



1

OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

| Name of Ship | Official No. | Port of Registry | Registered Tonnage | | Name of Master | No. of his Certificate if any |
|--------------|--------------|------------------|--------------------|-------|----------------|-------------------------------|
| | | | Gross | Net | | |
| DARWIN | 156384 | PORT STANLEY | 179286 | 73855 | R. N. MILLER | CSS 92140 |

| 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... 15-1-70..... | FAULKLAND ISLANDS AND SOUTH AMERICA | Port... STANLEY..... Date... 15-7-70..... |

Delivered to the Superintendent of the Mercantile Marine Office at the
Port of... STANLEY, FAULKLAND IS. on... 16th... day of... July... 1970

Countersigned

.....
Superintendent.

.....
Master

CARTERS COTTAGE,
JOHN STREET,
PO Box 177
STANLEY,
F. I. S.
..... Address

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

List of Crew and Report of Character

| No. | Name and Surname of each member of the Crew | Capacity in which engaged | Report of Character | | If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name |
|-----|---|---------------------------|---------------------|---------------------|---|
| | | | For Ability | For General Conduct | |
| 1 | Richard Nijel MILLER | MASTER | | | |
| 2 | Fredrick JONES | DEPUTY OFFICER | V.G. | V.G. | 28, 32, 34, / |
| 3 | Peter S. THAIN | SENIOR 2ND MATE | | | 34. |
| 4 | Neil JENNINGS | 2ND MATE | | | |
| 5 | Donald JENNINGS | 3RD MATE | | | |
| 6 | Francisco MAIDANA | RAID OFFICER | V.G. | V.G. | 28, / |
| 7 | Darryl PARRIN | Actg. BOAT | V.G. | V.G. | 28, 29, / |
| 8 | Kenneth S. CLETHOROE | DHLL | | | |
| 9 | Torres L. CARRO | DHLL | V.G. | V.G. | 28, / |
| 10 | Ronald E. DICKSON | DHLL | V.G. | V.G. | 29, 33, 34, 35, / |
| 11 | ONE. ODDEN | DHLL | V.G. | V.G. | 31, 32, / |
| 12 | Osvald PRIETO | AB | V.G. | V.G. | 28, / |
| 13 | Harry SARNEY | MESSMAN | | | |
| 14 | Malcolm J.S. BINNIE | Actg. CHIEF ENGINEER | | | 33. |
| 15 | Dennis B. LARSEN | Actg. SECOND ENGINEER | | | 33. |
| 16 | Richard A. HILLS | Actg. THIRD ENGINEER | V.G. | V.G. | 29, / |
| 17 | Roguel M. BELTRAN | Fireman | V.G. | V.G. | 32, / |
| 18 | Thomas D. HANSEN | Fireman | V.G. | V.G. | - |
| 19 | Eric J. JOHNSON | Fireman | | | 31, 34, 36. |
| 20 | Alexander MCGILL | Fireman | | | 36, 31, 32, 36, 37. |
| 21 | W.C.H. Large HARRIS | CH. STEWARD | | | 28, 33, 34, 36, 37. |
| 22 | Rubén BOLDIRINI | 2ND STEWARD | - | - | 35, / 36 |
| 23 | Luis E. SALLARDO | STEWARD | V.G. | V.G. | 31, / |
| 24 | Ramon BLANCO | STEWARD | | | 34. |
| 25 | Nery J. SILVEIRA | STEWARD | | | 29, 37. |

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| | | | For Ability | For General Conduct | |
| 26 | Elias KROPMAN | Steward | | | |
| 27 | Wilson KROPMAN | Steward | | | |
| 28 | William ROWLANDS | Cook | | | 31, 36. |
| 29 | James MCKENZIE | A/Cook | | | 36. |
| 30 | Walter SUMMERS | S.O.S. | V.G. | V.G. | 33, 34, 35, / |
| 31 | David THAIN | SUP'Y. | - | - | 28, 29, / |
| 32 | Fernando IRIARTE | BOATMAN | | | 28, 35, 37. |
| 33 | Victor Joseph HART | Actg. 4th Engineer | | | 28. |
| 34 | Juan KROPMAN | AB | | | 28, 30. |
| 35 | Juan SILVA | Radio Officer | V.G. | V.G. | 28, 33, / |
| 36 | Thomas HANSEN | Fireman | | | 29. |
| 37 | John SUMMERS | J.O.S. | | | 29. |
| 38 | David AZLAN | Sup'y. | - | - | 30, / |
| 39 | Darryl PARRIN | DHLL | | | 30, 37. |
| 40 | Hector SANTA CRUZ | Stwd. | | | 30. |
| 41 | Peter PORTER | CHIEF ENGINEER | | | 33. |
| 42 | Julian RANDALL | Radio Officer | | | 33, 36. |
| 43 | Richard A. HILLS | 4th Engineer | | | 33. |
| 44 | ONE. ODDEN | DHLL | | | 34, 37. |
| 45 | Peter MCGILL | Actg. 2nd Steward | | | 35. |
| 46 | Ubaldo PEREYRA | A/Cook | | | 36. |
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| | | | For Ability | For General Conduct | |
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| | | | For Ability | For General Conduct | |
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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 occurs otherwise than on board or does not come within the exceptions stated in the previous paragraph should not be recorded in the tabular statement or on Form B. & D. 1; Form B. & D. 2 should be used for reporting such deaths. The Master should, however, record in the narrative section of the official log book full particulars of the circumstances relating to the death.

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

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

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

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

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

BIRTHS

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

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

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(See Instructions on previous page)

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

†Signature of Master..

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

(See Instructions on previous page)

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

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

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

Note—If a boat drill or fire drill is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table. (Section 2(3) of the Merchant Shipping (Safety Convention) Act, 1949.) The frequency with which drills and musters are to be carried out is laid down in the Merchant Shipping (Musters) Rules, 1952; in the case of cargo ships and certain other non-passenger ships minimum frequency is once every fourteen days.

| 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 |
|--|--|---|---------------|-------------------------------------|
| 16-1-70 | Ship's Company and Passengers mustered, wearing lifejackets, at Boat Stations and exercised in procedure. Emergency generator run on test. All satisfactory. | | 17-1-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 18-1-70 | Ship's Company exercised at Fire Drill. Diesel fire pump operated under load. Hoses connected and spray nozzles operated. Smoke helmets, portable extinguishers examined. Fire doors worked. All satisfactory. | | 18-1-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 23-1-70 | Ship's Company and Passengers mustered, wearing life-jackets, at Boat Stations. Ship's Company subsequently exercised at Fire Stations. All fire-fighting equipment tested. Hand | | | <i>R. Miller</i> |
| | Steering, H/T door, emergency generator, fire pump, automatic alarms, fire doors all operated. All in good order and condition. | | 24-1-70 | <i>Conifon.</i> |
| 31-1-70 | No drills this week. Vessel coastwise in port. | | 1-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 7-2-70 | No drills this week. Vessel coastwise. | | 7-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 14-2-70 | No drills this week. Vessel coastwise. | | 14-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 20-2-70 | Ship's Company and Passengers mustered, wearing lifejackets and exercised at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Passengers checked for correct wearing of jackets and localities. Diesel fire pump and diesel generator tested. All in good order. | | 21-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| | Ship's Company later exercised at Fire Drill, all fire-fighting equipment checked and/or checked. All in good order. | | | |
| 25-2-70 | Fire Alarms, H/T door, hand steering tested. Lifeboat engine run on test. All in good order. | | 26-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 28-2-70 | Ship's Company and Passengers mustered, wearing lifejackets, at Boat Stations and checked for correct wearing. Emergency generator run on test. All in good order. | | 28-2-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 1-3-70 | Ship's Company exercised at Fire Drill. All in order, with exception of diesel pump which had seized. Later freed and tested running under load. | | 1-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 7-3-70 | No drills this week. Vessel in port. | | 7-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 14-3-70 | No drills this week. Vessel in port. Emergency fire pump run on test to check exhaust repair. | | 14-3-70 | <i>R. Miller</i> <i>Conifon.</i> |

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

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

Note—If a boat drill or fire drill is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table. (Section 2(3) of the Merchant Shipping (Safety Convention) Act, 1949.) The frequency with which drills and musters are to be carried out is laid down in the Merchant Shipping (Musters) Rules, 1952; in the case of cargo ships and certain other non-passenger ships minimum frequency is once every fourteen days.

| 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 |
|--|---|---|---------------|-------------------------------------|
| 18-3-70 | Ship's Company and Passengers mustered, wearing lifejackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers checked for correct wearing of jackets. Emergency generator test operated. All in good order and condition. | | 19-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 20-3-70 | Ship's Company exercised at Fire Drill. Emergency fire pump run on load, all fire-fighting equipment tested and/or examined. All in good order and condition. | | 20-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 25-3-70 | Fire Alarm systems, hand steering and watertight door operated. Lifeboat engine and diesel generator run on test. Ship's Company and Passengers mustered and exercised at Boat Stations, wearing lifejackets. All in good order and condition. | | 26-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 28-3-70 | Ship's Company exercised at Fire Drill. Hoses coupled up, smoke helmet checked, fire doors and flags worked, diesel fire pump operated under load. All in good order and condition. | | 29-3-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 4-4-70 | No drills this week. Vessel coastwise in port. | | 5-4-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 11-4-70 | No drills this week. Vessel in port. | | 11-4-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 18-4-70 | Emergency generator, fire pump and lifeboat engine test run. All in order. No drills, vessel in port. | | 18-4-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 25-4-70 | Ship's Company mustered at Boat Stations. Both boats lowered to embarkation level, then hoisted and resecured. Fire alarm systems tested. | | 25-4-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 26-4-70 | Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations. Passengers instructed and connected on wearing of jackets, especially children. All in order. | | 26-4-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 4-5-70 | Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Fire alarms by tested, H/T door operated. Emergency generator test run. Hand steering operated, repair made to broken brake wheel. Lifeboat engine run on test. All in good order and condition. | | 5-5-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 6-5-70 | Ship's Company mustered and exercised at Fire Drill. Diesel fire pump and fire-fighting equipment tested/examined. Dampers checked. All in good order. | | 7-5-70 | <i>R. Miller</i> <i>Conifon.</i> |
| 10-5-70 | Ship's Company and Passengers mustered, wearing lifejackets, exercised at Boat Stations. Both boats lowered to embarkation level, hoisted, resecured. Boat engine, diesel emergency generator run on test. Passengers checked for correct wearing of jackets. | | 10-5-70 | <i>R. Miller</i> <i>Conifon.</i> |

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

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| 18-5-70 | Ship's Company and Passengers mustered, wearing lifejackets, and exercised at Boat Stations. Fire Alarm tested, H/T door, fire doors, Hand Steering, Diesel generator, Boat engine all operated. Both boats lowered to embarkation level hoisted and resecured. Passengers checked for correct wearing of jackets. | | 19-5-70 | R. M. Miller M. Heine |
| 20-5-70 | Ship's Company exercised at Fire Drill. Diesel fire pump operated. All equipment in good order. | | 21-5-70 | R. M. Miller M. Heine |
| 30-5-70 | No drills this week. Vessel in port, eastward. | | 31-5-70 | R. M. Miller M. Heine |
| 6-6-70 | No drills this week. Vessel in port, eastward. | | 6-6-70 | R. M. Miller M. Heine |
| 13-6-70 | Ship's Company exercised at Boat Drill. Both boats lowered to embarkation level hoisted and resecured. Emergency generator run on test. All in good order and condition. | | 13-6-70 | R. M. Miller M. Heine |
| 14-6-70 | Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations. Passengers instructed on correct wearing of jackets. | | 14-6-70 | R. M. Miller M. Heine |
| 21-6-70 | No drills this week. Vessel in port. | | 21-6-70 | R. M. Miller M. Heine |
| 28-6-70 | No drills this week. Vessel in port. | | 28-6-70 | R. M. Miller M. Heine |
| 4-7-70 | No drills this week. Vessel in port. | | 4-7-70 | R. M. Miller M. Heine |
| 10-7-70 | Passengers and Ship's Company mustered, wearing lifejackets at Boat Station and exercised in procedure. No boats lowered due to late hour. Hand steering, H/T door, fire alarm, lifeboat engine all tested and found in perfect order and condition. | | 10-7-70 | R. M. Miller M. Heine |
| 12-7-70 | Ship's Company mustered and exercised at Fire Drill. Diesel fire pump and emergency generator run on test. Fire doors and vent flaps operated. All fire fighting equipment examined under test load. All in good order and condition. | | 12-7-70 | R. M. Miller M. Heine |
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[illegible]

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

| Time and Date of Inspection | Names & Ranks of Persons making the Inspection | Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations | Date of Entry | Signatures of Master and Mate |
|-----------------------------|---|---|---------------|-------------------------------|
| 3-5-70 | P.S. Thain S/S Officer. T. Porter. C/Engineer. R.N. Miller. Master | None. | 4-5-70 | R. Miller W. Thain |
| 10-5-70 | R.N. Miller. Master. P.S. Thain S/S Officer. T. Porter C/Engineer. J. Harris C/Steward | None | 11-5-70 | R. Miller W. Thain |
| 17-5-70 | R.N. Miller. Master. P. Thain. S/S Officer T. Porter C/Engineer | None | 17-5-70 | R. Miller W. Thain |
| 24.5.70. | P. Thain. C/Officer. T. Porter. C/Engineer. J. Harris. C/Steward. | None. | 25.5.70 | R. Miller W. Thain |
| 31.5.70. | P. Thain. C/Officer. T. Porter. C/Engineer. J. Harris. C/Steward. | None. | 1.6.70 | R. Miller W. Thain |
| 6.6.70 | P. Thain. C/Officer. M. Bimms. C/Engineer. J. Harris. C/Steward. | None. | 7.6.70 | R. Miller W. Thain |
| 14.6.70. | R.N. Miller. Master. P. Thain. C/Officer. T. Porter. C/Engineer. J. Harris. C/Steward. | None. | 14.6.70 | R. Miller W. Thain |
| 21.6.70. | R.N. Miller. Master. P. Thain. C/Officer. J. Harris. C/Steward. | None. | 21.6.70 | R. Miller W. Thain |
| 28.6.70. | R.N. Miller. Master. T. Porter. C/Engineer. P. Thain. C/Officer. | None. | 28.6.70 | R. Miller W. Thain |
| 5.7.70. | R.N. Miller. Master. P. Thain. C/Officer. T. Porter. C/Engineer | None. | 6.7.70 | R. Miller W. Thain |
| 12.7.70 | R.N. Miller. Master. P. Thain. C/Officer. T. Porter. C/Engineer J. Harris. C/Steward. | None. | 12.7.70 | R. Miller W. Thain |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

[illegible]

[illegible]

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

[illegible]

[illegible][illegible]

[illegible]

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

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

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

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

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

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

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

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

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

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

- | | | | |
|--|---------|--|--------|
| (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.

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from deck line. 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. Special Upper deck at side.

(Above particular 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 case of a home trade ship, columns 9-15 need not be filled in.
 - 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
 - 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
 - 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.
- The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

| DEPARTURES | | | | | | | | | | | | |
|--|--|-----------------------------|------------|--------------------------------|-----------------------|-------------|-------------------------------|---------------------------------------|-----------------------------------|--|----------|------|
| Date and Hour of Departure (1) | Dock, Wharf, Harbour or Other Place (2) | ACTUAL DRAUGHT OF WATER* | | ACTUAL FREEBOARD AMIDSHIPS* | | | Density of Water (8) | ALLOWANCE | | | | |
| | | Forward (3) | Aft (4) | Port (5) | Star- board (6) | Mean (7) | | For Density of Water* (9) | For Ashes and Rubbish* (10) | For Fuel, etc., to be consumed on Stretch of Inland Water (11) | | |
| | | Ft. Ins. | Ft. Ins. | Ft. Ins. | Ft. Ins. | Ft. Ins. | | Ins. | Weight | Ins. | Distance | Ins. |
| 16-1-70 1100 | Stanley | 8 8 | 12 0 | 7 2 1/2 | 7 2 1/2 | 7 2 1/2 | 1025 | - | - | - | - | - |
| 23-1-70 1200 | Montevideo | 10 10 | 13 4 | 5 5 1/2 | 5 5 1/2 | 5 5 1/2 | 1025 | - | - | - | - | - |
| 20-2-70 1120 | Stanley | 8 8 | 12 0 | 7 2 1/2 | 7 2 1/2 | 7 2 1/2 | 1025 | - | - | - | - | - |
| 24-2-70 1945 | Montevideo | 11 3 | 12 0 1/2 | 5 8 1/2 | 5 8 1/2 | 5 8 1/2 | 1025 | - | - | - | - | - |
| 18-3-70 2000 | Stanley | 8 6 | 14 0 3/4 | 6 2 1/2 | 6 2 1/2 | 6 2 1/2 | 1025 | - | - | - | - | - |
| 25-3-70 1430 | Montevideo | 11 6 | 12 6 | 5 8 1/2 | 5 8 1/2 | 5 8 1/2 | 1025 | - | - | - | - | - |
| 26-4-70 1100 | Stanley | 8 6 | 12 4 | 7 1 1/2 | 7 1 1/2 | 7 1 1/2 | 1025 | - | - | - | - | - |
| 4-5-70 1530 | Montevideo | 11 0 | 13 0 | 5 6 1/2 | 5 6 1/2 | 5 6 1/2 | 1025 | - | - | - | - | - |
| 10-5-70 0900 | Stanley | 9 5 | 12 9 | 6 5 1/2 | 6 5 1/2 | 6 5 1/2 | 1025 | - | - | - | - | - |
| 18-5-70 1700 | Montevideo | 11 3 | 12 6 | 5 8 1/2 | 5 8 1/2 | 5 8 1/2 | 1025 | - | - | - | - | - |
| 14-6-70 1100 | Stanley | 8 8 | 13 0 | 6 8 1/2 | 6 8 1/2 | 6 8 1/2 | 1025 | - | - | - | - | - |
| 10-7-70 2030 | Montevideo | 10 10 | 13 0 | 5 7 1/2 | 5 7 1/2 | 5 7 1/2 | 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 SHIP'S 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 4 | 7 2 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 20-1-70 1020 | Montevideo |
| - | 12 1 | 5 5 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 27-1-70 1122 | Stanley |
| - | 10 4 | 7 2 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 24-2-70 1136 | Montevideo |
| - | 11 10 1/2 | 5 8 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 3-3-70 2050 | Stanley |
| - | 11 0 1/2 | 6 2 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 23-3-70 0030 | Montevideo |
| - | 12 00 | 5 6 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 29-3-70 1323 | Stanley |
| - | 10 05 | 7 1 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 30-4-70 1420 | Montevideo |
| - | 12 00 | 5 6 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 9-5-70 1040 | Stanley |
| - | 11 07 | 6 5 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 14-5-70 1437 | Montevideo |
| - | 11 10 1/2 | 5 8 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 22-5-70 2143 | Stanley |
| - | 10 10 | 6 8 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | 18-5-70 1610 | Montevideo |
| - | 11 11 | 5 7 1/2 | - | | <i>R. Miller</i> | <i>Amifon</i> | | Stanley |

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.

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

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

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|---|--|
| 16-1-70 1030 | Stanley | 16-1-70 | Master D. Thain signed as Supernumerary before Colonial Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 20-1-70 1500 | Montevideo | 21-1-70 | J. Harris, Chief Steward, attended British Hospital for check. Fit. F. Jones, Mate, attended British Hospital. Fit. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 20-1-70 1600 | Montevideo | 21-1-70 | O. Prieto, J. Carro, ceased duties and subsequently signed off before Consul. P. Jorgensen, Donkeyman and Help 4th Engineer, resumed duty after leave, subsequently signing Articles before Consul. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 21-1-70 0700 | Montevideo | 21-1-70 | F. Ioriarte, Boatswain, resumed duties after leave. Subsequently signed Articles before Consul. D. Parrin, Help Boatswain, reverted to D.H.L. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 21-1-70 0900 | Montevideo | 21-1-70 | F. Maidana, Radio Officer, handed over to J. Silva, Radio Officer. F. Maidana subsequently signed off and J. Silva signed on Articles before Consul. J. Kropman, A.B., signed on Articles before Consul, duties to commence 0700 tomorrow. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |

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.

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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 |
|---------------------------------|--|---------------|--|--|
| 21-1-70 1500 | Montevideo | 21-1-70 | D. Parrin attended British Hospital for <i>[illegible]</i> examination. To undergo treatment and operation. Subsequently signed off Articles before Consul accordingly. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 27-1-70 1130 | Stanley | 29-1-70 | Master D. Thain, Supy, signed off before Colonial Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 29-1-70 0700 | Stanley | 29-1-70 | T. Hansen, Fireman, fit and rejoined for duty. Subsequently signed Articles before Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 29-1-70 1300 | Stanley | 29-1-70 | J. W. Summers, J.O.S., commenced duty. Subsequently signed Articles before Shipping Master. R. A. Hills, Eng., left ship by mutual consent temporarily to work on m.v. "Junkos". Subsequently discharged on form 'is' before Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 28-1-70 1000 | Stanley | 29-1-70 | R. Dickson attended K.E.M. Hospital for dental repair. Fit. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 7-2-70 1000 | Stanley | 8-2-70 | N.B. Silveira, Stwd, attended K.E.M. Hospital for attention to septic finger. Fit. <i>[Signature]</i> Master. <i>[Signature]</i> Mate | |
| 9-2-70 1000 | Stanley | 9-2-70 | N.B. Silveira, Stwd, attended K.E.M. Hospital for fourth dressing to finger. Fit. <i>[Signature]</i> Master. <i>[Signature]</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 |
|---------------------------------|--|---------------|---|--|
| 10-2-70 1050 | Pitcairney | 11-2-70 | T. Kroppman, AB, injured by falling piece of cargo from sling struck on hip while in rows alongside @ N° 3 lat. Subsequently flown to Stanley as stretch case at 1220 for X-ray and hospital treatment. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 19-2-70 1000 | Stanley | 20-2-70 | A. McMill, Fireman, attended KEM Hospital for attention to eye. Fit. T. Kroppman rejoined from Hospital, fit for light duties only temporarily. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 20-2-70 1030 | Stanley | 20-2-70 | D. Allen, Supy, signed Articles for return voyage to Montevideo as Supernumary. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 24-2-70 1200 | Montevideo | 24-2-70 | D. Barrin rejoined, fit, re-signed before Consul as DHU. T. Kroppman attended British Hospital for check remains on light duties for time being. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 27-2-70 1000 | Montevideo | 27-2-70 | H. Santa Cruz, Steward, signed Articles before Consul and commenced duties. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 3-3-70 2100 | Stanley | 4-3-70 | D. Allen, Supy, signed off before Shipping Master. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |

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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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| 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 |
|---------------------------------|--|---------------|--|--|
| 4-3-70 0930 | Stanley | 5-3-70 | O. Odden, DHU, attended dentist for treatment. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 5-3-70 1000 | Stanley | 5-3-70 | E. Johnson, Fireman, attended KEM Hospital. Fit. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 6-3-70 1002 | Stanley | 7-3-70 | W. Rowlands, Cook, attended KEM Hospital for blood sugar check. Fit. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 14-3-70 1000 | Stanley | 14-3-70 | L. Gallardo, Steward, signed off before Shipping Master, returning to Chile per "John Biscoe". E. Johnson, Fireman, attended Hospital for further check. Fit. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 13-3-70 2245 | Stanley | 14-3-70 | O. Odden, DHU, taken to KEM Hospital where interned for attention to injuries resulting from a fight while ashore. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |
| 14-3-70 1430 | Stanley | 14-3-70 | O. Odden visited in hospital by Master and interviewed as to what took place the previous night. O. Odden stated that he was attempting to intervene in a fight when the injuries occurred. Brought on board by fellow crew member A. McMill, thence taken to hospital. Injuries diagnosed as cut on back of head and broken jaw. O. Odden advised that while a berth would probably be kept for him, the ship could not be held responsible for these injuries. <i>R. Miller Master</i> <i>Barry J. Malt</i> | |

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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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| 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 |
|---------------------------------|--|---------------|--|--|
| | | | injuries which had occurred while he was both off the ship and off duty. Police enquiries failed to produce any evidence, other than the admitted statements of Odden and A. McMill. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 16-3-70 1000 | Stanley | 18-3-70 | A. McMill, Fireman, attended dentist for treatment. R. Bilton, Fireman, attended later with tooth. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 18-3-70 1100 | Stanley | 18-3-70 | O. Odden, DHU, back on board for voyage to Montevideo. Doctor at Stanley advising that specialist's opinion necessary before declaring him capable of work. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 23-3-70 1000 | Montevideo | 25-3-70 | O. Odden, DHU, attended British Hospital for examination. To attend specialist for treatment. Subsequently signed off before Consul. R. Bilton, Fireman, signed off before Consul. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 24-3-70 1500 | Montevideo | 25-3-70 | F. Jones, Chief Officer, attended British Hospital. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |

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| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|--|--|
| 25-3-70 1100 | Montevideo | 25-3-70 | J. Silva, Radio Officer, signed off before Consul. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 25-3-70 1330 | Montevideo | 25-3-70 | J. H. Randall, Radio Officer, and P. Porter, Chief Engineer, joined. Signed on before Master. ENG-2A sent to Consul. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 25-3-70 1330 | Montevideo | 25-3-70 | M. Binnie, Actg. Chief Engineer, reverts to 2nd Engineer. J. Larsen, Actg. 2nd Engineer, reverts to 3rd Engineer, both as of 26-3-70. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 1-4 25-70 0700 | Stanley | 2-4-70 | R. A. Hills rejoined and resumed duty as 4th Engineer. Subsequently signed Articles before Shipping Master. J. Jorgensen, Donkeyman, reverts to this rating from Actg. 4th Engineer. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 6-4-70 1730 | Stanley | 7-4-70 | R. Dickson, DHU, attended K.E.M. Hospital with stomach pains. Fit. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |
| 7-4-70 1400 | Stanley | 7-4-70 | J. Harris, Ch. Stnd, attended dentist. W. F. Summers, SOS, attended dentist. <i>R. Miller</i> <i>Master</i> <i>Amifon. Mate</i> | |

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

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

OFFICIAL LOG of the
from

34
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 |
|---------------------------------|--|---------------|---|--|
| 18-4-70 1000 | Stanley | 18-4-70 | J. Harris, Ch. Stwd, attended K.E.M. Hospital. Fit. R. Blance, Steward, attended K.E.M. Hospital, fit. N. Summers, SOS, attended dentist for further treatment. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 20-4-70 1100 | Stanley | 20-4-70 | N. Summers, SOS, attended dentist for further treatment. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 30-4-70 1500 | Montevideo | 1-5-70 | E. Johnson, fireman, attended British Hospital with stomach complaint. Fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 2-5-70 0700 | Montevideo | 2-5-70 | O. Odden, D.H.U., rejoined and resumed duty. Subsequently signed Articles before Consul. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 4-5-70 0900 | Montevideo | 4-5-70 | F. Jones, Chief Officer, attended British Hospital. Medicines prescribed. Fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 15-5-70 1500 | Montevideo | 16-5-70 | J. Harris, Ch. Steward, attended British Hospital. Fit. E. Johnson, fireman, attended British Hospital. Fit. O. Odden, D.H.U., attended British Hospital with pain in jaw, referred to specialist, treatment prescribed. Fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 22-5-70 2200 | Stanley | 22-5-70 | F. Jones, Ch. Officer, discharged and signed off before Shipping Master. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 23-5-70 1000 | Stanley | 24-5-70 | R. Dickson attended K.E.M. Hospital. Fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |

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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.

OFFICIAL LOG of the
from

35
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 |
|---------------------------------|--|---------------|--|--|
| 4-6-70 1000 | Stanley | 6-6-70 | F. Briarte, Brown, attended K.E.M. Hospital, fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 4-6-70 1500 | Stanley | 6-6-70 | N.F. Summers, SOS, attended dentist. Fit. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 12-6-70 1015 | Stanley | 12-6-70 | N.F. Summers, SOS, discharged by mutual consent and signed off before Shipping Master. Joined MV AES, balance of wages paid by office. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 14-6-70 0705 | Stanley | 14-6-70 | R. Boldrini, Second Steward, collapsed of an apparent heart failure. Doctor called, and pronounced him dead. Body removed ashore with Doctor to hospital mortuary. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 14-6-70 1030 | Stanley | 14-6-70 | P. McMill signed Articles before Shipping Master for return voyage to Montevideo as Rel. Bus. Steward in lieu of late R. Boldrini. Form B.S.D. 1 handed to Shipping Master, effects retained on board after delivery to next of kin, also wages. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |
| 18-6-70 1730 | Montevideo | 19-6-70 | R. Dickson signed off before Consul, leaving as passenger for Europe. <i>R. Muller</i> Master. <i>W. H. M. M. Mate</i> | |

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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.

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 |
|---------------------------------|--|---------------|---|--|
| 18-6-70 1800 | Montevideo | 19-6-70 | Effects of late R. Boldrini landed to next of kin as per attached list. Wages to be paid through Agents' Board, notified, and approved. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 20-6-70 1000 | Montevideo | 25-6-70 | A. McMill, Fireman, J. Randall, Radio Officer, E. Johnson, Fireman, attended British Hospital. To attend again on Monday. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 22-6-70 1500 | Montevideo | 25-6-70 | E. Johnson and J. Randall attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 25-6-70 0900 | Montevideo | 25-6-70 | J. Harris, Chief Steward, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 27-6-70 0900 | Montevideo | 27-6-70 | A. McMill, Fireman, attended for specialist's test results. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 29-6-70 1400 | Montevideo | 30-6-70 | A. McMill, Fireman, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 30-6-70 1000 | Montevideo | 30-6-70 | H. Rowlands, Cook, transfers duty and takes up duties of Second Steward as of 1st July 1970, rate of pay unchanged. J. McKenzie, B. Cook, promoted to Ch. Cook as of 1st July 1970, rate of pay £100 per month inclusive of overtime allowance. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 1-7-70 0700 | Montevideo | 1-7-70 | J. Pareyra, B. Cook, commenced duty. Subsequently ingested Botulism before Consul. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 1-7-70 1400 | Montevideo | 1-7-70 | A. McMill, Fireman, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |

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

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

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 |
|---------------------------------|--|---------------|---|--|
| 3-7-70 1400 | Montevideo | 9-7-70 | A. McMill, Fireman, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 6-7-70 0900 | Montevideo | 9-7-70 | N. J. Silveira, Steward, D. Parrin, EDH, attended British Hospital. Parrin to attend for further treatment. Both F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 6-7-70 0900 | Montevideo | 9-7-70 | O. Odalen, DHU, reported sick by telephone, stomach upkaval. Remaining at home off duty. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 6-7-70 1930 | Montevideo | 9-7-70 | D. Parrin, DHU, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 7-7-70 0700 | Montevideo | 9-7-70 | O. Odalen, DHU, reported fit and resumed duty. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 7-7-70 1000 | Montevideo | 9-7-70 | D. Parrin, DHU, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 9-7-70 0845 | Montevideo | 9-7-70 | J. Harris, Ch. Steward, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |
| 9-7-70 0900 | Montevideo | 9-7-70 | E. Priante, Brown, attended British Hospital. F.T. <i>Romello Master</i> | <i>M. Harris Mate</i> |

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

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

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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 ¹ | Official No. | Port of Registry | Port No. and Date of Register. | Registered Tonnage. | | Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ² |
|---|---|------------------|---|-------------------------|----------|---|
| | | | | Gross. | Net. | |
| R.M.S. DARWIN | 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. ³ | | |
| Name. | Address (State No. of House, Street and Town) | | | Name. | Address. | |
| DARWIN SHIPPING LTD STANLEY, FALKLAND ISLANDS | | | 30 | — | | |

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

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 30th June, 1970 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 numbered⁵

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

And it is also agreed, that⁶

- 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 [Signature] Master

on the FIFTEENTH day of JANUARY 1970

| Date of Commencement of First Voyage. | Port at which Voyage commenced. | Date of Termination of Last Voyage. | Port at which Last Voyage terminated. | Date of Delivery of Lists to Superintendent. | I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc. |
|---------------------------------------|---------------------------------|-------------------------------------|---------------------------------------|--|---|
| | | | | | |
| 15-1-70 | PORT STANLEY | 15-7-70 | PORT STANLEY | 16-7-70 | <u>[Signature]</u> Master. |

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

- 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 the crew are ready to leave the ship they may request the Master (or his authorised deputy) for a certificate that the quarters are clean.

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

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

Mattress
Pillow
Pillow Case
Sheets
Blankets
Towels
Soap

(j) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillowcases 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 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 these 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.

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 <u>—</u> 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.

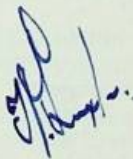
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade.

Where in any port a fireman or trimmer is required and no person over 18 years of age is available, young persons over 16 may be employed, but in such cases two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age.

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth.

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

List of young persons under 18 years of age, and account of all Apprentices employed on board during the voyage.

[illegible]

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

Name of Ship

DARWIN

2

| 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 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 | | | |
| - | R590610 | W/JILL. | | 15-1-70 | | | | ENG. <i>[Signature]</i> | 1 | <i>[Signature]</i> |
| - | F.I.s. | JOHN STREET. P.O. BOX 179. | MASTER | STANLEY | | Separate Agreement | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 33 | SAME | STANLEY F.I.s. | CSS 92140 | AT ONCE | 15-7-70 | | | | | |
| - | R129208 | W/IRENE | CHIEF | 15-1-70 | | | | ENG. <i>[Signature]</i> | 2 | <i>[Signature]</i> |
| - | Bournemouth | INSTRUCCIONES KM 19, | OFFICER | STANLEY | | Separate Agreement | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 56 | Same | MONTEVIDEO. | CSS 56417 | AT ONCE | 22-5-70 | Dis | | | | |
| - | F169 | W/GARYS. | Senior 2nd Mate | 15-1-70 | | | | ENG. <i>[Signature]</i> | 3 | <i>[Signature]</i> |
| - | Aberdeen | 3 HERB PLACE. | | STANLEY | | Separate Agreement | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 39 | Same | STANLEY F.I.s. | - | AT ONCE | 15-7-70 | | | | | |
| - | F130 | W/MARY. P.O. BOX | 2nd Mate | 15-1-70 | | | | ENG. <i>[Signature]</i> | 4 | <i>[Signature]</i> |
| - | F.I.s. | STANLEY. | AB 002500 | AT ONCE | 15-7-70 | | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 32 | Same | F.I.s. | | | | | | | | |
| - | F131 | W/NANCY JOHN STREET | 3rd Mate | 15-1-70 | | | | ENG. <i>[Signature]</i> | 5 | <i>[Signature]</i> |
| - | F.I.s. | P.O. BOX 54 | AB 034754 | AT ONCE | 15-7-70 | | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 36 | Same | STANLEY F.I.s. | | | | | | | | |
| - | UR. 20682 | F/FRANKIEO | RADIO OFFICER | 15-1-70 | | | | ENG. <i>[Signature]</i> | 6 | <i>[Signature]</i> |
| - | URUGUAYAN | JULIO MARIA SOSA 2255, | UR. G.P.C. | AT ONCE | 21.1.70 | Dis | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 27 | Same | APT 2, MONTEVIDEO, URUGUAY. | 6/69 | | MONTEVIDEO | | | | | |
| - | F232 | M/Mrs T.H. BINNIE | Actg. BRUN | 15-1-70 | | | | ENG. <i>[Signature]</i> | 7 | <i>[Signature]</i> |
| - | F.I.s. | KEVIN STORE | | STANLEY | | | 20 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 24 | Same | STANLEY F.I.s. | - | AT ONCE | 22.1.70 | Left sick | | | | |
| - | F186 | F/Stan, | DHU | 15-1-70 | | | | ENG. <i>[Signature]</i> | 8 | <i>[Signature]</i> |
| - | F.I.s. | 45 FITZROY ROAD | | STANLEY | | | 30 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 35 | Same | STANLEY F.I.s. | - | AT ONCE | 15-7-70 | | | | | |
| - | UR 20300 | W/MARIA | DHU | 15-1-70 | | | | ENG. <i>[Signature]</i> | 9 | <i>[Signature]</i> |
| - | URUGUAYAN | PORTUGAL 3979, | | STANLEY | | | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 27 | Same | MONTEVIDEO. URUGUAY | - | AT ONCE | 20.1.70 | DIS | | | | |
| - | F228 | M/Mrs DICKSON | DHU | 15-1-70 | | | | ENG. <i>[Signature]</i> | 10 | <i>[Signature]</i> |
| - | F.I.s. | TEAL INLET F.I.s. | | STANLEY | | | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 31 | Same | | - | AT ONCE | 18-6-70 | DIS | | | | |
| - | NOR 031147 | W/GRACIELA | DHU | 15-1-70 | | | | ENG. <i>[Signature]</i> | 11 | <i>[Signature]</i> |
| - | OSTAR 40112 | BOGOTA 4139, CERRO, | | STANLEY | | | 40 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 22 | Same | MONTEVIDEO, URUGUAY | - | AT ONCE | 23.3.70 | DIS | | | | |
| - | UR 16615 | W/ALBINA | AB | 15-1-70 | | | | ENG. <i>[Signature]</i> | 12 | <i>[Signature]</i> |
| - | URUGUAYAN | ALBERTO SUSIELA GUARCH 3168, | | STANLEY | | | 35 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 48 | Same | MARONAS, URUGUAY | - | AT ONCE | 20.1.70 | DIS | | | | |
| - | F203 | Sis/MRS J.J. BARNES, | MESMAN | 15-1-70 | | | | ENG. <i>[Signature]</i> | 13 | <i>[Signature]</i> |
| - | F.I.s. | DAIRY PADDOCK ROAD | | STANLEY | | | | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 63 | Same | STANLEY F.I.s. | - | AT ONCE | 15-7-70 | | | | | |
| - | F159 | D/SYLVIA | Atg CHIEF ENGINEER | 15-1-70 | | | | ENG. <i>[Signature]</i> | 14 | <i>[Signature]</i> |
| - | F.I.s. | 32 FITZROY ROAD | | STANLEY | | | 30 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 31 | Same | STANLEY F.I.s. | DISP. | AT ONCE | 15-7-70 | | | | | |
| - | F123 | W/ADA, | Atg 2nd ENGR. | 15-1-70 | | | | ENG. <i>[Signature]</i> | 15 | <i>[Signature]</i> |
| - | F.I.s. | GARIBANDI 2387, | | STANLEY | | | 40 | RELEASE <i>[Signature]</i> | - | <i>[Signature]</i> |
| 40 | Same | MONTEVIDEO, URUGUAY | DISP. | AT ONCE | 15-7-70 | | | | | |

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. Uses 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

| 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 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 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 |
| 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 176 | W/MARIA | At 3rd | 15-1-70 | | | | ENG | | |
| - | F. Is. | JOSE L. TERRA 2673, Ap. 10, MONTEVIDEO, URUGUAY | ENG-R | STANLEY | | | 35 - - | | 16 | |
| 30 | Same | | - | AT ONCE | 29-1-70 STANLEY | Dis | - - - | RELEASE | | |
| - | UR 13465 | W/CLORMANDA | Fireman | 15-1-70 | | | | ENG | | |
| - | URUGUAYAN | SANTIAGO SIERRA 3195, bis, MONTEVIDEO, URUGUAY | - | STANLEY | 57 - - - | | - - - | RELEASE | 17 | |
| 56 | Same | | - | AT ONCE | 23.3.70 MONTEVIDEO | Dis | - - - | RELEASE | | |
| - | F 162 | Sis/MRS C. ALAXIA, SAN CARLOS, FALKLAND Is. | Fireman | 15-1-70 | | | | ENG | | |
| - | F. Is. | | - | STANLEY | 57 - - - | | 20 - - | RELEASE | 18 | |
| 34 | Same | | - | AT ONCE | 15-1-70 STANLEY | Sick | - - - | RELEASE | | |
| - | | W/ESTHER, 387 OCEAN BEACH ROAD, THE MANGROVE, NEW ZEALAND. | Fireman | 15-1-70 | | | | ENG | | |
| - | F. Is. | | - | STANLEY | 56 - - - | | - - - | RELEASE | 19 | |
| 60 | Same | | - | AT ONCE | 15-1-70 STANLEY | | - - - | RELEASE | | |
| - | | M/MRS HOGARTH, ROSS ROAD EAST, STANLEY, F. Is. | Fireman | 15-1-70 | | | | ENG | | |
| - | F. Is. | | - | STANLEY | 56 - - - | | - - - | RELEASE | 20 | |
| 23 | Same | | - | AT ONCE | 15-1-70 STANLEY | | - - - | RELEASE | | |
| - | F 117 | W/AIDA, MEDANOS 1518, Ap 201, MONTEVIDEO, URUGUAY | CHIEF STEWARD | 15-1-70 | | | | ENG | | |
| - | F. Is. | | COOK | STANLEY | SEPARATE AGREEMENT | | | RELEASE | 21 | |
| 57 | Same | | 28498 | AT ONCE | 15-1-70 STANLEY | | | RELEASE | | |
| - | F 119 | D/LEONOR HUMACHEIN 4061, MONTEVIDEO, URUGUAY. | 2nd STEWARD | 15-1-70 | | | | ENG | | |
| - | CHILEAN | | - | STANLEY | 68 - - - | | 30 - - | RELEASE | 22 | |
| 54 | Same | | - | AT ONCE | 14-6-70 STANLEY | Deceased | - - - | RELEASE | | |
| - | F 184 | M/AIDIA QUILAVE, VALPARAISO, CHILE. | STEWARD | 15-1-70 | | | | ENG | | |
| - | CHILEAN | | - | STANLEY | 56 - - - | | - - - | RELEASE | 23 | |
| 30 | Same | | - | AT ONCE | 13-3-70 Port Stanley | Leaving | - - - | RELEASE | | |
| - | UR 18858 | W/CARMEN MONTERO BIDAURRETA 869, LA TEJA, MONTEVIDEO, URUGUAY | STEWARD | 15-1-70 | | | | ENG | | |
| - | SPANISH | | - | STANLEY | 56 - - - | | 50 - - | RELEASE | 24 | |
| 47 | Same | | - | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | | W/AURORA MARTIN C. MARTINEZ 1808, MONTEVIDEO, URUGUAY. | STEWARD | 15-1-70 | | | | ENG | | |
| - | URUGUAYAN | | - | STANLEY | 56 - - - | | 50 - - | RELEASE | 25 | |
| 46 | Same | | - | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | UK 13886 | W/ROSANIA LARRANAGA 1427, P 2, Ap 39, MONTEVIDEO, URUGUAY | STEWARD | 15-1-70 | | | | ENG | | |
| - | URUGUAYAN | | - | STANLEY | 56 - - - | | - - - | RELEASE | 26 | |
| 41 | Same | | - | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | UR 13061 | W/OLGA ELLAURI 184, Ap 6, MONTEVIDEO, URUGUAY. | STEWARD | 15-1-70 | | | | ENG | | |
| - | URUGUAYAN | | - | STANLEY | 56 - - - | | - - - | RELEASE | 27 | |
| 49 | Same | | - | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | F 120 | D/ANNE 3 NEEBE STREET, STANLEY, F. Is. | CHIEF COOK | 15-1-70 | | | | ENG | | |
| - | F. Is. | | COOK | STANLEY | SEPARATE AGREEMENT | | | RELEASE | 28 | |
| 53 | Same | | 30046 | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | F 205 | BRO/ROBERT CARMAN, DIERBURN ROAD, INVERNESS SCOTLAND | Asst COOK | 15-1-70 | | | | ENG | | |
| - | THIN SCOTLAND | | - | STANLEY | 60 - - - | | - - - | RELEASE | 29 | |
| 47 | Same | | - | AT ONCE | 15-1-70 Port Stanley | | | RELEASE | | |
| - | | F. W.F. SUMMERS, FITZROY, F. Is. | S.O.S. | 15-1-70 | | | | ENG | | |
| - | F. Is. | | - | STANLEY | 43 - - - | | 10 - - | RELEASE | 30 | |
| 17 | Same | | - | AT ONCE | 12-6-70 STANLEY | Dis | - - - | RELEASE | | |

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. Uses 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.

| Name of | | 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 | Rel. No. | Signature or Initials of official before whom the seaman is engaged |
|-------------------|-----------------|---|--|---|--|---------------------------------------|---|--|--|--|---------------------------------|---|---|
| M.N.E.A. Category | Income Tax Code | Nationality (if British state birthplace) | 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 | | | | |
| | | | | M. GRAYS 1 PULLANCE PLACE PORT STANLEY | | 16-1-70 PORT STANLEY | - 1 - | - - - | - - - | ENG. David Thain. | 31 | | |
| 8 | | Port Stanley | Same | | | | 27-1-70 STANLEY | Dis | - - - | RELEASE David Thain | | | |
| | | UR 18494 | Spanish | N. Gda Belgrano 2843 bis Montevideo | | 21. 1. 70 MONTEVIDEO | 68 - - | - - - | 50 - - | ENG. Fernando Triarte | 32 | | |
| 42 | | Same | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE Fernando Triarte | | | |
| | | | | N. Juliana Avda. Rivera 2869, Apt. 603, Montevideo | ACTING 3rd ENG. | 21. 1. 70 MONTEVIDEO | 67 - - | - - - | 40 - - | ENG. V. C. Holt | 33 | | |
| 55 | | Chilean | Same | | | At once | 15-7-70 PORT STANLEY | | | RELEASE V. C. Holt | | | |
| | | UR 13526 | Argentinian | N. Maria Tomás Gomezzoro 3041 Montevideo | | 22. 1. 70 MONTEVIDEO | 56 - - | - - - | - - - | ENG. [Signature] | 34 | | |
| 39 | | "Tabare I" | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE [Signature] | | | |
| | | UR 15469 | Argentinian | N. Mirtes Juan Ramón Gómez 2981 Montevideo | RADIO OFFICER UR 27/69 2nd Cl. | 21. 1. 70 MONTEVIDEO | 95 - - | - - - | - - - | ENG. Juan S. Siqueira | 35 | | |
| 35 | | "Alpaz" | | | | At once | 25. 3. 70 MONTEVIDEO | Dis | - - - | RELEASE Form M | - | | |
| | | F 162 | | Sis. Mrs. C. ARAZIA San Carlos. F. Is. | | 29. 1. 70 STANLEY | 57 - - | - - - | 20 - - | ENG. M. Hansen | 36 | | |
| 34 | | Same | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE M. Hansen | | | |
| | | | | F/W. Summers. Fitzroy. F. Is. | | 29-1-70 STANLEY | 37 - - | - - - | - - - | ENG. J. W. Summers | 37 | | |
| 20 | | First | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE J. W. Summers | | | |
| | | | | F/J. Allan. 92 Davis St. Stanley Fl. | | 20-2-70 STANLEY | - 1 - | - - - | - - - | ENG. D. Allan | 38 | | |
| 16 | | Same | | | | At once | 3-3-70 STANLEY | Dis | - - - | RELEASE D. Allan | | | |
| | | F. 232 | | M. J. T. N. Binnie Kelvin Stene Port Stanley F. Is. | | 24. 2. 70 MONTEVIDEO | 52 - - | - - - | - - - | ENG. D. Parrin | 39 | | |
| 24 | | Same | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE D. Parrin | | | |
| | | UR 18905 | URUGUAYAN | W. Nair Jose Hernandez 2434 Ap 3. Montevideo | | 27-2-70 MONTEVIDEO | 56 - - | - - - | - - - | ENG. Hector Santa Cruz | 40 | Eng 2A | |
| 30 | | Lavelleja | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE Hector Santa Cruz | | | |
| | | R 90982 | | W/Mary 151 Rosalind Avenue Edinburgh 7. Scotland. | Chief Engineer 2S 78972 | 25-3-70 Montevideo | Separate Agreement | | | ENG. P. M. Porter | 41 | Eng 2A | |
| 62 | | Seaford | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE P. M. Porter | | | |
| | | | | W/Francis Church House Flats. Stanley. Falkland Islands | Radio Officer | 25-3-70 Montevideo | Separate Agreement | | | ENG. J. A. Randell | 42 | Eng 2A | |
| 32 | | HMS 'RHYX' (61) | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE J. A. Randell | | | |
| | | F 176 | | W/Maria Jose L. Terra 2673, Ap. 10. Montevideo | 4th Engr. | 26-4-70 Stanley | 67 - - | - - - | 35 - - | ENG. R. A. Hills | 43 | | |
| 30 | | Same | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE R. A. Hills | | | |
| | | NOT FOR ROSTER 031147 ROSTER 40712 | Norwegian | W/GRACIELA Boyota 4139, Cerro Montevideo | | 14-6-70 STANLEY, FALKLAND IS. | 52 - - | - - - | 40 - - | ENG. Ove Odden | 44 | | |
| 22 | | Same | | | | At once | 15-7-70 PORT STANLEY | | | RELEASE Ove Odden | | | |
| 28 | | F. 143. | | W/LENDIA 5 Pioneer Row, STANLEY. F. Is. | Adm. / Steward | 14-6-70 STANLEY, FALKLAND IS. | 65 - - | - - - | - - - | ENG. P. McGill | 45 | | |
| | | Falkland Is. | | | | At once | 15-7-70 STANLEY | Dis | - - - | RELEASE P. McGill | - | | |
| | | Same (1960) | | | | | | | | | | | |

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|-------------------|--|---|--|--|---|--|---|--|----------------------------|---|
| 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 | | | |
| | Ur. 13254 | W. Garcia | | L. 4. 40 | | | | ENG. <i>Maldo Peres</i> | 46 | |
| | Uruguay | Aguiarada 2359 Apt. 3. | Asst. Cook | MONTEVIDEO | 60 - - - - - | | | RELEASE <i>Maldo Peres</i> | | |
| 45 | Same 1966 | Montevideo | | At one | 15-7-70 | | | | | |
| | | | | | | | | ENG. | 47 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 48 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 49 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 50 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 51 | |
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| | | | | | | | | 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.

15th January 1970

I hereby certify that I have sanctioned the Agreement and that the seamen whose names appear therein on lines numbered from 1 to 30 both inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Act, 1894.

The discharge of the crew of the ship engaged before me delivered to the Master of the ship, and the discharge book as required by the Merchant Shipping Act, 1894.

[Signature]
SHIPPING MASTER

I certify that I have sanctioned the discharge of the seamen whose names appear at line 18 of this agreement.

[Signature]
SHIPPING MASTER

16th January 1970.

I certify that I have today sanctioned the engagement of the seamen whose names appear at line 31 of this agreement.

[Signature]
SHIPPING MASTER

**BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO**

Vessel arrived 20.1.70

Agreement deposited 20.1.70

- do - returned 23.1.70

Average rate of exchange \$ 617 - = 8

(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines six, nine & twelve have been signed off at this port with my sanction on the ground of discharge (6.9.12), left sick (7), 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 (where produced.)

[Signature]
H. 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 Seamen on lines 32, 33, 34 and 35 on the terms of this agreement which they have signed in my presence.

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



H. B. M. Vice-Consul

Port Stanley
I certify that I have today discharged the seaman whose name appears at Line 21 of this agreement.

H. B. M. Vice-Consul
Shipsman Master
27-1-70.

Port Stanley.
I certify that I have sanctioned the discharge of the seaman at Line 16 of this agreement and also the engagement of the seaman whose names appear at Lines 36, 37 and 38 of this agreement.

H. B. M. Vice-Consul
Shipsman Master
20-2-70.

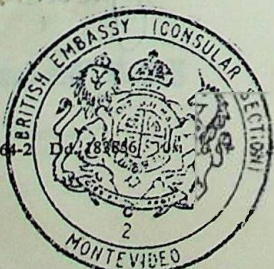
BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 24.2.70
Agreement deposited 24.2.70
- do - returned 24.2.70
Average rate of exchange \$ 601.00 = £
(for conversion of seamen's wages only)

I, *hereby* certify that I have sanctioned the engagement of the Seaman on line *thirty-two* 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



Port Stanley
3rd March, 1970.

I certify that I have sanctioned the discharge of the seaman whose name appears at Line 38 of this agreement.

H. B. M. Vice-Consul
Shipsman Master

Port Stanley
13th March, 1970

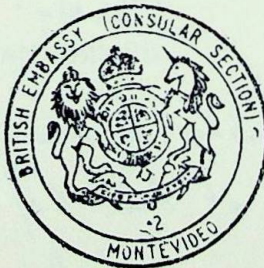
I certify that I have sanctioned the discharge of the seaman whose name appears at Line 23 of this agreement.

H. B. M. Vice-Consul
Shipsman Master

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 23-3-70
Agreement deposited 23-3-70
- do - returned 25.3.70
Average rate of exchange \$ 600.-
(for conversion of seamen's wages only)

I, *hereby* certify that the Seamen on lines 11, 14 and 35 have been signed off at this port with my sanction on the ground of discharge and that the sum of being wages due to them has been paid by Agents and that their effects, Dis. A's and Insurance Card have been delivered to them.



H. B. M. Vice-Consul

Port Stanley.
26th April, 1970

I certify that I have sanctioned the engagement of the seaman whose name appears at Line 43 of this agreement.

H. B. M. Vice-Consul
Shipsman Master

MONTEVIDEO
CONSULAR SECTION
BRITISH EMBASSY

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 30.4.70

Agreement deposited 4.5.70

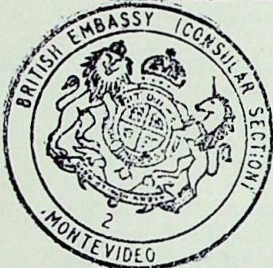
- do - returned 4.5.70

Average rate of exchange \$ 601. — = £

(for conversion of seamen's wages only)

I hereby certify that I have
sanctioned the engagement of the
Seaman on line 44
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.~~



b.g. Shankley
H. B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

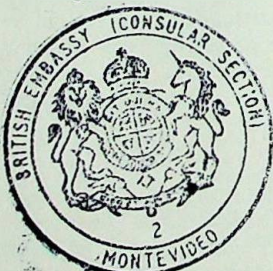
Vessel arrived 14.5.70

Agreement deposited 14.5.70

- do - returned 15.5.70

Average rate of exchange \$ 600. — = £

(for conversion of seamen's wages only)



K. L. Burns
H. B. M. CONSUL

Port Stanley,
22nd May, 1970.

I certify that I have today sanctioned the discharge
of the seaman whose name appears at line 2 of this
agreement.

Shankley
SEAMAN'S MASTER

Port Stanley,
12th June, 1970

I certify that I have today sanctioned the discharge
of the seaman whose name appears at line 30 of this
agreement.

Shankley
12.6.70.

Port Stanley
14th June, 1970

I certify that I have today sanctioned the engagement
of the seaman whose name appears at line 45 of the agreement.

I further certify the entry at line 22 regarding
the death of Miss R. B. B. B.

Shankley
SEAMAN'S MASTER

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

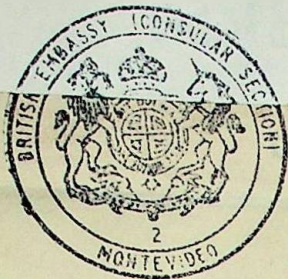
under Section 28 (12c)†

Signature.

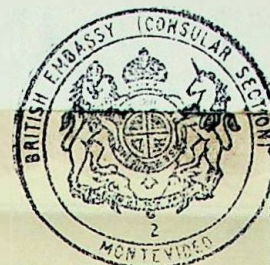
Date.

†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.



CERTIFICATES



FEE COLLECTED

2-0-01

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 18.6.40

Agreement deposited 18.6.40

- do - returned 10.7.40

Average rate of exchange \$ 600.-

(for conversion of seamen's wages only)



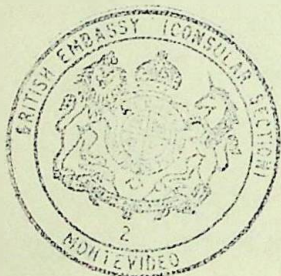
I hereby certify that the Seaman on line 10

has been signed off at this port with my sanction on the ground of discharge

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

I hereby certify that I have sanctioned the engagement of the Seaman on line 46 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
BRITISH PRO CONSUL
for H. B. M. Vice-Consul

Port Stanley
15th July, 1970.

I certify that I have sanctioned the discharge of the seaman whose name appears at line 45 of this agreement.

J. P. H. M. Vice-Consul
Signature of Master.

Stanley,
27th June, 1970
do discharge
30 of this
P.H.
12-6-70.

Stanley
14th June, 1970
engagement
5 of the agreement.
P.H.
2 regarding
P.H.
Signature of Master.

of Endorse-

the termination
of Shipping

d by reason of
umbers in this
Form L. a.1.

Numbers

ection 28 (12b)†

ection 28 (12c)†

Signature.

Date.

with the accounts

eration in dealing

FEE COLLECTED

£1.10.00



FEE COLLECTED

£1.-



I certify
of the seaman
agreement

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.)

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 ¹ | Official No. | Port of Registry | Port No. and Date of Register. | Registered Tonnage. | | Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ² |
|--|--|------------------|---|-------------------------|----------|--|
| | | | | Gross. | Net. | |
| R.M.S. DARWIN | 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. ³ | | |
| Name. | Address (State No. of House, Street and Town) | | | Name. | Address. | |
| DARWIN SHIPPING LTD., STANLEY, FALKLAND ISLANDS. | | | 30 | | | |

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

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 30th June, 1970 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 numbered⁵

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

And it is also agreed, that⁶

- 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 [Signature] Master
on the 15th day of JANUARY 1970

| Date of Commencement of First Voyage. | Port at which Voyage commenced. | Date of Termination of Last Voyage. | Port at which Last Voyage terminated. | Date of Delivery of Lists to Superintendent. | I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc. |
|---------------------------------------|---------------------------------|-------------------------------------|---------------------------------------|--|---|
| 15-1-70 | PORT STANLEY | | | | <u>[Signature]</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 the crew are ready to leave the ship they may request the Master (or his authorised deputy) for a certificate that the quarters are clean.

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

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

Mattress
Pillow
Pillow Case
Sheets
Blankets
Towels
Soap

(j) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillowcases 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.

(1) 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 crews quarters, no compensation shall be required.

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

(a) Sweeping Tubes and Cleaning Backend 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 these 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 fresh 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) or | 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 | 3 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 oz. | 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. | |
| 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 | 4 | feet $\frac{3}{8}$ inches. | (T) | inches above S. |
| Summer | 4 | feet $\frac{3}{8}$ inches. | (S) | Upper edge of line through centre of disc. |
| Winter | 4 | feet $\frac{3}{8}$ inches. | (W) | inches below S. |
| Winter North Atlantic (if assigned) | 4 | feet $\frac{3}{8}$ inches. | (WNA) | inches below S. |
| Allowance for fresh water for all freeboards :— $3\frac{1}{2}$ inches. | | | | |
| The upper edge of the deck line from which these freeboards are measured is..... inches above the top of the <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 | | |

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

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade.

Where in any port a fireman or trimmer is required and no person over 18 years of age is available, young persons over 16 may be employed, but in such cases two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age.

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth.

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

List of young persons under 18 years of age, and account of all Apprentices employed on board during the voyage.

[illegible]

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

Name of Ship

DARWIN

| M.N.E.A. Category | Number 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. | | 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 | MASTER | 15-1-70 | | Separate Agreement | | ENG. | 1 | |
| - | F.I.s. | JOHN STREET, P.O. BOX 177 | ESS | STANLEY | | | | RELEASE | | |
| 33 | SAME | STANLEY, F.I.s. | 92140 | AT ONCE | | | | | | |
| - | R129208 | W/IRENE | CHIEF OFFICER | 15-1-70 | | Separate Agreement | | ENG. | 2 | |
| - | Bourtemouth | INSTRUCCIONES KM 19, | ESS | STANLEY | | | | RELEASE | | |
| 56 | Same | MONTEVIDEO, URUGUAY | 56417 | AT ONCE | | | | | | |
| - | F169 | W/GRADYS | Senior 2nd Mate | 15-1-70 | | Separate Agreement | | ENG. | 3 | |
| - | Aberdeen | 3 HEBE PLACE, | | STANLEY | | | | RELEASE | | |
| 39 | Same | STANLEY, F.I.s. | - | AT ONCE | | | | | | |
| - | F130 | W/MARY, P.O. BOX 26 | 2nd Mate | 15-1-70 | | Separate Agreement | | ENG. | 4 | |
| - | F.I.s. | STANLEY | AB | STANLEY | | | | RELEASE | | |
| 32 | Same | F.I.s. | 002500 | AT ONCE | | | | | | |
| - | F131 | W/NANCY JOHN STREET | 3rd Mate | 15-1-70 | | Separate Agreement | | ENG. | 5 | |
| - | F.I.s. | P.O. BOX 54 | AB | STANLEY | | | | RELEASE | | |
| 36 | Same | STANLEY, F.I.s. | 034754 | AT ONCE | | | | | | |
| - | UR. 20682 | F/FRANCISCO | RADIO OFFICER | 15-1-70 | | | | ENG. | 6 | |
| - | URUGUAYAN | JULIO MARIA SOSA 2255, | UR. G.P.C. | STANLEY | | | | RELEASE | | |
| 27 | Same | Apt 2, MONTEVIDEO, URUGUAY | 6/69 | AT ONCE | | | | | | |
| - | F232 | M/Mrs T.N. BINNIE | Actg. BISON | 15-1-70 | | | | ENG. | 7 | |
| - | F.I.s. | KEVIN STORE | | STANLEY | | | | RELEASE | | |
| 24 | Same | STANLEY, F.I.s. | - | AT ONCE | | | | | | |
| - | F186 | F/Stan, | DHU | 15-1-70 | | | | ENG. | 8 | |
| - | F.I.s. | 45 FITZROY ROAD | | STANLEY | | | | RELEASE | | |
| 35 | Same | STANLEY, F.I.s. | - | AT ONCE | | | | | | |
| - | UR 20300 | W/MARIA | DHU | 15-1-70 | | | | ENG. | 9 | |
| - | URUGUAYAN | PORTUGAL 3979, | | STANLEY | | | | RELEASE | | |
| 27 | Same | MONTEVIDEO, URUGUAY | - | AT ONCE | | | | | | |
| - | F228 | M/Mrs DICKSON | DHU | 15-1-70 | | | | ENG. | 10 | |
| - | F.I.s. | TEAL INLET, F.I.s. | | STANLEY | | | | RELEASE | | |
| 31 | Same | | - | AT ONCE | | | | | | |
| - | NOR 031142 | W/GRACIELA | DHU | 15-1-70 | | | | ENG. | 11 | |
| - | OSTAR 40712 | BOGOTA 4139, CERRO, | | STANLEY | | | | RELEASE | | |
| 22 | Same | MONTEVIDEO, URUGUAY | - | AT ONCE | | | | | | |
| - | UR 16615 | W/ALBINA | AB | 15-1-70 | | | | ENG. | 12 | |
| - | URUGUAYAN | ALBERTO SUSIENA GUARCH 3168, | | STANLEY | | | | RELEASE | | |
| 48 | Same | MARONAS, URUGUAY | - | AT ONCE | | | | | | |
| - | F203 | Sis/Mrs J.J. BARNES, | MESSMAN | 15-1-70 | | | | ENG. | 13 | |
| - | F.I.s. | DAIRY PADDOCK ROAD, | | STANLEY | | | | RELEASE | | |
| 63 | Same | STANLEY, F.I.s. | - | AT ONCE | | | | | | |
| - | F159 | D/SYLVIA | Actg CHIEF ENGINEER | 15-1-70 | | | | ENG. | 14 | |
| - | F.I.s. | 32 FITZROY ROAD | | STANLEY | | | | RELEASE | | |
| 31 | Same | STANLEY, F.I.s. | DISP. | AT ONCE | | | | | | |
| - | F123 | W/AIDA, | Actg 2nd ENGR. | 15-1-70 | | | | ENG. | 15 | |
| - | F.I.s. | GARIBARDI 2387, | | STANLEY | | | | RELEASE | | |
| 40 | Same | MONTEVIDEO, URUGUAY | DISP. | AT ONCE | | | | | | |

SIGNATURE OF CREW ON ENGAGEMENT

| | |
|------|----|
| ENG. | 1 |
| ENG. | 2 |
| ENG. | 3 |
| ENG. | 4 |
| ENG. | 5 |
| ENG. | 6 |
| ENG. | 7 |
| ENG. | 8 |
| ENG. | 9 |
| ENG. | 10 |
| ENG. | 11 |
| ENG. | 12 |
| ENG. | 13 |
| ENG. | 14 |
| ENG. | 15 |

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 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 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 |
| 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 176 | W/MARIA | At 3rd | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 16 | |
| - | F. Is. | JOSE L. TERRA 2673, Ap. 11, MONTEVIDEO, URUGUAY | ENG-R | STANLEY | | | 35 - | RELEASE | | |
| 30 | Same | | - | AT ONCE | | | | | | |
| - | UR 13465 | W/CLORMANDA | Fireman | 15-1-70 | | | | ENG. <i>Proquillo Peltrán</i> | 17 | |
| - | URUGUAYAN | SANTIAGO SIERRA 3195, bis, MONTEVIDEO, URUGUAY | | STANLEY | 57 - | | | RELEASE | | |
| 56 | Same | | - | AT ONCE | | | | | | |
| - | F 162 | Sis/Mrs C. ALAXIA | Fireman | 15-1-70 | | | | ENG. <i>H. P. P.</i> | 18 | |
| - | F. Is. | SAN CARLOS, FAULKLAND IS. | | STANLEY | 57 - | | 20 - | RELEASE | | |
| 34 | Same | | - | AT ONCE | 15-1-70 Engagement cancelled | | | | | |
| - | | W/ESTHER, 387 OCEAN BEACH ROAD, MT. MANGANUI, NEW ZEALAND. | Fireman | 15-1-70 | | | | ENG. <i>H. P. P.</i> | 19 | |
| - | F. Is. | | | STANLEY | 56 - | | | RELEASE | | |
| | Same | | - | AT ONCE | | | | | | |
| - | | M/MRS HOGARTH, ROSS ROAD EAST, STANLEY, F. Is. | Fireman | 15-1-70 | | | | ENG. <i>A. Mc Gill</i> | 20 | |
| - | F. Is. | | | STANLEY | 56 - | | | RELEASE | | |
| 23 | Same | | - | AT ONCE | | | | | | |
| - | F 117 | W/AIDA | CHIEF STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 21 | |
| - | F. Is. | MEDANOS 1519, Ap 201, MONTEVIDEO, URUGUAY | | STANLEY | SEPARATE AGREEMENT | | | RELEASE | | |
| 57 | SAME | | COOK 28498 | AT ONCE | | | | | | |
| - | F 119 | D/LEONOR | 2nd STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 22 | |
| - | CHILEAN | HUMACHIN 4061, MONTEVIDEO, URUGUAY. | | STANLEY | 68 - | | 30 - | RELEASE | | |
| 54 | SAME | | - | AT ONCE | | | | | | |
| - | F 184 | M/AIDA | STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 23 | |
| - | CHILEAN | QUILQUE JALPARANSO, CHILE. | | STANLEY | 56 - | | | RELEASE | | |
| 30 | SAME | | - | AT ONCE | | | | | | |
| - | UR. 18858 | W/CARMEN | STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 24 | |
| - | SPANISH | MONTERO BIDAURRETA 869, LA TEJA, MONTEVIDEO, URUGUAY | | STANLEY | 56 - | | 50 - | RELEASE | | |
| 47 | SAME | | - | AT ONCE | | | | | | |
| - | | W/AURORA | STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 25 | |
| - | URUGUAYAN | MARTIN C. MARTINEZ 1808, MONTEVIDEO, URUGUAY. | | STANLEY | 56 - | | 50 - | RELEASE | | |
| 46 | SAME | | - | AT ONCE | | | | | | |
| - | UR 13886 | W/ROSALIA | STEWARD | 15-1-70 | | | | ENG. <i>P. P. P.</i> | 26 | |
| - | URUGUAYAN | LARRAÑAGA 1427, P2, Ap 39, MONTEVIDEO, URUGUAY | | STANLEY | 56 - | | | RELEASE | | |
| 41 | SAME | | - | AT ONCE | | | | | | |
| - | UR 13061 | W/OLGA | STEWARD | 15-1-70 | | | | ENG. <i>W. J. P.</i> | 27 | |
| - | URUGUAYAN | ELLAURO 184, Ap 6, MONTEVIDEO, URUGUAY. | | STANLEY | 56 - | | | RELEASE | | |
| 49 | SAME | | - | AT ONCE | | | | | | |
| - | F 120 | D/ANNE | CHIEF COOK | 15-1-70 | | | | ENG. <i>W. J. P.</i> | 28 | |
| - | F. Is. | 3 HEBE STREET, STANLEY, F. Is. | | STANLEY | SEPARATE AGREEMENT | | | RELEASE | | |
| 53 | SAME | | COOK 30046 | AT ONCE | | | | | | |
| - | F 205 | Bro/ROBERT | Ass't COOK | 15-1-70 | | | | ENG. <i>J. M. P.</i> | 29 | |
| - | TAIN. SCOTLAND | CARRAN, DIERBUGHT ROAD, INVERNESS, SCOTLAND | | STANLEY | 60 - | | | RELEASE | | |
| 47 | SAME | | - | AT ONCE | | | | | | |
| - | | F. H.F. SUMMERS | S.O.S. | 15-1-70 | | | | ENG. <i>W. J. P.</i> | 30 | |
| - | F. Is. | FITZROY, F. Is. | | STANLEY | 43 - | | 10 - | RELEASE | | |
| 17 | Same | | - | AT ONCE | | | | | | |

SIGNATURE OF CREW ON ENGAGEMENT

| | |
|------|----|
| ENG. | 16 |
| ENG. | 17 |
| ENG. | 18 |
| ENG. | 19 |
| ENG. | 20 |
| ENG. | 21 |
| ENG. | 22 |
| ENG. | 23 |
| ENG. | 24 |
| ENG. | 25 |
| ENG. | 26 |
| ENG. | 27 |
| ENG. | 28 |
| ENG. | 29 |
| ENG. | 30 |

| M.N.E.A. Category | Nature 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 | Rel. 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 | | | |
| | | | | | | | | ENG | 31 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 32 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 33 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 34 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 35 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 36 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 37 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 38 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 39 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 40 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 41 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 42 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 43 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 44 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 45 | |
| | | | | | | | | RELEASE | | |

| SIGNATURE OF CREW ON ENGAGEMENT | |
|---------------------------------|----|
| ENG. | 31 |
| ENG. | 32 |
| ENG. | 33 |
| ENG. | 34 |
| ENG. | 35 |
| ENG. | 36 |
| ENG. | 37 |
| ENG. | 38 |
| ENG. | 39 |
| ENG. | 40 |
| ENG. | 41 |
| ENG. | 42 |
| ENG. | 43 |
| ENG. | 44 |
| ENG. | 45 |

| M.N.E.A. Category | Number 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 | Rel. 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 I, the Master do hereby release the said under- signed members of the Crew from all claims in respect of the said voyage. | 4 or No. of N.I. cents 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 | | | |
| | | | | | | | | ENG | 46 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 47 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 48 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 49 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 50 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 51 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 52 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 53 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 54 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 55 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 56 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 57 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 58 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 59 | |
| | | | | | | | | RELEASE | | |
| | | | | | | | | ENG. | 60 | |
| | | | | | | | | RELEASE | | |

| SIGNATURE OF CREW ON ENGAGEMENT | |
|---------------------------------|----|
| ENG. | 46 |
| ENG. | 47 |
| ENG. | 48 |
| ENG. | 49 |
| ENG. | 50 |
| ENG. | 51 |
| ENG. | 52 |
| ENG. | 53 |
| ENG. | 54 |
| ENG. | 55 |
| ENG. | 56 |
| ENG. | 57 |
| ENG. | 58 |
| ENG. | 59 |
| ENG. | 60 |

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.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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.)



Form Eng.2A - in respect of seamen
Peter Mathison PORTER
and Julian Henry
St.John RENDELL
- R.M.S. "DARWIN"

WITH THE COMPLIMENTS
OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO.

The Shipping Master,
Port Stanley,
Falkland Islands.

31 March, 1970.

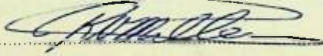
Eng. 2A.



Masters are requested to fill up one of these forms and return it without delay to the proper authority at any Port abroad where changes have taken place in their crews without official sanction. It is especially important that particulars of men who have left through sickness or deserted should be sent to the proper authority as early as possible. Failure to do this may cause inconvenience, hardship to the seamen concerned, and extra expense to the shipowners. If it is quite impossible to report the changes at the port at which they have taken place they should be reported at the next port of call.

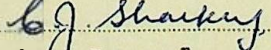
The attention of Masters is called to the sections of the M.S. Acts, printed on the back of this form.

ACCOUNT of CHANGES made in the CREW
of a FOREIGN-GOING or HOME TRADE SHIP
at a port out of the United Kingdom but not
before a Consular or Colonial Officer

| Name of Ship | | Official Number | Port of Registry | Registered Tonnage | |
|---|-------------------------------|-----------------|-------------------------------------|--------------------|-----|
| | | | | Gross | Net |
| DARWIN | | 156384 | PORT STANLEY, FALKLAND ISLANDS | | |
| Name and Address of Master and No. of his Certificate | | | | | |
| R.N. MILLER CSS 92140 JOHN STREET. P.O. BOX 177 STANLEY. FALKLAND ISLANDS. | | | | | |
| Port at which the agreement was first opened, and the date | | | Description of Voyage or Employment | | |
| Date | Place | | | | |
| 15-1-70 | STANLEY. FALKLAND ISLANDS. | | FALKLAND ISLANDS S. AMERICA | | |
| I hereby declare to the truth of the entries in this account of changes in crew. | | | | | |
| (Signed)  Master, | | | | | |
| this 25th day of March 1970, | | | | | |
| at MONTEVIDEO | | | | | |

Shipping Master, Port Stanley, Falkland Islands,
Forwarded to the Registrar General of Shipping and Seamen

this thirtyfirst day of March, 19 70.

Signature and Title 
H.M. Vic Consul



NOTICE.—The Discharge Books (Dis. A) and National Insurance Cards of men referred to in Part I should, if in the Master's possession, be returned with this form.

No entries or marks of any kind should be made in the Discharge Books.

NOTICE.—Care must be taken to give full particulars in columns 8, 11, 12 and 13 in order that arrangements may be made to continue allotments where payable.

(Part I.)—Seamen who have failed to join, deserted, or otherwise left the Ship.

| Reference No. | Name and Surname and Dis. A. No. (Note.—Age and birthplace should be added if Dis. A. No. is not available). 1. | Date and Place of Signing Agreement | | | Capacity. No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any) 5. | PARTICULARS OF LEAVING THE SHIP | | | Report of Character | | Particulars of Allotment (if any) | | | Reference No. |
|---------------|--|-------------------------------------|-------------|------------------------------------|---|---------------------------------|-------------|--|---------------------|----------------|-----------------------------------|--|---------------------------------|---------------|
| | | Date 2. | Place 3. | Date and hour to be on board 4. | | Date 6. | Place 7. | Cause In cases of Failure to Join, Masters are requested to state fully the cause of failure if this information is available 8. | Ability 9. | Conduct 10. | Amount 11. | State whether Weekly (W) Half monthly (½M) or Monthly (M) 12. | Dates payable (if known) 13. | |
| 1 | | | | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | | | | 2 |
| 3 | | | | | | | | | | | | | | 3 |
| 4 | | | | | | | | | | | | | | 4 |
| 5 | | | | | | | | | | | | | | 5 |
| 6 | | | | | | | | | | | | | | 6 |
| 7 | | | | | | | | | | | | | | 7 |
| 8 | | | | | | | | | | | | | | 8 |
| 9 | | | | | | | | | | | | | | 9 |
| 10 | | | | | | | | | | | | | | 10 |

(Part II.)—Deaths of Members of the Crew.

(See Footnote)*

| Date and Place of Death | | Name and Surname of Deceased 3. | Sex 4. | Age 5. | Rating 6. | Nationality (stating Birthplace) 7. | Last Place of Abode 8. | Cause of Death 9. |
|-------------------------|-------------|------------------------------------|-----------|-----------|--------------|--|---------------------------|----------------------|
| Date 1. | Place 2. | | | | | | | |
| | | | | | | | | |

(Part III.)—Seamen engaged.

| Reference No. | Income Tax Code | Name and Surname and Dis. A. No. 1. | Age 2. | Nationality (if British, state Birthplace) 3. | ADDRESSES. (1) Port of Engagement Address, and (2) Home Address and Next-of-kin N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of a Seaman 4. | Ship in which he last served, and year of Discharge therefrom | | Date and Place of Signing the Agreement | | In what capacity engaged‡ 9. | No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any) 10. | Date and Hour at which he is to be on board 11. | Amount of Wages per week or Calendar Month 12. | Amount of Wages advanced upon or at the time of engagement § 13. | Amount of Weekly, Half-Monthly or monthly Allotment 14. | Signature or Initials of Witness before whom the Seaman is engaged 15. | Reference No. |
|---------------|-----------------|--|-----------|--|---|---|--|---|-------------|---------------------------------|---|--|---|---|--|---|---------------|
| | | | | | | Year 5. | State Name with Official No. or Port of Registry 6. | Date 7. | Place 8. | | | | | | | | |
| (41) | | R 90982 Peter Mathison PORTER | 62 | Leith | (1) W/Mary. 151 RESTALRIC AVE. (2) EDINBURGH. 7. SECT. 4. 2ND. | 70 | Seaford London | 25/3/70 | MONTEVIDEO | Chief Engineer | 28 78972 | At Once | Separate Agreement | | | | 1 |
| (42) | | Julian Henry St John RENDELL. | 32 | Lynberg. S.A. | (1) W/F Church House Flats. (2) Stanley. Falkland Islands. | 61 | HMS Rhyll. | -do- | -do- | Radio Officer | — | -do- | -do- | | | | 2 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 3 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 4 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 5 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 6 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 7 |
| | | | | | (1) — (2) — | | | | | | | | | | | | 8 |

* Every entry in Part II must be an exact copy of the entry in the Tabular form in the Official Log Book if the facts relating to the death have been recorded therein.
‡ 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 works of Cooks and Stewards should be described as Cabin Boys, not merely as Boys.
§ If the advance is not conditional on going to sea, the words "no conditional" should be inserted above the entry of the amount.

Merchant Shipping Act, 1894

Special provisions as to agreements with crew of foreign-going ships.

115. The following provisions shall have effect with respect to the agreements with the crew made in the United Kingdom in the case of foreign-going ships registered either within or without the United Kingdom:—

(1). The agreement shall (subject to the provisions of this Act as to substitutes) be signed by each seaman in the presence of a superintendent:

(4). Where a substitute is engaged in the place of a seaman who duly signed the agreement, and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion, or other unforeseen cause, the engagement shall, when practicable, be made before a superintendent, and when not practicable, the master shall, before the ship puts to sea, if practicable, and if not as soon afterwards as possible, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the presence of a witness, and the witness shall attest the signature:

Engagement of seamen in colonial and foreign ports.

124. (1).—With respect to the engagement of seamen abroad, the following provisions shall have effect:—

Where the master of a ship engages a seaman in any British possession other than that in which the ship is registered or at a port in which there is a British consular officer, the provisions of this Act respecting agreements with the crew made in the United Kingdom shall apply subject to the following modifications:—

(a) in any such British possession the master shall engage the seaman before some officer being either a superintendent or, if there is no such superintendent, an officer of customs;

(b) at any such port having a British consular officer, the master shall, before carrying the seaman to sea, procure the sanction of the consular officer, and shall engage the seaman before that officer;

(c) the officer shall endorse upon the agreement an attestation to the effect that the agreement has been signed in his presence and otherwise made as required by this Act, and also, if the officer is a British consular officer, that it has his sanction, and if the attestation is not made the burden of proving that the engagement was made as required by this Act shall lie upon the master.

(2). If a master fails to comply with this section he shall be liable for each offence to a fine not exceeding five pounds.

Merchant Shipping Act, 1906

Certificate of proper authority required where a seaman is left behind abroad.

36. (1).—The master of a British Ship shall not leave a seaman behind at any place out of the United Kingdom, ashore or at sea (except where the seaman is discharged in accordance with the Merchant Shipping Acts), unless he previously obtains, endorsed on the agreement with the crew, the certificate of the proper authority as defined for the purpose in this Part of this Act, stating the cause of the seaman being left behind, whether the cause be unfitness or inability to proceed to sea, desertion, or disappearance or otherwise.

(2). The authority to whom an application is made for a certificate under this section may, and, if not a merchant, shall, examine into the grounds on which the seaman is to be left behind, and for that purpose may, if he thinks fit, administer oaths, and may grant or refuse the certificate as he thinks just, but the certificate shall not be unreasonably withheld.

(3). If the master of a ship fails to comply with this section, he shall (without prejudice to his liability under any other provision of the Merchant Shipping Acts) be guilty in respect of each offence of a misdemeanour, and in any legal proceedings for the offence it shall be on the master to prove that the certificate was obtained or could not be obtained without unreasonable delay to the ship or was unreasonably withheld.

(38/1)



Forms C.21a - in respect of seamen
and M. Roque María BELTRAN,
Ove ODDEN and Juan
Severo SILVA ex
R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO,

The Shipping Master,
Port Stanley,
Falkland Islands.

25 March, 1970.



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

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

(For Directions, see the cover)



(OFFICE STAMP)

| 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>BELTRAN</i> | <i>Loque Maria</i> | <i>26</i> | <i>Uruguayan</i> | <i>Fireman</i> (A) 13465 (Uruguayan) | <i>23.3.70</i> | <i>V.G.</i> | <i>V.G.</i> | <i>Discharge</i> <i>N</i> |
| <i>ODDEN</i> | <i>Ove</i> | <i>22</i> | <i>Norwegian</i> | <i>RHU</i> (A) 53147-40712 (Norwegian) | <i>23.3.70</i> | <i>V.G.</i> | <i>V.G.</i> | <i>Discharge</i> <i>N</i> |
| <i>SILVA</i> | <i>Juan Severo</i> | <i>36</i> | <i>Uruguayan</i> | <i>Radio Off.</i> (A) 15469 (B) 24/69 } <i>Uruguayan</i> 2nd Cl.) | <i>25.3.70</i> | <i>V.G.</i> | <i>V.G.</i> | <i>Discharge</i> <i>N</i> |
| <i>Form attached</i> | | | | | | | | |

Shipping Master,
The Registrar-General of Shipping and Seamen *Port Stanley,*
Lakeland Id. Initials and Date *L 25.3.70*

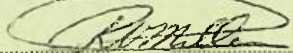


Release on termination of Service with Note
of excepted claims (if any).

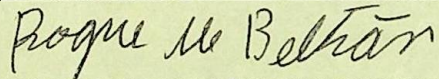

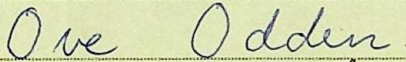

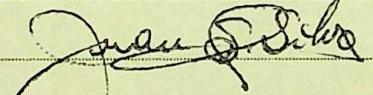

Port Montevideo

| Name of Ship | Official No. | Date of Commencement of Voyage or Engagement | Date of Termination of Voyage or Engagement | Place of Termination of Voyage or Engagement |
|-----------------|--------------|---|--|---|
| R.M.S. "DARWIN" | 156384 | 15.1.1970 | 23.3.1970 | Montevideo |

We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.

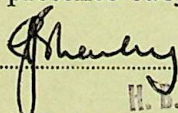
 Master.

Dated this twentythird day of March 1970.

| Reference Number in agreement | Balance of Wages Paid | Signatures of Seamen | Date of Signing Release | Signature or Initials of Official before whom the balance of Wages was Paid and Release Signed |
|----------------------------------|--------------------------|--|-------------------------------|---|
| 17 | Paid by Agents |  | 23.3.70 |  |
| 11 | Paid by Agents |  | 23.3.70 |  |
| 35 | Paid by Agents |  | 25.3.70 |  |
| | | | | |
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| | | | | |
| | | | | |

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).





H. B. M. Vice-Consul

{ Signature of Official before
whom Release was signed,
with Official Seal.

NOTE—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.

R. Doldrini. List of Personal Effects.

| | | | | | |
|----|-------|---------------------|----|---------|--------------------------|
| 18 | No | Shirts. | 17 | Pkts | Assorted Biscuits. |
| 2 | " | Vest. | 6 | " | Sponge Mixture. |
| 3 | " | Underpants. | 1 | Jar | Jam. |
| 3 | " | Handkerchiefs. | 12 | Tins | Sardines. |
| 10 | " | Ties. | 1 | " | Bacon Roll. |
| 2 | " | Suits. | 1 | " | Prawns. |
| 2 | " | Uniform Coats. | 1 | " | Sweet Corn |
| 1 | " | Uniform Cap. | 1 | " | Salad Oil. |
| 1 | " | Uniform. | 1 | Pkt | Assorted Sweets. |
| 2 | " | Rain Coats. | 8 | " | Lighter Flints. |
| 1 | " | Duffel Coat. | 1 | Lb | Tea. |
| 3 | " | Belts. | 8 | Tabz | Soap. |
| 2 | " | Overcoats. | 3 | Bots | Shampoo. |
| 1 | " | Sportcoat. | 3 | Tins | Talc Powder. |
| 3 | " | Razors. | 2 | Tubes | Cig Lighter Gas. |
| 1 | " | Shaving Brush. | 1 | Bot | Wine. |
| 2 | " | Shoe Brushes. | 1 | " | Gin. |
| 1 | " | Nail Brush. | 1 | " | Rum. |
| 1 | " | Cloth Brush. | 1 | No | Tot Measure. |
| 20 | " | Wine Glasses. | 12 | " | Cocktail Sticks Bone. |
| 1 | " | Tot Glass. | | | |
| 1 | " | Saw. | | | |
| 2 | " | Flags. | | | |
| 2 | " | Radios. | | | |
| 1 | " | Radio Valve. | | | |
| 1 | " | Tape Recorder. | 1 | Package | Documents & Photographs. |
| 1 | " | Corkscrew. | | | |
| 1 | " | Screwdriver Set. | 1 | Cash | Box Containing. |
| 12 | " | Coffee Cups. | | | 28---4---9 |
| 12 | " | Coffee Saucers. | | | \$55 U/S. |
| 1 | " | Bath Room Scales. | | | ¥11,250 Uruguayan. |
| 3 | " | Pocket Knives. | | | 3 Medals. |
| 46 | " | Batteries. | | | 47 Coins. |
| 3 | " | Torches. | | | |
| 4 | " | Pens. | | | |
| 4 | " | Cigarette Lighters. | | | |
| 1 | " | Electric Iron. | | | |
| 4 | " | Key Rings. | | | |
| 1 | " | Writing Pad. | | | |
| 1 | " | Rosary. | | | |
| 6 | " | Wrist Watches. | | | |
| 1 | " | School Ruler. | | | |
| 1 | " | Wine Skin Bag. | | | |
| 6 | " | Photographs Framed. | | | |
| 1 | " | Magnifying Glass. | | | |
| 3 | Sets | Darts. | | | |
| 1 | " | Dice. | | | |
| 2 | Prs | Scissors. | | | |
| 2 | Sets | Cuff Links. | | | |
| 3 | Reels | Cotton. | | | |
| 6 | Prs | Socks. | | | |
| 2 | Prs | Braces. | | | |
| 3 | Prs | Shoes. | | | |
| 1 | Pr | Slippers. | | | |
| 1 | Pr | Armbands. | | | |
| 1 | Pr | Pyjama Trousers. | | | |
| 8 | No | Pullovers. | | | |
| 1 | Pr | Gloves. | | | |
| 9 | No | Suit Hangers. | | | |

M. Keen
Chief Officer.

G. Harris
Chief Steward.



RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,
DEAD, &c. at

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

Official Number } 156384

(For Directions, see the cover)

C. 21a



| 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) | |
| BOLDRINI | Rubelindo Inptali | 54 | Chilean | 2 nd Stwd. F 119 | 14.6.70 | V.G. | V.G. | Died N Effects delivered by Master to next-of-kin. Balance of wages paid by local Agents to next-of-kin |

The Shipping Master

The Registrar-General of Shipping
and Seamen

Port Stanley,
Falkland Isds.

Initials and Date

22.6.70

(38/1)



Forms M
and C.21a

- in respect of seaman
Ronald Edward
DICKSON ex "DARWIN".

WITH THE COMPLIMENTS
OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO.

The Shipping Master,
Port Stanley,
Falkland Islands.

22 June, 1970.



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>DICKSON</i> | <i>Lenala Edward</i> | <i>31</i> | <i>Stanley Island Isld.</i> | <i>E.D.H. F. 228</i> | <i>18. 6. 70</i> | <i>V.G.</i> | <i>V.G.</i> | <i>Discharge H</i> |
| <i>Form M attached</i> | | | | | | | | |
| <i>The Shipping Master, The Registrar-General of Shipping and Seamen</i> | | | | | | | | |

*Port Stanley,
Island Isld.*

Initials and Date

18. 6. 70




Release on termination of Service with Note
of excepted claims (if any).



Port Montevideo

| Name of Ship | Official No. | Date of Commencement of Voyage or Engagement | Date of Termination of Voyage or Engagement | Place of Termination of Voyage or Engagement |
|-----------------|--------------|---|--|---|
| R.M.S. "DARWIN" | 156384 | 15-4-70 | 18-6-70 | Montevideo |

We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.


 Master.

Dated this eighteenth day of June 1970

| Reference Number in agreement | Balance of Wages Paid | Signatures of Seamen | Date of Signing Release | Signature or Initials of Official before whom the balance of Wages was Paid and Release Signed |
|----------------------------------|--------------------------|---|-------------------------------|---|
| 10 | Paid by Agents |  | 18-6-70 |  |
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
| | | | | |
| | | | | |
| | | | | |

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).




H. D. M. Vice-Consul

{ Signature of Official before
whom Release was signed,
with Official Seal.

NOTE—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.



Form 21b - in respect of seaman
Ove ODDEN - R.M.S. "DARWIN"

WITH THE COMPLIMENTS

OF THE

CONSULAR SECTION,
BRITISH EMBASSY,
MONTEVIDEO.

The Shipping Master,
Port Stanley,
Falkland Islands.

4 May, 1970.

BRITISH EMBASSY
4 MAY 1970
Consular Section
MONTEVIDEO
(OFFICE STAMP)

Official } 156384
Number }

(OFFICE STAMP)

| 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) | | | | | | |
| ODDEN | Ove | 22 | Norwegian | D.H.U. Reg. 05. Enr. 031147- 40712 | 2/5/70 | Bogota 4139, Barro, Montevideo wife: Graciela | same |

Initials and Date 4/5/1970

(38/1)



Form C.21b - in respect of seaman
Ubaldo PEREYRA -
R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO.

Shipping Master,
Port Stanley,
Falkland Islands.

1 July, 1970.



RETURN OF SEAMEN ENGAGED

Name of Ship } *RMS DARWIN*

Official Number } *156384*



(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) | | | | | | |
| <i>PEREYRA</i> | <i>UBALDO</i> | <i>45</i> | <i>Uruguayan</i> | <i>1st. Cook</i> | <i>1.4.40</i> | <i>Agraciada 2359, Apt 3, Montevideo</i> | <i>Same</i> |
| | | | | <i>OR 13254</i> | | <i>Wife: Maria, address as above</i> | |

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

Initials and Date

1.4.40