuit .. .. .	1 lb.	To be considered equal.
Rice .. .. .	1 lb.	
Oatmeal, Rolled Oats or breakfast cereals .. .. .	1 lb.	To be considered equal when issued with meat rations.
Split Peas .. .. .	1 lb.	
Flour .. .. .	1 lb.	To be considered equal when issued with meat rations.
Green Peas, Haricot or Butter Beans .. .. .	1 lb.	
Rice .. .. .	1 lb.	

Marmalade .. .. .	1 lb.	To be considered equal.
Jam .. .. .	1 lb.	
Syrup .. .. .	1 lb.	To be considered equal.
Butter .. .. .	1 lb.	
Cheese .. .. .	1 lb.	To be considered equal.
Condensed Milk .. .. .	9 1/2 oz.	
Dried Milk .. .. .	4 oz.	To be considered equal.
Mustard .. .. .		
Curry Powder .. .. .		



## POSITIONS OF THE DECK LINE AND LOAD LINES.

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

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 BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE  
MERCHANT SHIPPING ACT, 1894.

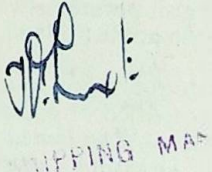
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally 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, 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, as soon as possible 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 when the log entry has been made 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 .. .. .		



# Name of Ship Darwin

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages paid or at the time of engagement ‡	Amount of wages advanced upon or at the time of engagement ‡	Amount of monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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 under-signed members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	R590610	W. Jill.						ENG. <i>W. Miller</i>	1	<i>W. Miller</i>
	Falkland Islands	P.O. Box 177 Stanley.	Master	9-7-68	Separate	Agreement.		RELEASE <i>W. Miller</i>		<i>W. Miller</i>
31	Same	Falkland Islands	92140	At Once						
	R140712	W. Gorgus. 32 Elms Lane						ENG. <i>R. Halliday</i>	2	<i>R. Halliday</i>
	Blackburn	Sudbury. Nr Wembley. Middlesex.	Mate	9-7-68	Separate	Agreement		RELEASE <i>Form M</i>		<i>Form M</i>
52	Same	England	CSS 56500	At Once	14. 7. 68	MUTUAL MONTEVIDEO CONSENT				
	F130	W. Mary.						ENG. <i>W. Jennings</i>	3	<i>W. Jennings</i>
	Falkland Islands	P.O. Box 216 Stanley.	2nd Mate	9-7-68	Separate	Agreement		RELEASE <i>W. Jennings</i>		<i>W. Jennings</i>
30	Same	Falkland Islands	AB 002500	At Once	42-10-68	PH. STANLEY LEAVE				
	F 131	W. Nancy						ENG. <i>W. Jennings</i>	4	<i>W. Jennings</i>
	Falkland Islands	P.O. Box 54 Stanley	3rd Mate	9-7-68	Separate	Agreement		RELEASE <i>W. Jennings</i>		<i>W. Jennings</i>
35	Same	Falkland Islands	AB 034754	At Once	25-10-68	LEAVE				
	Bury.	M. Mrs O. Howarth IO Heath Ave. Summerseat, Bury, Lancashire.	Radio Officer	9-7-68	95			ENG. <i>M. Howarth</i>	5	<i>M. Howarth</i>
28	Same	c/o Darwin Shipping Ltd.		At Once	18-12-68	DIS		RELEASE <i>M. Howarth</i>		<i>M. Howarth</i>
	F 215	Step-Father. L. Biggs						ENG. <i>Barré Nielsen</i>	6	<i>Barré Nielsen</i>
	Falkland Islands	2 Allardyce St. Stanley	Bosun	9-7-68	63			RELEASE <i>Barré Nielsen</i>		<i>Barré Nielsen</i>
23	Same	Falkland Islands		At Once	25 OCT 68	PH. STANLEY LEAVE				
	F224	Br. Richard.						ENG. <i>R. McRae</i>	7	<i>R. McRae</i>
	Falkland Islands	Port Stephens. Falkland Islands.	AB	9-7-68	55			RELEASE <i>Form M</i>		<i>Form M</i>
23	Same	c/o Darwin Shipping Ltd.		At Once	2-10-68	STANLEY SICK				
	Ur. 18794	W. Ede						ENG. <i>Fernando Truete</i>	8	<i>Fernando Truete</i>
	Spanish	Casavalle 346. Montevideo. Uruguay.	AB	9-7-68	61		50	RELEASE <i>Form M</i>		<i>Form M</i>
40	Same	c/o Darwin Shipping Ltd.		At Once	13. 12. 68	MONTEVIDEO LEAVE				
	Ur. 22196	W. Maria						ENG. <i>Vergil O'Connor</i>	9	<i>Vergil O'Connor</i>
	Uruguay	Chile 3388. Montevideo. Uruguay.	DHU	9-7-68	52		30	RELEASE <i>Form M</i>		<i>Form M</i>
25	Same	C/o Darwin Shipping Ltd.		At Once	13. 12. 68	MONTEVIDEO LEAVE				
	Falkland Islands	M. Mrs M. Curran. Southampton. England.	SOS	9-7-68	43			ENG. <i>S. J. Albridge</i>	10	<i>S. J. Albridge</i>
2/18	Same	c/o Darwin Shipping Ltd. Stanley. Falkland Islands		At Once	27. 11. 68	MUTUAL MONTEVIDEO CONSENT		RELEASE <i>Form M</i>		<i>Form M</i>
	Falkland Islands	F. Charles Dickson. Teal Inlet. E. Falkland.	SOS	9-7-68	43			ENG. <i>R. E. Dickson</i>	11	<i>R. E. Dickson</i>
	Falkland Islands	c/o Darwin Shipping Ltd. Stanley. Falkland Is.		At Once	25 OCT 68	STANLEY Leave		RELEASE <i>R. E. Dickson</i>		<i>R. E. Dickson</i>
29	Same							ENG. <i>D. Perrin</i>	12	<i>D. Perrin</i>
	Falkland Islands	M. Mrs T. Binnie Kelvin Store. Stanley. Falkland Islands.	JOS	9-7-68	37			RELEASE <i>D. Perrin</i>		<i>D. Perrin</i>
23	Same	c/o Darwin Shipping Ltd. Stanley. Falkland Islands.		At Once						
	Falkland Islands	W. Alana 11 Allardyce Street. Stanley.	JOS	9-7-68	37		20	ENG. <i>S. F. Smith</i>	13	<i>S. F. Smith</i>
21	Same	Falkland Islands		At Once	2-10-68	STANLEY SICK		RELEASE <i>Form M</i>		<i>Form M</i>
	F 203	Sister: Mrs J. Barnes Dairy Paddock Road. Stanley. Falkland Islands	Messman	9-7-68	60			ENG. <i>H. Sarney</i>	14	<i>H. Sarney</i>
	Falkland Islands	c/o Darwin Shipping Ltd.		At Once				RELEASE <i>H. Sarney</i>		<i>H. Sarney</i>
62	Same							ENG. <i>J. Harben</i>	15	<i>J. Harben</i>
	R 106216	W. Mary. 16 Castle Ave. Balloch. Scotland.	Chief Engineer	9-7-68	Separate	Agreement		RELEASE <i>Form M</i>		<i>Form M</i>
	Renton Scotland	c/o Darwin Shipping Ltd Stanley. Falkland Islands		At Once	19-7-68	MONTEVIDEO SICK		ENG 2A Sent.		
59	Same		80781							

† 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 Catering 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

§ The causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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



# Name of Ship Darwin

NEA Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages paid or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of wages paid monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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.	No. of N.I. cons. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	F 159	W: Yolanda	2nd Engineer	9-7-68	93	- - - - -	35	ENG. <i>Malcolm Binnie</i>	16	<i>[Signature]</i>
	Falkland Islands	32 Fitzroy Road, Stanley.						RELEASE <i>Malcolm Binnie</i>		
30	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once						
	F 123	W: Aida. Garibaldi 2387	3rd Engineer	9-7-68	77	- - - - -	40	ENG. <i>Larsen</i>	17	<i>[Signature]</i>
	Falkland Islands	Montevideo. Uruguay.			14. 9. 68	SICKNESS		RELEASE <i>Form M</i>		
38	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once	MONTEVIDEO					
	F 176	W: Maria Teresa	4th Engineer	9-7-68	67	- - - - -	35	ENG. <i>Red Kille</i>	18	<i>[Signature]</i>
	Falkland Islands	Jose L Terra 2673, Ap 10, Montevideo. Uruguay.			6. 9. 68	Left sick		RELEASE <i>Form M</i>		
29	Same	c/o Darwin Shipping Ltd.		At Once	MONTEVIDEO					
	F 162	W: Mildred	Fireman	9-7-68	56	- - - - -	20	ENG. <i>Dansen</i>	19	<i>[Signature]</i>
	Falkland Islands	4 Pioneer Row. Stanley.			13. 12. 68	Left sick		RELEASE <i>Form M + ENG 2A</i>		
33	Same			At Once	MONTEVIDEO					
	Ch. 75/962	W: Juliana, Rivera 2869, Ap 603, Montevideo. Uruguay.	Fireman	9-7-68	62	- - - - -	40	ENG. <i>V. C. Hill</i>	20	<i>[Signature]</i>
	Chile	c/o Darwin Shipping Ltd.						RELEASE <i>V. C. Hill</i>		
53	Same			At Once						
	F 161	M: Ella, Yeovil	Fireman	9-7-68	56	- - - - -	35	ENG. <i>J. P. W. L.</i>	21	<i>[Signature]</i>
	Falkland Islands	Somerset, England.						RELEASE <i>J. P. W. L.</i>		
27	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once						
	F: Willi Paso Flores,	Prov. Rio Negro, Argentina.	Fireman	9-7-68	55	- - - - -	30	ENG. <i>H. Williams</i>	22	<i>[Signature]</i>
	Germany	c/o Darwin Shipping Ltd. Stanley, Falkland Islands			28. 11. 68	MUTUAL CONSENT		RELEASE <i>Eng. 2A.</i>		
33	Same			At Once	MONTEVIDEO					
	F 117	W: Aida Medanos 1519	Chief Steward	9-7-68		Separate Agreement		ENG. <i>G. Harris</i>	23	<i>[Signature]</i>
	Falkland Islands	Ap 201. Montevideo. Uruguay						RELEASE <i>G. Harris</i>		
56	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands	28498	At Once						
	F 119	D: Leonor Humachin 4061,	2nd Steward	9-7-68	68	- - - - -	30	ENG. <i>R. B. W. L.</i>	24	<i>[Signature]</i>
	Chile	Montevideo. Uruguay						RELEASE <i>R. B. W. L.</i>		
52	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once						
	F 226	W: Jeannette	Steward	9-7-68	55	- - - - -	40	ENG. <i>[Signature]</i>	25	<i>[Signature]</i>
	Chile	Laguna Merin 4595, M'vdeo.			2-10-68	LEAVE		RELEASE <i>[Signature]</i>		
22	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once	P. STANCE					
	F 227	F: Liberto, Los Leones,	Steward	9-7-68	55	- - - - -		ENG. <i>Jose Martel</i>	26	<i>[Signature]</i>
	Chile	Puerto Montt, Chile.						RELEASE <i>Jose Martel</i>		
22	Same	c/o Darwin Shipping Ltd. Stanley, Falkland Islands		At Once						
	Arg. 28578	Fr: Milta Tiscornia Astol	Steward	9-7-68	55	- - - - -	40	ENG. <i>A. Saurat</i>	27	<i>[Signature]</i>
	Argentine	Paysandu 857 Ap 7, P 3, Montevideo, Uruguay.						RELEASE <i>A. Saurat</i>		
51	Same	c/o Darwin Shipping Ltd.		At Once						
	Ch 05067/35	M: Blanca, Williams 435,	Steward	9-7-68	55	- - - - -		ENG. <i>Marceline Parnis</i>	28	<i>[Signature]</i>
	Chile	Rio Seco, Punta Arenas, Chile.						RELEASE <i>Marceline Parnis</i>		
28	Same	c/o Darwin Shipping Ltd Stanley, Falkland Islands		At Once						
	Ur. Ch 659:561	W: Aurora Antila,	Steward	9-7-68	42	- - - - -		ENG. <i>Ney Guaberto S. Lopez</i>	29	<i>[Signature]</i>
	Uruguay	Agustin Abes 2466, A5, Montevideo, Uruguay.			14. 7. 68	MUTUAL CONSENT		RELEASE <i>Form M</i>		
38	Same			At Once	MONTEVIDEO					
	F 120	W: Katherine	Cook	9-7-68		Separate Agreement		ENG. <i>W. J. Rowlands</i>	30	<i>[Signature]</i>
	Falkland Islands	3 Hebe Street, Stanley.						RELEASE <i>W. J. Rowlands</i>		
52	Same		30046	At Once						

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 Catering Boys, not merely as Boys.  
 advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount  
 causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

ATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Social Security.



M.N.E.A. Code	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half-monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and if, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. contrib. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	F 205	Br: Robert, Caravan, Diriebught Rd, Inverness. o/o Darwin Shipping Ltd. Stanley. Falkland Islands	2nd Cook	9-7-68	60 - - - - -	At Once		ENG. <i>G. McKenzie</i> RELEASE <i>G. McKenzie</i>	31	<i>G. McKenzie</i>
46	Same									
	W. here, Inverness Kun 19, Montevideo Cherry		Chief Officer	12-7-68	Separate Agreement			ENG. <i>Greenhorn</i> RELEASE <i>Greenhorn</i>	32	<i>Greenhorn</i>
55	UR. 21515 URUGUAYO	W. Jhanna Guarani 1362, Montevideo.	STEWARD	14. 4. 68	42 - - - - -	At Once	30 - - -	ENG. <i>Robert Brown</i> RELEASE <i>Form M</i>	33	<i>Robert Brown</i>
42	Same			26-9-68 MONTVIDEO	Dis					
	H. R.N. MILLER PO Box 177 STANLEY		Sup'y	26-7-68	- 1 - - - - -	At Once		ENG. <i>H. R. Miller</i> RELEASE <i>H. R. Miller</i>	34	<i>H. R. Miller</i>
33	NEW ZEALAND			10-8-68	Dis					
	F. R.N. MILLER PO Box 177 STANLEY			- 1 - - - - -				ENG. <i>F. R. Miller</i> RELEASE <i>F. R. Miller</i>	35	<i>F. R. Miller</i>
4	Same			10-8-68	Dis					
	F. 123	W. Alda, Garibaldi 2384, Apts. 4, Montevideo	3rd Eng.	3. 9. 68	77 - - - - -	At Once		ENG. <i>Dassen</i> RELEASE <i>Dassen</i>	36	<i>Dassen</i>
39	Same									
	F 169	W. Gladys 3 Hebe Place Stanley.	Senior 2nd Officer	6. 9. 68	Separate Agreement			ENG. <i>M. Gladys</i> RELEASE <i>M. Gladys</i>	37	<i>M. Gladys</i>
38	Same			At Once						
	F 146	W. Maria Teresa Ave L. Lima 2643, Rm. 10 Montevideo, Uruguay o/o Darwin Shipping Ltd Stanley	ENGINEER	25-9-68	67 - - - - -	At Once	35 - - -	ENG. <i>R. Hills</i> RELEASE <i>R. Hills</i>	38	<i>R. Hills</i>
29	Same									
	UR. 659.561 URUGUAY	W. Antila, Augustin Alera 2466 Am-S. Montevideo.	Steward	27-9-68	42 - - - - -	At Once		ENG. <i>N. G. SIVEIRA</i> RELEASE <i>Form M</i>	39	<i>N. G. SIVEIRA</i>
38	Same	o/o DARWIN SHIPPING LTD. STANLEY, F.I.S.		31. OCT 68 MONTVIDEO	Dis					
	F. Johns	94 DAVIS ST. STANLEY F.I.S.	Sup'y	3-10-68	- 1 - - - - -	At Once		ENG. <i>Johns</i> RELEASE <i>Johns</i>	40	<i>Johns</i>
14	First			14. OCT. 68 STANLEY.	Dis					
	F 184	M. Lina. CASASAL RD. PUNTA ARENAS. CHILE.	Steward	3-10-68	55 - - - - -	At Once		ENG. <i>Spillards</i> RELEASE <i>Spillards</i>	41	<i>Spillards</i>
28	Same	o/o DARWIN SHIPPING LTD. STANLEY, F.I.S.		20. OCT 68 STANLEY	Dis					
	M. Mrs. HOGARTH ROSS ROAD EAST PORT STANLEY		T.O.S	STANLEY 14-10-68	37 - - - - -	At Once		ENG. <i>A Mc Gill</i> RELEASE <i>A Mc Gill</i>	42	<i>A Mc Gill</i>
22	Same									
	F 186	F. Steen. 45 FITZROY RD. STANLEY. FALKLAND ISLANDS.	S.O.S.	25. OCT 68 STANLEY	43 - - - - -	At Once		ENG. <i>K. Bletcher</i> RELEASE <i>K. Bletcher</i>	43	<i>K. Bletcher</i>
34	Same. 1963									
	F 226	W. Jeanette.	Steward	21 OCT 68 STANLEY	55 - - - - -	At Once	50 - - -	ENG. <i>Hills</i> RELEASE <i>Hills</i>	44	<i>Hills</i>
22	Same	Stanley Falkland Islands		At Once						
	F. 130	W. Mary. P.O. Box 216 Stanley.	2nd Mate	25 Oct 68 STANLEY	Separate Agreement			ENG. <i>Seifennings</i> RELEASE <i>Seifennings</i>	45	<i>Seifennings</i>
30	Same	Falkland Islands.	AB	At Once						

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 Catering Boys, not merely as Boys.  
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IONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.



# Name of Ship

M.N.E.A. Code	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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.	** No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
-	F 166	F. Avel.		29.OCT. 68				ENG		
-	Chilean	CALLE CAJAS HIPICO 1234, P. ARENAS CHILE.	Steward	MONTEVIDEO	55	-	-	RELEASE	46	
32	Same '67	6 DAWSON SHIPPIING LTD.	-	AT Once				RELEASE		
-	R 87350	W. Elzabell	Chief Engineer	6 NOV 68				ENG.	47	
-	GLASGOW	"CABER FIEDH" 410 MONTGOMERY ST KINROSS.		STANLEY	Separate Agreement			RELEASE		
60	"BORDER KEEP"		83153	AT Once				RELEASE		
	F 131	W. Nanay.		7. NOV. 68				ENG.	48	
	Falkland Is.	P.O. Box 54.	3rd Mate	STANLEY.	Separate Agreement			RELEASE		
35	Same		AB 034754	AT Once				RELEASE		
	-	F. Charles. Teal Inlet.		7 Nov. 68				ENG.	49	
	Falkland Is.		S.O.S.	Stanley	43	-	-	RELEASE		
29	Same		-	AT Once				RELEASE		
	F 215	Stepfath. L.E. Biggs.		7 Nov. 68				ENG.	50	
	Falkland Is	2 Alandyece St.	Boatman	Stanley	63	-	-	RELEASE		
23	Same		-	AT Once				RELEASE		
	-	H. Oliver		15 Nov 68				ENG.	51	
	Hogmanth.	2 Dean St.	Supy.	Stanley	-	1	-	RELEASE		
54	First.		-	AT Once	18-12-68	Grahamer Die		RELEASE		
	W. 15450	W. Gloria		20. 1. 68				ENG.	52	
	Uruguayo	Salimiro Costa 4296 Bin	Radio Offi.	MONTEVIDEO	95	-	50	RELEASE		
35	Same	Montevideo		At Once				RELEASE		
	F. 195	W. Katherina		24. 11. 68				ENG.	53	
	Falkland Isld.	12, Brandon Rd., Stanley,	A.B	MONTEVIDEO	61	-	-	RELEASE		
24	"John Biscoe"	Falkland Islands.	66249	At Once				RELEASE		
	UR 12444	W. Audrey		13. 12. 68				ENG.	54	
	Uruguayo	Juan Jose de Herrera 1440.	FIREMAN	MONTEVIDEO	62	-	-	RELEASE		
45	Same	Montevideo						RELEASE		
								ENG.	55	
								RELEASE		
								ENG.	56	
								RELEASE		
								ENG.	57	
								RELEASE		
								ENG.	58	
								RELEASE		
								ENG.	59	
								RELEASE		
								ENG.	60	
								RELEASE		

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# FEES CHARGEABLE BY CONSULAR OFFICERS.

## NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1959.

### Services required by Law.

	In all countries. £ s. d.
(10) Sanctioning the engagement of seamen : for each seaman .. .. .	5 0
N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £6 5s. 0d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.	
(11) Attesting alterations in agreements with seamen : for each alteration, in respect of each seaman concerned with a maximum fee of .. .. .	10 0 10 0 0
(12) Sanctioning the discharge or leaving behind of seamen : for each seaman (see Fee 10) .. .. .	5 0
(13) Certifying desertions of seamen : for each seaman .. .. .	10 0
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly .. .. .	10 0
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39) .. .. .	15 0

### Services required by parties interested.

	In all countries. £ s. d.
(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew : for each man .. .. . with a minimum of .. .. . and a maximum of .. .. .	5 0 2 5 0 6 15 0
(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf .. .. .	15 0
N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 27, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered from 1 to 31 inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Acts.

The discharge books of the men engaged have been delivered to the Master, except in cases where it is stated in the discharge books (Dis. A) have been produced.

*[Signature]*

Port Stanley  
Falkland Islands.

I certify that I have sanctioned the engagement of the seamen whose names appear at line 32 of this Agreement and that the seamen in question signed the said agreement in my presence.

*[Signature]*  
SHIPPING MASTER  
12 July 1968.

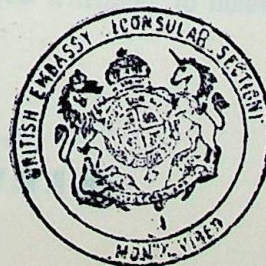
### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 17.7.1968  
Agreement deposited 17.7.1968  
- do - returned 19.7.68  
Average rate of exchange \$ 593.00 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines two, seventeen & twenty nine have been discharged at this port with my sanction on the ground of mutual consent (2 & 29), sickness (17), 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.

*[Signature]*  
BRITISH PRO CONSUL  
M. B. M. Vice-Consul

(continued on back)





# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

*Part Ministry*  
I certify that I have sanctioned the engagement of the seaman on lines 34 and 35 of the agreement.

*H. B. M. Vice-Consul*  
26-7-68.

BRITISH CONSULATE  
PUNTA ARENAS - CHILE

Vessel arrived 29 July 1968  
Articles deposited 30 July 1968  
Articles returned 7 August 1968  
Average rate of exchange 5.10.09 (19.09)  
(for conversion of seamen's wages only)



*H. B. M. Vice-Consul*  
British Consul

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

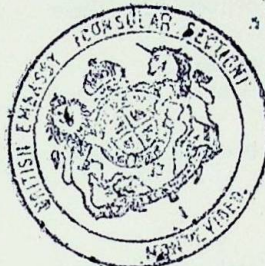
Vessel arrived 3.9.1968  
Agreement deposited 3.9.1968  
- do - returned 6.9.68  
Average rate of exchange \$ 595.00 = £  
(for conversion of seamen's wages only)



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

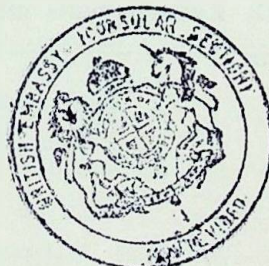
I hereby certify that I have sanctioned the engagement of the Seaman on line 36 on the terms of this agreement which he has signed in my presence.

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



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

I hereby certify that the Seaman on line 18 has been discharged at this port with my sanction on the ground of sickness 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.



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 25.9.1968  
Agreement deposited 26.9.1968  
- do - returned 27.9.68  
Average rate of exchange \$ 596.00 = £  
(for conversion of seamen's wages only)



I hereby certify that I have sanctioned the engagement of the Seaman on line 38 on the terms of this agreement which he has signed in my presence.

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

*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul



# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Port Stanley.

I hereby certify that I have today sanctioned the engagement of the Seamen on Line 47 on the terms of this agreement which has been signed in my presence.

*[Signature]*  
SHIPPING MASTER  
16-XI-68

Port Stanley.

I hereby certify that I have today sanctioned the engagement of the Seamen on Lines 48, 49, 50 and 51 on the terms of this agreement which has been signed in my presence.

*[Signature]*  
15-XI-68.

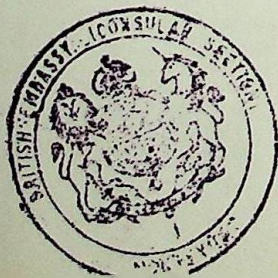
## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 19. XI. 1968  
Agreement deposited 20. XI. 1968  
- do - returned 13. 12. 68  
Average rate of exchange \$ 594.50 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line 10 has been discharged at this port with my sanction on the ground of mutual consent and that the sum of being wages due to has been paid and that his effects, Dis. A. and insurance Card have been delivered to

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

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

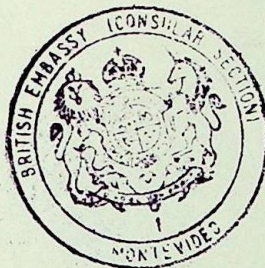


*[Signature]*  
H. B. M. CONSUL

I hereby certify that the Seamen on lines eight and nine have been discharged at this port with my sanction on the ground of leave and that the sum of 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 Seaman on line fifty-four 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.



*[Signature]*  
H. B. M. CONSUL

*[Signature]*  
18-12-68

I certify that I have today sanctioned the discharge of the Seamen on Line 5 of this agreement.

*[Signature]*



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

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# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO



Vessel arrived 7. 10. 1968  
Agreement deposited 8. 10. 1968  
- do - returned 8. 10. 1968  
Average rate of exchange \$ 596.- = 2  
(for conversion of seamen's wages only)



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

*Port Stanley*  
PORT STANLEY

I CERTIFY THAT I HAVE TODAY SANCTIONED THE DISCHARGE OF THE SEAMAN ON LINE 40 OF THIS AGREEMENT AND ALSO THE ENGAGEMENT OF THE SEAMAN AT LINE 42.

*H. B. M. Vice-Consul*  
14-10-68

*Port Stanley*  
PORT STANLEY

I certify that I have today sanctioned the engagement of the seaman appearing on Lines 43, 44 and 45 of this agreement also the discharge of the following seamen

Line 4 Jamies  
Line 6 Nelson  
Line 41 Gallardo  
Line 11 Dickson

*H. B. M. Vice-Consul*  
25-10-68

## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 29. 10. 68  
Agreement deposited 31. 10. 68  
- do - returned 1. 11. 68  
Average rate of exchange \$ 596.00 = 2  
(for conversion of seamen's wages only)



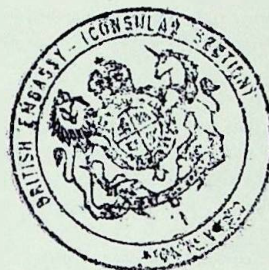
*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

I hereby certify that the Seaman on line thirty nine has been discharged at this port with my sanction on the ground of discharge and that the sum of being wages due to him have been paid by agents and that his and Certificate of Discharge effects, Dis. A. and Insurance Card have been delivered to him



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

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



*H. B. M. Vice-Consul*  
H. B. M. Vice-Consul

NOTE.—If further space is required for Certificates of Endorsements, a continuation sheet or sheets should be used.

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

.....Signature.  
.....Date.

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

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



# INSTRUCTIONS TO MASTERS.

## Agreements.

1. The Merchant Shipping Acts require the Master of every Ship, *except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom*, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of £5, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in Her Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding £100, 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 special page). The employment of children under the age of 15 years is prohibited.

## Engagement of Crews and Seamen in the United Kingdom.

6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.

7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of *selecting* his Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.

8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—

- (a) Produce the Certificate for himself, his Mates, and his Engineers, and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.
- (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.

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

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

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

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

13. The Master of a foreign-going Ship incurs a Penalty of £5 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 £20 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.

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 columns 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 monies 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 Board of Trade. 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 Board of Trade, 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 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 to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of £20 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 cols. 15 and 16.)



## RETURN OF SEAMEN

Engaged at *British Embassy Consular Section,*



Name of Ship } R. M. S. "DARWIN"

Official } 156384  
Number }

(For directions see page 2 of cover)



(OFFICE STAMP)

Name of Master, Seaman or Apprentice		Age	Nationality (if British state Birth- place)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2 if any	Date of engage- ment	Home Address and Name of Next of Kin (and relationship) or Friend	Name of Last Ship
Surname (in BLOCK Letters) (1)	Christian Name in full if Dis. A not available (2)						
CROCE	Rolando Américo	42	Uruguayo	Stwd. VR.21515	14.4.68	Spife Juana Guarani 1362, Montevideo	Same
Lima 20.1.1968							

*Shipping Master, Port Stanley*  
The Registrar-General of Shipping and Seamen,  
Llandaff, Cardiff. *Falkland Islds.*

*Initials and Date*

14 y 68





RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,  
DEAD, &c. at *British Embassy, Consular Section*

C. 21a



Name of Ship } *R. M. S. "DARWIN"* } Official Number } *156384*

(For Directions, see the cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
HARTLEY	Robert Victor	52	Blackburn	Ch. Off. R.140412 CSS 56500	14. 7. 68	V.G.	V.G.	Mutual Consent ✓
LARSEN	Dennis Bertram	38	Port Stanley	3 <sup>rd</sup> Eng F.123	14. 7. 68	V.G.	V.G.	Sickness H
SILVEIRA	Henry Gualberto	38	Longways	Steward U.R.C.I. 659561	14. 7. 68	V.G.	V.G.	Mutual Consent N
<i>Shipping Master Port Stanley,</i>						<i>Yours M attached</i>		

The Registrar General of Shipping  
and Seamen

*Auckland Islds*

Initials and Date

*14. 7. 68*



## RETURN OF SEAMEN

Engaged at *British Embassy, Consular Section,  
Montevideo*Name of Ship } *R.M.S. "DARWIN"* Official Number } *156384*

(OFFICE STAMP)

(For directions see page 2 of cover)

Name of Master, Seaman or Apprentice

Surname  
(in BLOCK Letters)  
(1)Christian Name  
in full if Dis. A  
not available  
(2)

Age

(3)

Nationality  
(if British  
state Birth-  
place)  
(4)Rating  
with No. of  
(a) Certificate  
(b) Dis. A.  
(c) R.V.2 if any  
(5)Date  
of  
engage-  
ment  
(6)Home Address  
and Name of Next of Kin (and  
relationship) or Friend  
(7)Name of Last Ship  
(8)*HILLS**Richard  
Alexander**29**Port Stanley 4<sup>th</sup> Eng. 25/9/68*  
*F. 146**Yacht: William Phoswen Hills  
c/o Falkland Islands  
Trading Co., Ltd.,  
Falkland Islands**Same*

*Shipping Master, Port Stanley,*  
The Registrar-General of Shipping and Seamen,  
Llandaff, Cardiff. *Falkland Islands.*

Initials and Date

*26. 9. 68*







## RETURN OF SEAMEN

Engaged at *British Embassy, Consular Section,*  
*Montevideo*



Name of Ship } C.M.S. "DARWIN"

Official Number } 156384

(For directions see page 2 of cover)



Name of Master, Seaman or Apprentice		Age	Nationality (if British state Birth- place)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2 if any	Date of engage- ment	Home Address and Name of Next of Kin (and relationship) or Friend	Name of Last Ship
Surname (in BLOCK Letters) (1)	Christian Name in full if Dis. A not available (2)						
BARRIA	Ulises	32	Chilean	Stwd. 29/10/68 F. 166		Calle Club Típico, Punta Arenas, Chile.  Father: address as above	Same

*Shipping Master, Port Stanley,*  
The Registrar-General of Shipping and Seamen,  
Llandaff, Cardiff. *Falkland Islds.*

*Initials and Date*

31. 10. 68





## RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,

DEAD, &amp;c. at

*British Embassy, Consular Section Montevideo*

C. 21a

Name of } *R.M.S. "DARWIN"*  
Ship }Official } *156384*  
Number }

(For Directions, see the cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
<i>SILVEIRA</i>	<i>Henry Gualberto</i>	<i>39</i>	<i>Portuguese</i>	<i>Stwd.  U.R.C.I. 659561</i>	<i>31. 10. 68</i>	<i>V.G</i>	<i>V.G</i>	<i>Discharge</i>
<i>Form 7 attached</i>								
<i>Shipping Master, Port Stanley, Falklands Isles.</i>								

The Registrar General of Shipping  
and Seamen

Initials and Date

*31. 10. 68*



## RETURN OF SEAMEN

Engaged at *British Embassy, Consular Section,*  
*Montevideo.*

Name of Ship } R. R. S. JOHN BISCOE } Official Number } 185050



(For directions see page 2 of cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2 if any (5)	Date of engage- ment (6)	Home Address and Name of Next of Kin (and relationship) or Friend (7)	Name of Last Ship (8)
Surname (in BLOCK Letters) (1)	Christian Name in full if Dis. A not available (2)						
ALDRIDGE	Sterling James	21	Falkland Islands	S.O.S. -	27.1.68	% Darwin Shipping Ltd. Stanley, Falkland Isd.	"DARWIN"
						Metres: 45 <sup>th</sup> M. Curran Southampton, England	

~~The Registrar General of Shipping and Seamen.~~

~~Llandaff, Cardiff.~~

and Seamen, Port Stanley,  
Falkland Islds.

*Initials and Date*

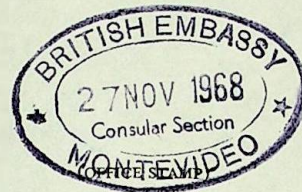
24. 11. 68





RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,  
DEAD, &c. at *British Embassy, Consular Section,*

C. 21a



Name of Ship } *R.M.S. "DARWIN"* }  
Official Number } *156384*

(For Directions, see the cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
<i>ALDRIDGE</i>	<i>Sterling James</i>	<i>21</i>	<i>Falkland Islands</i>	<i>S.O.S.</i>	<i>24. 11. 68</i>	<i>V.G.</i>	<i>V.G.</i>	<i>Mutual consent N.P.</i>
<i>Form 17 attached</i>								
<i>Shipping Master</i>								

The Registrar General of Shipping and Seamen *Port Stanley,  
Falkland Isds.* Initials and Date *24. 11. 68*



Engaged at British Embassy, Consular Section

Name of Ship } R.M.S. "DARWIN" Official Number } 156384

BRITISH EMBASSY  
27 NOV 1968  
Consular Section  
MONTEVIDEO

Name of Master, Seaman or Apprentice		Age  (3)	Nationality (if British state Birth- place)  (4)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2 if any  (5)	Date of engage- ment  (6)	Home Address and Name of Next of Kin (and relationship) or Friend  (7)	Name of Last Ship  (8)
Surname (in BLOCK Letters)  (1)	Christian Name in full if Dis. A not available  (2)						
JENNINGS	Leland	24	Fackland Islands	A.B.  F. 195	24.11.68	12, Brandon Rd., Stanley, Fackland Islands	R.R.S. JOHN BISCOE
						Wife: Lora as above	

*Shipping Master Port Stanley*  
The Registrar General of Shipping and Seamen,  
Llandaff, Cardiff. — *Falkland Islds*

*Initials and Date*

Initials and Date A 27. 11. 68.



Engaged at British Embassy, Consular Section,  
Montevideo

Official Number } 156384

A purple oval ink stamp from the British Embassy in Montevideo. The text "BRITISH EMBASSY" is curved along the top, "MONTEVIDEO" is curved along the bottom, and "13 DEC 1968" and "Consular Section" are in the center. Small stars are on either side of the date.

Name of Master, Seaman or Apprentice

Christian Name  
in full if Dis. A  
not available  
(?)

Nationality  
(if British  
state Birth-  
place)

(4)

Rating  
with No. of  
(a) Certificate  
(b) Dis. A.  
(c) R.V.2 if any  
(5)

Date  
of  
engage-  
ment  
(6)

Home Address  
and Name of Next of Kin (and  
relationship) or Friend

(8)

Ruben

45

Uruguay  
UR 12744

Y. Kromann

13.12.68

Juan José de Herrera 1440  
Montevideo

Same

Wife: Audrey  
address as above

Shipping Master

The Registrar General of Shipping and Seamen, *Port Stanley,*  
Llandaff, Cardiff. — *Falkland Islds.*

*Initials and Date*

13. 12. 68





RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,  
DEAD, &c. at British Embassy, Consular Section

C. 21a



Name of Ship } R.M.S. "DARWIN"

Official Number } Montevideo 156384

(For Directions, see the cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
IRIARTE	Fernando	40	Spanish	A.B.	13.12.68	V.G.	V.G.	Leave
				UK 18494				
CARRO	Jorge Omar	26	Uruguayan	D.H.U.	13.12.68	V.G.	V.G.	Leave
				UK 20300				
<u>Form M attached</u>								

Shipping Master,  
The Registrar General of Shipping and Seamen  
Port Stanley,  
S Falkland Islds

Initials and Date

S 13. 12. 68