



1

# OFFICIAL LOG-BOOK

(O 4) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
DARWIN	156384	Port Stanley Falkland Islands	179286	73855	R. N. MILLER	C.S.S. 92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port <u>STANLEY</u> Date <u>16-7-70</u>	<u>TRADING</u> <u>FALKLAND ISLANDS / SOUTH AMERICA</u>	Port _____ Date _____

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of \_\_\_\_\_ on \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_\_

Countersigned

Superintendent.

Master

Address

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



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

### List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Richard Nigel MILLER	Master	—	—	31//
2	Peter Smith THAIN	First Officer	VG	VG	28. 29. 34.
3	Neil JENNINGS	Second Mate	VG	VG	31//
4	Lerald JENNINGS	Third Mate	VG	VG	33//
5	Julian RANDELL	Radio Officer	VG	VG	34
6	Fernando IRIARTE	Boatswain	VG	VG-	28. 29. 36. 31. 33. 35//
7	Darryl PARRIN	EDH	VG	VG	30. 35. 39.
8	Kenneth CLETHERDE	DHU	VG	VG	
9	Juan KROPMAN	AB	VG	VG	27. 34.
10	Ove. ODDEN	DHU	VG	VG	30. 31. 32. 36//
11	John Summers	SOS	VG	VG	33//
12	Edmund BERNTSEN	JOS	VG	VG	32. 37. 38.
13	Harry SARNEY	Messman	VG	VG	38.
14	Peter PORTER	Chief Engineer	VG	VG	28. 36.
15	Malcolm BINNIE	Second Engineer	VG	VG	33.
16	Dennis LARSEN	Third Engineer	VG	VG	
17	Richard HILLS	Fourth Engineer	VG	VG	30. 34. 35. 36.
18	Victor CONRAN/HOT	Donkeyman	VG	VG	38//
19	Terence HANSEN	Fireman	VG	VG	29. //
20	Eric JOHNSON	Fireman	VG	VG	29. 30. 33. //
21	Alexander MCGILL	Fireman	VG	VG	29. 33. 37.
22	James HARRIS	Chief Steward	VG	VG	28. 34. 35. 37. 38.
23	William RICHARDS	Second Steward	VG	VG	
24	Ramon BLANCO	Steward	VG-	VG-	32//
25	Nery SWEIRA	Steward	VG	VG	38//

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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Elias KROPMAN	Steward	VG	VG	
27	Wilson KROPMAN	Steward	VG	VG	30. 36. 38.
28	Hector <del>GARCIA</del> <sup>SANTALUZ</sup>	Steward	VG-	VG-	32//
29	James MCKENZIE	Cook	VG	VG	39.
30	Ubaldo PEREYRA	Asst Cook	VG	VG	35//
31	Till MILLER	Supy.	—	—	28. 29. //
32	Taron MILLER	Supy.	—	—	28. 29. //
33	Francis RANDELL	Supy.	—	—	28. 29. //
34	David ALLEN	Supy.	—	—	28. 29. //
35	Nestor OLIVERA	AB	VG	VG	28. 34. 37//
36	Colin CLIFTON	Fireman	VG	VG	30. 37. 38.
37	Richard Nigel MILLER	Master	VG	VG	31.
38	Gladys THAIN	Supy.	—	—	31. //
39	Stephen JENNINGS	Supy.	—	—	31. //
40	Maximo CERECETTO	Steward	VG	VG	32. 33. //
41	Manuel DALCOSTA	Steward	VG	VG	32. 33. //
42	Neil JENNINGS	Second Mate	VG	VG	33. //
43	Luis GARRARDO	Steward	VG	VG	33. //
44	Hector SANTA CRUZ	Steward	VG	VG	33. 38.
45	Lerald JENNINGS	Third Mate	VG	VG	34. 35. 36.
46	John SUMMERS	SOS	VG	VG	34.
47	Derek FELTON	Fireman	VG	VG	34. 35. 36. 37. 38.
48	Norman MORRISON	Supy.	—	—	35. 39//
49	Manuel DALCOSTA	Steward	VG	VG	36. 38.
50	Maximo CERECETTO	A/Cook	VG	VG	37. 38.



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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51	Bjorn THOM	DHU	VG-	VG-	36.
52	Juan LOPEZ	Steward	VG	VG	38.
53					
54					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
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95					
96					
97					
98					
99					
100					



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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					

## MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

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

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

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

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

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

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

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



## 9

Signature of Officiating Clergyman.....

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

## BIRTHS

## DEATHS

\* 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.

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

†Signature of Master .....

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

(See Instructions on previous page)

(See Instructions on previous page)

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



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

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

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

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



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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
17-7-70	No drills possible on departure, due to violence of wind (over 60 knots in gusts).		18-7-70.	<i>R. Muller</i> <i>M. Heir</i>
20-7-70	Ship's Company and Passengers mustered, wearing lifejackets, at Boat Stations and instructed in correct wearing. Ship's Company then exercised at Fire Drill. All fire fighting equipment tested, and all in good order and condition.		20-7-70	<i>R. Muller</i> <i>M. Heir</i>
26-7-70	No drills this week. Vessel in port.		26-7-70	<i>R. Muller</i> <i>M. Heir</i>
28-7-70	Passengers and Ship's Company exercised at Fire and Boat Drills. Passengers instructed on correct wearing of jackets. All fire fighting equipment tested. Emergency generator, lifeboat engine, diesel fire pump, W.T. door, hand steering, fire doors, all operated and in good order.		28-7-70	<i>R. Muller</i> <i>M. Heir</i>
8-8-70	No drills this week. Vessel in port.		8-8-70	<i>R. Muller</i> <i>M. Heir</i>
15-8-70	No drills this week. Vessel in port.		15-8-70.	<i>R. Muller</i> <i>M. Heir</i>
20-8-70.	Ship's Company mustered, with Passengers, wearing lifejackets, at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator run on test. Alarms tested. All in good order and condition.		20-8-70	<i>R. Muller</i> <i>M. Heir</i>
23-8-70	Portable extinguisher (foam) broke loose, with mounting, in Diesel Fire Pump room and discharged itself. Re-filled and re-secured.		24-8-70	<i>R. Muller</i> <i>M. Heir</i>
27-8-70	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Passengers instructed on correct wearing of lifejackets. Kidde fire alarm system, W.T. door, hand steering gear, lifeboat engine and emergency generator all operated, in good order.		28-8-70	<i>R. Muller</i> <i>M. Heir</i>
28-8-70	Ship's Company exercised at Fire Stations. Diesel fire pump operated under load, all fire fighting equipment tested. All in good order and condition.		28-8-70	<i>R. Muller</i> <i>M. Heir</i>
5-9-70	No drills, vessel in port.		10-9-70	<i>R. Muller</i> <i>M. Heir</i>
12-9-70	No drills, vessel in port.		12-9-70	<i>R. Muller</i> <i>M. Heir</i>
14-9-70	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator run on test. Alarm bells tested. All in order.		14-9-70	<i>R. Muller</i> <i>M. Heir</i>

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

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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
21-9-70	Passengers mustered, wearing lifejackets, at Boat Stations and instructed in procedure and correct wearing of jackets. Fire alarms, W.T. door, hand steering and lifeboat engine run on test, all in perfect order. Lifeboats drained of surplus rainwater - hulls perfectly tight.		22-9-70	<i>R. Muller</i> <i>M. Heir</i>
27-9-70	Ship's Company mustered at Boat Stations and exercised. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator run on test, fire alarms tested. All in good order and condition. No passenger muster possible due to adverse conditions and seasickness.		28-9-70	<i>R. Muller</i> <i>M. Heir</i>
4-10-70	Ship's Company and Passengers mustered, wearing lifejackets, and exercised at Boat Stations. Passengers checked for correct wearing of jackets. No boats swung out due to weather. Ship's Company subsequently mustered and exercised at Fire Drill. Hoses connected and run out, selected portable extinguishers operated, smoke helmet equipment donned and tested, flags and fire doors checked. Emergency generator operated. All in good order and condition.		4-10-70	<i>R. Muller</i> <i>M. Heir</i>
11-10-70	No drills, vessel in port.		12-10-70	<i>R. Muller</i> <i>M. Heir</i>
15-10-70	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Stations. Passengers instructed in procedure and checked for correct wearing of jackets.		16-10-70	<i>R. Muller</i> <i>M. Heir</i>
19-10-70	Ship's Company exercised at Fire Drill. Emergency fire pump under load, all fire fighting equipment examined and hoses, etc. operated. All in good order and condition.		20-10-70	<i>R. Muller</i> <i>M. Heir</i>
24-10-70	Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations and checked for correct wearing, particularly children. All in good order. Emergency generator and Fire Alarms tested - satisfactory.		24-10-70	<i>R. Muller</i> <i>M. Heir</i>
31.10.70.	No drills this week, vessel in port, coastwise.		31.10.70.	<i>R. Muller</i> <i>M. Heir</i>
7.11.70.	No drills the week, vessel in port, coastwise.		7.11.70.	<i>R. Muller</i> <i>M. Heir</i>
10.11.70.	Passengers mustered, wearing lifejackets and exercised at Boat Stations, instructed in procedures. Both boats lowered to embarkation level, hoisted and resecured. Ship's Company exercised at Fire Drill. All in good order.		11.11.70.	<i>R. Muller</i> <i>M. Heir</i>

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







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

[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]



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]

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]



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]

## EMPLOYMENT OF LASCARS

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

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

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

VOYAGE	DECK 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		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(T) inches above S.
Summer	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(S) Upper edge of line through centre of disc.
Winter	4	feet	00 <sup>3</sup> / <sub>8</sub>	inches.	(W) N.A. inches below S.
Winter North Atlantic (if assigned)	—	feet	—	inches.	(WNA) N.A. inches below S.
Allowance for fresh water for all freeboards:—				inches.	
The upper edge of the deck line from which these freeboards are measured is				N.A.	inches
above the top of the				Steel Upper	deck at side.
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer		13	feet	06 <sup>1</sup> / <sub>2</sub>	inches.

## NOTES

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



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

DEPARTURES												
Date and Hour of Departure  (1)	Dock, Wharf, Harbour or Other Place  (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water  (8)	ALLOWANCE				
		Forward  (3)	Aft  (4)	Port  (5)	Star- board  (6)	Mean  (7)		For Density of Water*  (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water  (11)	
									(10)			
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
17-7-70 2000	Stanley	8 00	14 06	6 3 $\frac{1}{2}$	6 3 $\frac{1}{2}$	6 3 $\frac{1}{2}$	1025	-	-	-	-	-
28-7-70 1748	Montevideo	9 10	13 06	5 10 $\frac{1}{2}$	5 10 $\frac{1}{2}$	5 10 $\frac{1}{2}$	1025	-	-	-	-	-
20-8-70 1100	Stanley	9 00	12 00	7 0 $\frac{1}{2}$	7 0 $\frac{1}{2}$	7 0 $\frac{1}{2}$	1025	-	-	-	-	-
27-8-70 1215	Montevideo	10 03	13 00	5 11 $\frac{1}{2}$	5 11 $\frac{1}{2}$	5 11 $\frac{1}{2}$	1025	-	-	-	-	-
14-9-70 1100	Stanley	8 06	12 06	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	1025	-	-	-	-	-
21-9-70 1515	Montevideo	9 00	13 00	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	1025	-	-	-	-	-
27-9-70 1430	Stanley	9 02	12 09	6 8 $\frac{1}{2}$	6 8 $\frac{1}{2}$	6 8 $\frac{1}{2}$	1025	-	-	-	-	-
3-10-70 1200	Montevideo	9 06	12 08	6 5 $\frac{1}{2}$	6 5 $\frac{1}{2}$	6 5 $\frac{1}{2}$	1025	-	-	-	-	-
15-10-70 1100	Stanley	8 06	13 06	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	1025	-	-	-	-	-
23-10-70 1200	Montevideo	10 06	12 06	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	1025	-	-	-	-	-
10-11-70 1100	Stanley	8 06	12 06	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	6 6 $\frac{1}{2}$	1025	-	-	-	-	-
9-12-70 1830	Montevideo	11 06	12 00	5 9 $\frac{1}{2}$	5 9 $\frac{1}{2}$	5 9 $\frac{1}{2}$	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  
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OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

				SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard in salt water as calculated after making the appropriate allowances (14)	Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.					
-	11 03	6 0 $\frac{3}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	22-7-70 1742	Montevideo
-	11 08	5 10 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	1-8-70 2036	Stanley
-	10 06	7 0 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	24-8-70 1654	Montevideo
-	11 07 $\frac{1}{2}$	5 11 $\frac{3}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	31-8-70 0727	Stanley
-	10 06	7 0 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	18-9-70 1548	Montevideo
-	11 00	6 06 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	25-9-70 1206	Stanley
-	10 10 $\frac{1}{2}$	6 08 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	1-10-70 1500	Montevideo
-	11 07	6 05 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	8-10-70 0340	Stanley
-	11 00	6 06 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	19-10-70 1330	Montevideo
-	11 00	6 06 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	28-10-70 0320	Stanley
-	11 00	6 06 $\frac{1}{8}$	-	<i>Romello</i>	<i>M. Heir</i>	14-11-70 1547	Montevideo
-	11 09	5 09 $\frac{1}{2}$	-	<i>Romello</i>	<i>M. Heir</i>	13-12-70 2007	Stanley



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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
16-7-70 0930	Stanley	16-7-70	Articles opened before Colonial Shipping Master. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
17-7-70 1700	Stanley	17-7-70	Mrs. J. Miller, Master J. Miller, Mrs. F. Randall, Master D. Allen, Supernumeraries, signed Articles before Shipping Master for return voyage to Montevideo. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
23-7-70 0700	Montevideo	24-7-70	N. Olivera, A.B., commenced duties on joining. Subsequently signed Articles before Consul. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
23-7-70 0800	Montevideo	24-7-70	F. Iriarte, Bosun, attended British Hospital for attention to arm stiffness. To attend for further treatment. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
23-7-70 1600	Montevideo	24-7-70	P. Porter, Chief Engineer, attended dentist for repair to broken false tooth, incurred during heavy weather. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
24-7-70 0800	Montevideo	28-7-70	P. Thain, Chief Officer, attended British Hospital for attention to ear complaint. To attend for further treatment. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
24-7-70 1500	Montevideo	28-7-70	J. Harris, Chief Steward, attended British Hospital for check. F.T. F. Iriarte, Bosun, attended British Hospital for further treatment to arm. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
25-7-70 0900	Montevideo	28-7-70	F. Iriarte, Bosun, attended British Hospital for further treatment to arm. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate

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Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary 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
26-7-70 1000	Montevideo	28-7-70	T. Hansen, Fireman, attended British Hospital for emergency treatment to boiler chemical in eye. To attend again. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
27-7-70 0900	Montevideo	28-7-70	P. Thain, Chief Officer, attended British Hospital for further treatment to ear. F.T. F. Iriarte, Bosun, attended British Hospital for further treatment to arm. F.T. T. Hansen, Fireman, attended British Hospital for further treatment to eye. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
28-7-70 0900	Montevideo	28-7-70	F. Iriarte, Bosun, attended British Hospital for further treatment. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
1-8-70 2130	Stanley	2-8-70	Mrs. J. Miller, Master J. Miller, Mrs. F. Randall, Master D. Allen, Supernumeraries, signed off before Shipping Master. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
3-8-70 1000	Stanley	4-8-70	J. Kropman, A.B., attended K.E.M. Hospital with bleeding piles. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
3-8-70 1530	Stanley	4-8-70	E. Johnson, Fireman, attended K.E.M. Hospital for attention to teeth and gums. F.T. A. M. Hill, Fireman, attended K.E.M. Hospital for attention to teeth and gums. F.T. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
12-8-70 1130	Stanley	13-8-70	T. Hansen, Fireman, discharged and signed off Articles before Colonial Shipping Master. <i>R. Miller</i> Master.	<i>M. Hain</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
15-8-70 1000	Stanley	18-8-70	R. Hills, 4th Engineer, attended K.E.M. Hospital with back pains, apparently incurred from a fall while off duty and acting as engineer on MV "Jentoo". Muscle strain diagnosed, liniment given, fit. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
17-8-70 0700	Stanley	18-8-70	C. Clifton, Fireman, joined and commenced duties. Subsequently signed Articles before Colonial Shipping Master. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
18-8-70 1000	Stanley	18-8-70	E. Johnson, Fireman, attended K.E.M. Hospital for further dental attention. Fit. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
18-8-70 1500	Stanley	18-8-70	O. Odden, DHU, attended dentist with toothache. Temporary treatment given, to obtain further treatment after seeing specialist in Montevideo. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
20-8-70 0950	Stanley	20-8-70	D. Parrin, EDH, struck on forehead while rescuing lifeboats. To K.E.M. Hospital for treatment to bad cut. Fit. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
26-8-70 0800	Montevideo	27-8-70	F. Iriarte, Bosun, attended British Hospital for treatment, fit, to attend again on future voyages at recommendation of Dr. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
31-8-70 1000	Stanley	31-8-70	W. Kropman, Steward, attended K.E.M. Hospital Fit. <i>R. Miller</i> Master.	<i>M. Hain</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
31-8-70 0900	Stanley	31-8-70	R.N. Miller, Master, temporarily superseded in command to make a charter voyage on another vessel, by arrangement with Shipping Master and Colonial Authorities. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
9-9-70 1100	Stanley	11-9-70	R.N. Miller resumed command of vessel. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
10-9-70 1100	Stanley	11-9-70	R.N. Miller, Master, attended dentist. Fit. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
14-9-70 1030	Stanley	14-9-70	Mrs. J. Thain, Master S. Jennings, Supernumeraries, signed Articles for return voyage to Montevideo. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
19-9-70 1000	S. Montevideo	20-9-70	F. Iriarte, Bosun, attended British Hospital for dental treatment. Fit. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
25-9-70 1300	Stanley	27-9-70	Mrs. J. Thain, Master S. Jennings, Supernumeraries, signed off before Shipping Master. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
27-9-70 1100	Stanley	27-9-70	Mr. N. Jennings, 2nd Mate, signed off before Shipping Master for leave. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
27-9-70 1000	Stanley	27-9-70	O. Odden, DHU, unfit for duty in preparing for sea. <i>R. Miller</i> Master.	<i>M. Hain</i> Mate
27-9-70 1430	Stanley	27-9-70	O. Odden, DHU, drunk and unfit for duty at sailing time. <i>R. Miller</i> Master.	<i>M. Hain</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
28-9-70 1045	48° 47' S 57° 18' W	28-9-70	The two foregoing entries were read over to O. Odden, who was also informed that he would forfeit one half day's pay, but that no fine would be imposed in view of his normal good behaviour. He was cautioned as to his future behaviour, even while off duty, if this bears on his ability when called upon for duty. <i>Smith</i> Master.	FORFEIT: £0-17-4
1-10-70 1645	Montevideo	3.10.70	R. Blanco, Steward, discharged and signed off before Consul. Wages paid by Agent. <i>Smith</i> Master.	<i>Smith</i> Master.
2-10-70 0900	Montevideo	3.10.70	F. Bernsten, SOS, attended British Hospital with sore eye. Treatment prescribed. Fit. H. Santa Cruz, Steward, attended British Hospital with sore hip and back. Interned for treatment, subsequently signed off through Consul. <i>Smith</i> Master.	<i>Smith</i> Master.
2-10-70 1115	Montevideo	3.10.70	Maximo Cerecetto, Steward, signed Articles for return voyage to Stanley before Consul, and commenced duties. <i>Smith</i> Master.	<i>Smith</i> Master.
3-10-70 0700	Montevideo	3.10.70	Manuel Dalosta, Steward, joined and commenced duties for return voyage to Stanley. Subsequently signed on and Eng 2D completed. <i>Smith</i> Master.	<i>Smith</i> Master.

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8-10-70 1000	Stanley	9-10-70	E. Johnson, Fireman, attended KEM Hospital with sore throat. Fit. <i>Smith</i> Master.	<i>Smith</i> Master.
8-10-70 1200	Stanley	9-10-70	N. Tennings, 2nd Officer, rejoined from leave and resumed duties. Subsequently signed Articles before Shipping Master. A. McCall, Fireman, on leave while on Articles. <i>Smith</i> Master.	<i>Smith</i> Master.
12-10-70 1500	Stanley	14-10-70	F. Iriarte, Bosun, attended KEMH for dental treatment. Fit. <i>Smith</i> Master.	<i>Smith</i> Master.
13-10-70 0930	Stanley	14-10-70	F. Iriarte, Bosun, further dental treatment. Fit. <i>Smith</i> Master.	<i>Smith</i> Master.
15-10-70 1000	Stanley	15-10-70	A. McCall resumed duty. J. Tennings, 3rd Officer, and J. Summers, SOS, signed off Articles for leave. <i>Smith</i> Master.	<i>Smith</i> Master.
19-10-70 1430	Montevideo	20-10-70	M. Binnais, 2nd Engineer, attended British Hospital. Fit. L. Gallardo, Steward, joined and resumed duties. H. Santa Cruz, Steward, to resume duty on 20th after sick leave. M. Cerecetto and M. Dalosta cease duty this day. E. Johnson, Fireman, also ceases duty this day. <i>Smith</i> Master.	<i>Smith</i> Master.
20-10-70 0945	Montevideo	20-10-70	E. Johnson, M. Cerecetto, M. Dalosta, signed off. H. Santa Cruz, L. Gallardo, signed on before Consul. <i>Smith</i> Master.	<i>Smith</i> Master.

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21-10-70 0830	Montevideo	21.10.70	P. Chain, Ch. Officer, J. Randall, Radio Officer, attended British Hospital. Both Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
21-10-70 0900	Montevideo	21.10.70	J. Harris, Ch. Steward, reported hemorrhaging from leg. Bandaged. To attend British Hospital this afternoon seeing surgeon who operated on him for varicose trouble last year. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
21-10-70 1500	Montevideo	21.10.70	J. Harris, Ch. Steward, attended British Hospital. Treatment given. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
22-10-70 1600	Montevideo	22.10.70	R. Hills, 4th Engineer, to British Hospital with respiratory trouble. Treatment prescribed, to attend for further check. Not voyage. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
28-10-70 0700	Stanley	28.10.70	J. Jennings, 3rd Officer, J. Summers, J.C.S., rejoined and resumed duty. D.R. Felton, Fireman, joined and commenced duty. All subsequently signed Articles before Colonial Shipping Master. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
28-10-70 1000	Stanley	28.10.70	J. Harris, Ch. Steward, and N. Oliveira, A.B., attended K.E.M. Hospital. Both fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
9.11.70 1700	Stanley	10.11.70	J. Kropman, A.B., attended K.E.M. Hospital with sore eye. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
10.11.70 1000	Stanley	10.11.70	J. Kropman, A.B., attended K.E.M. Hospital for further treatment to eye. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>

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10-11-70 1045	Stanley	10.11.70	N. Morrison, Supernumary, signed Articles for return voyage to Montevideo before Col. Shipping Master. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
16.11.70 1000	Montevideo	16.11.70	F. Briante, Boon, discharged and signed off before Consul. D. Parrin, E.D.H., promoted Boon as e.f. this day. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
16.11.70 1000	Montevideo	16.11.70	R. Hills, 4th Engr, attended British Hospital for attention and check on headaches. To attend neuro-specialist. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
16.11.70 1500	Montevideo	16.11.70	R. Hills, 4th Engineer, attended Br. Hosp. Fit. To attend for further checks. T.R. Felton, fireman, attended dentist. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
17.11.70 1500	Montevideo	17.11.70	J. Harris, Ch. Steward, attended Br. Hospital for check. To attend again for treatment. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
18.11.70 1500	Montevideo	18.11.70	R. Felton, Fireman, attended dentist. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
			R. Hills, 4th Engineer, attended specialist. Fit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
			V. Pereira, Asst Cook, discharged and signed off before Consul. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
20.11.70 0900	Montevideo	30.11.70	R. Felton, Fireman, attended British Hospital with swollen leg. Unfit. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
20.11.70 1500	Montevideo	30.11.70	J. Harris, Ch. Steward, attended British Hospital. <i>Small Mast.</i>	<i>M. Harris Mast.</i>
21.11.70 0900	Montevideo	30.11.70	J. Jennings, 3rd Officer, attended British Hospital with swollen knee. Light duties. <i>Small Mast.</i>	<i>M. Harris Mast.</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
23.11.70 0700	Montevideo	30.11.70	M. DeBasta, Steward, commenced duty and subsequently signed Articles before Consul. <i>[Signature]</i> Master.	
23.11.70 1500	Montevideo	30.11.70	H. Kropman, Steward, attended British Hospital with swollen hand. Temporarily unfit. O. Alden, DHU, signed off and discharged before Consul. <i>[Signature]</i> Master.	
24.11.70 0900	Montevideo	30.11.70	J. Jennings, 3rd Officer, W. Kropman, Steward, attended Br. Hospital for further treatment. <i>[Signature]</i> Master.	
24.11.70 1500	Montevideo	30.11.70	P. Port, Chief Engineer, attended British Hospital with swollen finger. Fit. <i>[Signature]</i> Master.	
25.11.70 0700	Montevideo	30.11.70	B. Thom, DHU, joined and commenced duty. Subsequently signed Articles before Consul. <i>[Signature]</i> Master.	
25.11.70 0900	Montevideo	30.11.70	R. Felton, Fireman, attended British Hosp. for further treatment. <i>[Signature]</i> Master.	
25.11.70 1500	Montevideo	30.11.70	R. Hills, 4th Engineer, attended British Hospital for further check. Fit. <i>[Signature]</i> Master.	
26.11.70 0900	Montevideo	30.11.70	R. Felton attended British Hospital for further treatment. Unfit. <i>[Signature]</i> Master.	
27.11.70 0900	Montevideo	30.11.70	R. Felton attended British Hospital for further treatment. Unfit. W. Kropman, Steward, attended British Hospital for further treatment. Unfit. <i>[Signature]</i> Master.	

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
27.11.70 1400	Montevideo	30.11.70	N. Olivera, AB, signed off and discharged before Consul. <i>[Signature]</i> Master.	
27.11.70 1500	Montevideo	30.11.70	J. Harris, Ch. Steward, attended British Hosp. Fit. <i>[Signature]</i> Master.	
30.11.70 0700	Montevideo	30.11.70	M. Ceresetto, Asst. Cook, commenced duty. Subsequently signed Articles before Consul. <i>[Signature]</i> Master.	
30.11.70 0900	Montevideo	30.11.70	R. Felton attended Br. Hosp. Remains unfit. <i>[Signature]</i> Master.	
1.12.70 0900	Montevideo	1.12.70	R. Felton attended Br. Hosp. for further treatment. Remains unfit. <i>[Signature]</i> Master.	
2.12.70 0900	Montevideo	3.12.70	A. McMill, Fireman, attended British Hospital for check. To attend again. Fit. F. Berntsen, JDS, attended British Hospital for attention to swollen penis. To be circumcised. R. Felton, Fireman, attended British Hospital for further treatment. Unfit. P. Clifton, Fireman, attended British Hospital with sore eyes. Fit. <i>[Signature]</i> Master.	
2.12.70 1500	Montevideo	3.12.70	A. McMill, R. Hills, attended Br. Hosp. Fit. F. Berntsen attended Br. Hosp. to see and arrange treatment date with surgeon. Unfit. <i>[Signature]</i> Master.	

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3.12.70 1500	Montevideo	4.12.70	R. Felton attended British Hospital for fourth check. To resume duty on 9th Dec., meanwhile attending for dressing changes. N. Kroppman attended British Hospital for fourth treatment. To resume duty 7th Dec. Fit. H. Santaluy, Steward, attended British Hospital with sore back. To be interned for treatment later, slipped disc. Subsequently signed off before Consul. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
4.12.70 0900	Montevideo	4.12.70	R. Felton attended British Hospital. F. Berntsen interned for operation in Br. Hospital. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
5.12.70 0900	Montevideo	9.12.70	J. Harris, Ch. Steward, attended British Hospital for final check. Fit. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
5.12.70 1000	Montevideo	9.12.70	F. Berntsen returned ex British Hospital. To resume duty 8th Dec. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
7.12.70 1100	Montevideo	9.12.70	V. Longaly, Donkeyman, and N. Silveira, Steward, signed off for leave before Consul. J. Lopez, Steward, signed Articles before Consul and commenced duty. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
9.12.70 11.12.70 0600	St. 41 30 S 56 50 W.	11.12.70	M. Grenatto, A/Book, re-rated Steward, commenced duty as such. M. Dulosta, Steward, re-rated Fireman, commenced duty as such. C. Slight, Fireman, re-rated A/Book, commenced duty as such. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
24.12.70 0700	Stanley	24.12.70	H. Sarney, M/Man, on leave. <i>R. Smith</i> Master	<i>M. Harris</i> Mate

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28.12.70 1000	Stanley	29.12.70	J. McKinnis, Cook, attended K.E.M. Hospital. Fit. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
29.12.70 0700	Stanley	29.12.70	B. May JDS commenced duty. J.W.C. Peck, on temporary duty, H. Sarney. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
29.12.70 1000	Stanley	29.12.70	D. Parrin, Bosun, attended K.E.M. Hospital with stiff shoulder. Fit. <i>R. Smith</i> Master	<i>M. Harris</i> Mate
13.12.70 2015	Stanley	4.1.71	N. Morrison, Supy, signed off before Shipping Master. <i>R. Smith</i> Master	<i>M. Harris</i> Mate

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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 <sup>1</sup>	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. <sup>2</sup>
				Gross.	Net.	
DARWIN	156384	PORT STANLEY	2-1957	1792.86	738.55	144 1160 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. <sup>3</sup>		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
DARWIN SHIPPING LTD	PORT STANLEY, FARLAND ISLANDS		30	-	-	

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

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 31st December, 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 numbered<sup>5</sup>

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

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

- (a) Should any of the crew fail to join at any time specified, or fail to be on-board at any time or times appointed by the Master he may ship substitutes at once.
- (b) The crew shall work overtime when and where required.
- (c) The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- (d) No cash shall be advanced or liberty granted other than at the discretion of the Master.
- (e) The crew shall wear the Company's uniform, No. 1, and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear accepted) the cost price of such uniform will be deducted from wages.
- (f) The crew shall complete with thirty hands all told of whom not less than five shall be sailors.
- (g) The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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 Sixteenth day of July 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.
16-7-70	PORT STANLEY	4-1-71	STANLEY	4-1-71	<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.

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 day's 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 of replacement.

Mattress  
Pillow  
Pillow Case  
Sheets  
Blankets  
Towels  
Soap

(j) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillow cases 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:-

(i) At Sea - 8 hours per day, Saturday and Sunday included.

(ii) 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 (1).

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 (1). No hour to be paid overtime rate more than once.

(1) Overtime 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 10/-d 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 water-line and brushing down heating surfaces when the boiler has had 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 above	£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 Days (2).



# 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 .. .. .	
Potatoes .. .. .	7 lb.
Peas, Split or Lentils .. .. .	$\frac{1}{2}$ lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables .. .. .	1 $\frac{1}{2}$ lb.
Flour .. .. .	1 lb.
Rice .. .. .	6 oz.
Oatmeal, Rolled Oats or breakfast cereals .. .. .	6 oz.
Tea .. .. .	4 $\frac{1}{2}$ oz.
Coffee (containing not more than 25% Chicory) or .. .. .	2 oz.
Cocoa (or chocolate) .. .. .	3 oz.
Sugar .. .. .	1 $\frac{1}{2}$ lb.

Article	Allowance per week
Milk .. .. .	14 oz.
Condensed or Dried or Homogenised .. .. .	6 oz.
Butter .. .. .	1 $\frac{1}{2}$ pts.
Suet .. .. .	10 $\frac{1}{2}$ 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 .. .. .	$\frac{1}{2}$ oz.
Curry Powder .. .. .	$\frac{1}{2}$ 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 $\frac{1}{2}$  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  $\frac{3}{4}$  lb. of salt meat or  $\frac{1}{2}$  lb. of preserved meat for 1 lb. of fresh meat.

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

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

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 Fruit.** 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  $\frac{1}{2}$  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 .. .. .	$\frac{3}{4}$ lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat .. .. .	$\frac{1}{2}$ lb.	
Coffee .. .. .	1 oz.	To be considered equal.
Cocoa or Chocolate .. .. .	1 $\frac{1}{2}$ oz.	
Tea .. .. .	$\frac{1}{2}$ 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 .. .. .	$\frac{1}{2}$ lb.	
Flour .. .. .	$\frac{1}{2}$ lb.	
Green Peas, Haricot or Butter Beans .. .. .	$\frac{1}{2}$ lb.	
Rice .. .. .	$\frac{1}{2}$ lb.	

Marmalade .. .. .	1 lb.	To be considered equal.
Jam .. .. .	1 lb.	
Syrup .. .. .	1 lb.	To be considered equal.
Butter .. .. .	$\frac{1}{2}$ lb.	
Cheese .. .. .	$\frac{1}{2}$ lb.	To be considered equal.
Condensed Milk .. .. .	9 $\frac{1}{2}$ 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 38 inches.	(T)	..... inches above S.
Summer	4	feet 38 inches.	(S)	Upper edge of line through centre of disc.
Winter	4	feet 38 inches.	(W)	..... inches below S.
Winter North Atlantic (if assigned)	4	feet 38 inches.	(WNA)	..... inches below S.
Allowance for fresh water for all freeboards :—				3 1/2 inches.
The upper edge of the deck line from which these freeboards are measured is				..... inches above
the top of the				STEEL UPPER deck at side.
(Above particulars to be taken from Load Line Certificate.)				

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.

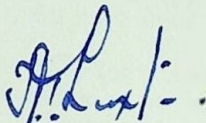
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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



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

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

STAPLE ON THIS LINE



Name of Ship **Darwin (ZDLC)** Off. No. **I56384**

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	Wife/ Jill.		16-7-70				ENG. <i>R. Miller</i>	1	<i>R. Miller</i>
	F. Is.	"Carters Cottage",	Master	Stanley.	Separate Agreement			RELEASE <i>R. Miller</i>		
33	Same	John Street, PO Box 177,	CSS	At	31-8-70	STANLEY	Superseded	ENG. <i>R. Miller</i>		
	F 169	Stanley. Falkland Islands	92140	Once				RELEASE <i>R. Miller</i>		
	Aberdeen	Wife/ Gladys.	First Officer	16-7-70				ENG. <i>M. Macdonald</i>	2	<i>M. Macdonald</i>
	Same	3 Hebe Place.	Disp.	Stanley	Separate Agreement			RELEASE <i>M. Macdonald</i>		
40	Same	Stanley. Falkland Islands		At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>M. Macdonald</i>		
	F 130	Wife/ Mary.	Second Mate	16-7-70				ENG. <i>N. Jennings</i>	3	<i>N. Jennings</i>
	F. Is.	PO Box 216.	AB	Stanley	Separate Agreement			RELEASE <i>N. Jennings</i>		
33	Same	Stanley. Falkland Islands	002500	At Once	27-9-70	STANLEY	Dis	ENG. <i>N. Jennings</i>		
	F 131	Wife / Nancy.	Third Mate	16-7-70				ENG. <i>E. Jennings</i>	4	<i>E. Jennings</i>
	F. Is.	John Street. PO Box 54.	AB	Stanley	Separate Agreement			RELEASE <i>E. Jennings</i>		
37	Same	Stanley. Falkland Islands	034754	At Once	15-10-70	STANLEY	LEAVE	ENG. <i>M. Randell</i>	5	<i>M. Randell</i>
	Wynberg S.A.	Wife/ Francis.	Radio Officer	16-7-70				ENG. <i>M. Randell</i>		
	Same	Church House Flats.	Royal Navy	Stanley	Separate Agreement			RELEASE <i>M. Randell</i>		
32	Same	Stanley. Falkland Islands.	LRO (A)	At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>Fernando Tuast</i>	6	<i>Fernando Tuast</i>
	Ur. 18794	Wife/ Eda.	Bosun	16-7-70				ENG. <i>Fernando Tuast</i>		
	Spain	Belgrano 2873 bis.		Stanley				RELEASE <i>Fernando Tuast</i>		
42	Same	Montevideo. Uruguay.		At Once	16-11-70	MONTEVIDEO	DIS	ENG. <i>O. Parrin</i>	7	<i>O. Parrin</i>
	F 232	Mother/ Mrs T.W. Binnie	EDH	16-7-70				ENG. <i>O. Parrin</i>		
	F. Is.	Kelvin Store, John Street,		Stanley				RELEASE <i>O. Parrin</i>		
25	Same	Stanley. Falkland Islands	072136	At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>K. Bletheroe</i>	8	<i>K. Bletheroe</i>
	F 186	Father/ Stan.	DHU	16-7-70				ENG. <i>K. Bletheroe</i>		
	F. Is.	45 Fitzroy Road.		Stanley				RELEASE <i>K. Bletheroe</i>		
36	Same	Stanley. Falkland Islands		At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>J. Berntsen</i>	9	<i>J. Berntsen</i>
	Ur 13525	Wife/ Maria.	AB	16-7-70				ENG. <i>J. Berntsen</i>		
	Uruguay	Tomas Gomenzoro 3041		Stanley				RELEASE <i>J. Berntsen</i>		
39	Same	Montevideo. Uruguay.	Ur C/HT	At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>One Odden</i>	10	<i>One Odden</i>
	Nor. 05/Fnr. 031147-7-0712	Wife/ Graciela	DHU	16-7-70				ENG. <i>One Odden</i>		
	Norway	Bogota 4139.		Stanley				RELEASE <i>One Odden</i>		
22	Same	Montevideo. Uruguay		At Once	23. 11. 70	MONTEVIDEO	DIS.	ENG. <i>J.W. Summers</i>	11	<i>J.W. Summers</i>
	F. Is.	Father/ W.F. Summers.	SCS	16-7-70				ENG. <i>J.W. Summers</i>		
	Same	Fitzroy Farm.		Stanley				RELEASE <i>J.W. Summers</i>		
20	Same	East Falkland Islands.		At Once	15-10-70	STANLEY	LEAVE	ENG. <i>J. Berntsen</i>	12	<i>J. Berntsen</i>
	F. Is.	FATHER/ FALKLAND	JCS	16-7-70				ENG. <i>J. Berntsen</i>		
	First	10 FITZROY ROAD		Stanley				RELEASE <i>J. Berntsen</i>		
18	First	STANLEY. FALKLAND IS.		At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>J. Sarney</i>	13	<i>J. Sarney</i>
	F 203	Sister/ Mrs JJ Barnes	Messman	16-7-70				ENG. <i>J. Sarney</i>		
	F. Is.	Dairy Paddock Road,		Stanley				RELEASE <i>J. Sarney</i>		
64	Same	Stanley. Falkland Islands.		At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>P.M. Porter</i>	14	<i>P.M. Porter</i>
	R 90982	Wife/ Mary.	Chief Engineer	16-7-70				ENG. <i>P.M. Porter</i>		
	Leith	151 Restelrig Road.		Stanley				RELEASE <i>P.M. Porter</i>		
62	Same	Edinburgh 7. Scotland.	28 78972	At Once	4-1-71	STANLEY	T/A w/c	ENG. <i>Malcolm B. Binnie</i>	15	<i>Malcolm B. Binnie</i>
	F 159	Daughter/ Sylvia	Second Engineer	16-7-70				ENG. <i>Malcolm B. Binnie</i>		
	F. Is.	32 Fitzroy Road.		Stanley				RELEASE <i>Malcolm B. Binnie</i>		
32	Same	Stanley. Falkland Islands	Disp.	At Once	4-1-71	STANLEY	T/A w/c			

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

**ADDITIONAL 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 (ZDLC)

Off. No: 156384

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 under-signed members of the Crew from all claims in respect of the said voyage.	No. of N.I. contrib. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	F 123	Wife/ Aida.	Third Engineer	16-7-70 Stanley	77 - - - - 40 - -	ENG		16		
	F. Is.	Garibaldi 2387		At Once	4-1-71 STANLEY	1/A	w/c			
42	Same	Montevideo. Uruguay.								
	F 176	Wife/ Maria	Fourth Engineer	16-7-70 Stanley	67 - - - - 35 - -	ENG		17		
	F. Is.	Jose L Terra 2673, Ap 10		At Once	4-11-71 STANLEY	1/A	w/c			
31	Same	Montevideo. Uruguay								
	F 241	Wife/ Juliana	Donkeyman	16-7-70 Stanley	64 - - - - 50 - -	ENG		18		
	Chile	Avda. Rivera 2869, Ap 603		At Once	4. 12. 40 MONTEVIDEO	Leave				
55	Same	Montevideo. Uruguay								
	F 162	Sister/ Mrs C. Alazia	Fireman	16-7-70 Stanley	57 - - - - 20 - -	ENG		19		
	F. Is.	San Carlos Station.		At Once	12-8-70 STANLEY	DIS	35 3 4			
35	Same	East Falkland Islands.								
	F 240	Wife/ Esther	Fireman	16-7-70 Stanley	56 - - - - - - -	ENG		20		
	F. Is.	387 Ocean Beach Road,		At Once	19-10-70 MONTEVIDEO	DIS				
61	Same	Mt. Manganui, New Zealand								
	F 234	Mother/ Mrs Hoggarth	Fireman	16-7-70 Stanley	56 - - - - 20 - -	ENG		21		
	F. Is.	Ross Road East.		At Once	4-1-71 STANLEY	1/A	w/c			
24	Same	Stanley. Falkland Islands								
	F 117	Wife/ Aida	Chief Steward	16-7-70 Stanley	Separate Agreement	ENG		22		
	F. Is.	Medanos 1519, Ap 201		At Once	4-1-71 STANLEY	1/A	w/c			
58	Same	Montevideo, Uruguay								
	F 120	Son/ Paul	Second Steward.	16-7-70 Stanley	Separate Agreement	ENG		23		
	F. Is.	3 Hebe Street,		At Once	4-1-71 STANLEY	1/A	w/c			
54	Same	Stanley. Falkland Islands.								
	Ur 18858	Wife/ Carmen	Steward	16-7-70 Stanley	56 - - - - 50 0 -	ENG		24		
	Spain	Montero Bidaurreta 869,		At Once	1-10-70 MONTEVIDEO	DIS				
48	Same	La Teja, Montevideo, Uruguay.								
	Uruguay	Wife/ Aurora	Steward	16-7-70 Stanley	56 - - - - 50 - -	ENG		25		
	Same	Martin C Martinez 1808,		At Once	4. 12. 40 MONTEVIDEO	Leave				
40	Same	Montevideo, Uruguay								
	Ur 13886	Wife/ Rosalia	Steward	16-7-70 Stanley	56 - - - - - - -	ENG		26		
	Uruguay	Iarranaga 1427, F2, Ap 39,		At Once	4-1-71 STANLEY	1/A	w/c			
42	Same	Montevideo, Uruguay.								
	Ur 13061	Wife/ Olga	Steward	16-7-70 Stanley	56 - - - - - - -	ENG		27		
	Uruguay	Ellauri 184, Ap 6		At Once	4-1-71 STANLEY	1/A	w/c			
50	Same	Montevideo, Uruguay.								
	Ur 18905	Wife/ Nair	Steward	16-7-70 Stanley	56 - - - - - - -	ENG		28		
	Uruguay	Jose Hernandez 2434, Ap 3,		At Once	2. 10. 40 MONTEVIDEO	Left Sick				
31	Same	Montevideo, Uruguay.								
	F 205	Brother/ Robert	Cook	16-7-70 Stanley	100 - - - - - - -	ENG		29		
	Tain	Carevan, Dirriebught Rd.		At Once	4-1-71 STANLEY	1/A	w/c			
48	Same	Inverness. Scotland.								
	Ur 13257	Wife/ Maria	Ass't Cook	16-7-70 Stanley	60 - - - - 50 - -	ENG		30		
	Uruguay	Agraciada 2359, Ap 3		At Once	18. 11. 40 MONTEVIDEO	DIS				
45	Same	Montevideo. Uruguay								

Capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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



M.N.E.A. 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	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			
—	—	F/SYDNEY MILLER		17-7-70				ENG. F.E.H. Peller	31	
—	NEW ZEALAND	ROSS HOUSE. STANLEY.	SUP'Y.	STANLEY	— 1 —	— — —	— — —	RELEASE F.E.H. Peller	—	
36	JARWIN		—	AT ONCE	1-8-70	DIS	— — —			
—	—	G/F SYDNEY MILLER		17-7-70				ENG. CAS or MILLER	32	
—	F.I.s.	ROSS HOUSE. STANLEY.	SUP'Y.	STANLEY	— 1 —	— — —	— — —	RELEASE CAS or MILLER	—	
5	SAMIE			AT ONCE	1-8-70	DIS	— — —			
—	—	<del>W/HANNAH F/MICHAEL</del>		17-7-70				ENG. F. Randell	33	
—	CORK.	376 RUSH GREEN ROAD	SUP'Y.	STANLEY	— 1 —	— — —	— — —	RELEASE F. Randell	—	
23	FIRST	ROTFORD. EX. ENGLAND.		AT ONCE	1-8-70	DIS	— — —			
—	—	F/JOHN		17-7-70				ENG. DALLAN.	34	
—	F.I.s.	92 DANIS ST.	SUP'Y.	STANLEY	— 1 —	— — —	— — —	RELEASE DALLAN.	—	
16	Same.	STANLEY. F.I.s.		AT ONCE	1-8-70	DIS	— — —			
—	VR16448	W. LYDIA		23.4.40				ENG. Keston Oliver	35	
—	URUGUAYAN	Ruta 1, Km. 29	A.B.	MONTEVIDEO	56 — —	— — —	40 — —	RELEASE FORM 'M'	—	
36	Same	DEPT. SAN JOSE		AT ONCE	27-11-70	DIS	— — —			
—	F.I.16	W. ALICE.		17-8-70				ENG. M. H. H.	36	
—	F.I.s.	84 Davis St.	Fireman	Stanley	56 — —	— — —	— — —	RELEASE M. H. H.	—	
37	John Biscoe	Stanley. Falkland Islands		AT ONCE	4-1-71	1/A	W/C			
—	R590610	WIFE. JILL		14-9-70				ENG. R. M. H.	37	
—	F.I.s.	Canton Cottage	Master	PORT STANLEY	Separate Agreement			RELEASE R. M. H.	—	
33	Same	John Street, Stanley	ESS	AT ONCE	4-1-71	1/A	W/C			
—	—	Don - David		14-9-70				ENG. J. Thain.	38	
—	F.I.s.	4 St. John's Place.	Sully.	PORT STANLEY	— 1 —	— — —	— — —	RELEASE J. Thain.	—	
36	Same	Stanley	—	AT ONCE	25-9-70	DIS	— — —			
—	—	Mathew - Mary		14-9-70.				ENG. J. Thain.	39	
—	F.I.s.	10 Pioneer Row,	Sully.	PORT STANLEY	— 1 —	— — —	— — —	RELEASE J. Thain.	—	
6	Fink	Stanley	—	AT ONCE	25-9-70	DIS	— — —			
—	VR 22 664	W. Susanna,		2.10.40				ENG. J. Thain.	40	
—	URUGUAYAN	Lamings Arena 4392,	Steward	MONTEVIDEO	56 — —	— — —	— — —	RELEASE J. Thain.	—	
34	"ALBUR TI"	Montevideo Uruguay		AT ONCE	19-10-70	DIS	— — —			
—	VR 21218	F/ARISTIDES		3-10-70				ENG. J. Thain.	41	
—	URUGUAYAN	IGNACIO NUÑEZ 2158,	Steward	MONTEVIDEO	56 — —	— — —	— — —	RELEASE J. Thain.	—	
26	"VILLA SORIANO"	MONTEVIDEO		AT ONCE	19-10-70	DIS	— — —			
—	F130	W/MARY	Second Mate	2-10-70				ENG. J. Thain.	42	
—	F.I.s.	PO BOX 216	ATB	STANLEY	Separate Agreement			RELEASE J. Thain.	—	
—	Same	STANLEY. F.I.s.	002500	AT ONCE	4-1-71	1/A	W/C			
—	F184	M/LIDIA		20-10-70				ENG. J. Thain.	43	
—	Chile	TASAJE IQUIQUE 496,	Steward	MONTEVIDEO	58 15 —	— — —	— — —	RELEASE J. Thain.	—	
35	Same	PUNTA ARENAS. CHILE.		AT ONCE	4-1-71	1/A	W/C			
—	VR 18905	Wife. Nair		20-10-70				ENG. J. Thain.	44	
—	URUGUAY	Jose Hernandez 2434, Ap 3,	Steward	MONTEVIDEO	58 15 —	— — —	— — —	RELEASE J. Thain.	—	
31	Same	Montevideo Uruguay.		AT ONCE	4.12.70	Left Sick	— — —			
—	F131	W/Nancy		28-10-70				ENG. J. Thain.	45	
—	F.I.s.	John St. P.O. Box 54.	3rd Mate	Stanley	Separate Agreement			RELEASE J. Thain.	—	
37	Same	Stanley. F.I.	ATB	AT ONCE	4-1-71	1/A	W/C			

Activities 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. Dates 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										
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 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
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/W F Summers Fitzroy Farm E Falkland Islands.	S.O.S.	28-10-70 Stanley	45 2 6	- - -	10 - -	ENG F W Summers	46	
20	F.I.s.			At Once	4-1-71 STANLEY	1/A	N/C	RELEASE F W Summers		
-	-	Son/John R.S. Fitzroy. E. Falkland.	Fireman	28-10-70 Stanley	54 12 6	- - -	- - -	ENG. D.R. Fellow	47	
56	Same			At Once	4-1-71 STANLEY	1/A	N/C	RELEASE D.R. Fellow		
-	-	H F/D J Morrison, 106 Davis St. Stanley.	Sup'y	10-11-70 Stanley	- 1 -	- - -	- - -	ENG. M. Morrison	48	
29	John Byrce '62			At Once	13-12-70 STANLEY	DIS	- - -	RELEASE M. Morrison		
	Ur 21218 Uruguayani	F. Aristides, Ignacio Muñoz 2158, Montevideo	Steward	23.11.40 Montevideo	58 15 -	- - -	- - -	ENG. Chau/De Pota	49	
24	Same			At once	4-1-71 STANLEY	1/A	N/C	RELEASE Chau/De Pota		
	Ur 22664 Uruguayani	W. Susanna Lomago Arena 4392 Montevideo	Art. Cook	30.11.40 Montevideo	63 - -	- - -	- - -	ENG. Mossins Cere-TH	50	
34	Same			At once	4-1-71 STANLEY	1/A	N/C	RELEASE Mossins Cere-TH		
	Norwegian Hanspelt 1169	F. Martin Stolsun Medum, Norway	D. H. U	25.11.40 Montevideo	54 12 6	- - -	- - -	ENG. Bjorn M. Thoe	51	
36	Black Eagle			At once	4-1-71 STANLEY	1/A	N/C	RELEASE Bjorn M. Thoe		
	Ur 23215 Uruguayani	W. Hilda, Augustin Muñoz 3645, Montevideo	Steward	4.12.40 Montevideo	58 15 -	- - -	30 - -	ENG. J. A. S.	52	
24	"ALPAZ"			At once	4-1-71 STANLEY	1/A	N/C	RELEASE J. A. S.		
								ENG.	53	
								RELEASE		
								ENG.	54	
								RELEASE		
								ENG.	55	
								RELEASE		
								ENG.	56	
								RELEASE		
								ENG.	57	
								RELEASE		
								ENG.	58	
								RELEASE		
								ENG.	59	
								RELEASE		
								ENG.	60	
								RELEASE		

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

Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

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

**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.**



# 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
(12) Sanctioning the discharge or leaving behind of seamen : for each seaman (see Fee 10) .. .. .	5 0
(13) Certifying desertions of seamen : for each seaman .. .. .	10 0
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly .. .. .	10 0
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39) .. .. .	15 0

### Services required by parties interested.

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

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

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered from 1 to 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 Acts.

The discharge books of the men engaged have been delivered to the Master, except in cases where it is stated no discharge books (Disb.) have been produced.

SHIPPING MASTER.  
STANLEY, FALKLAND IS

17th July, 1970.  
I certify that I have sanctioned the engagement of the Seamen whose names appear at lines 31, 32, 33 and 34 of this agreement.

SHIPPING MASTER.

FEE COLLECTED

1-10-0d



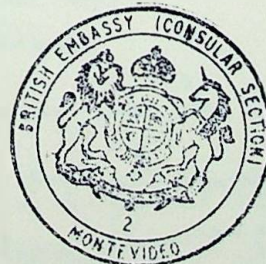
BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 22. 7. 70  
Agreement deposited 22. 7. 70  
- do - returned 28. 7. 70  
Average rate of exchange \$ 596. - = £  
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seamen on line thirty-five on the terms of this agreement which he has signed in my presence.

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

H. B. M. Vice-Consul



(continued on back)



# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Port Stanley  
1st August, 1970

I hereby certify that I have sanctioned the discharge of the seamen who appear at lines 31, 32, 33 and 34 of this agreement.

*[Signature]*  
Shipping Master

Port Stanley  
12th August, 1970.

I certify that I have today discharged the seamen who name appear at line 19 of this agreement.

*[Signature]*  
SHIPPING MASTER

Port Stanley  
17th August, 1970.

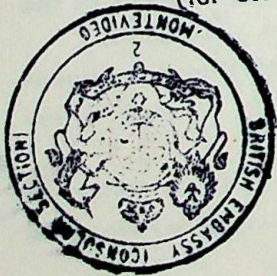
I certify that I have today sanctioned the engagement of the seamen who name appear at line 36 of this agreement. Discharge will be delivered to Master.

*[Signature]*  
Shipping Master



BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 24-8-70  
Agreement deposited 26-8-70  
- do - returned 26-8-70  
Average rate of exchange \$ 597.2 = £  
(for conversion of seamen's wages only)



*[Signature]*  
BRITISH PRO CONSUL  
for H. B. M. CONSUL

Port Stanley  
31st August, 1970.

I certify that I have this day sanctioned the discharge of the seamen who name appear at line 1 of this agreement.

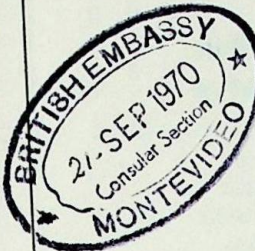
*[Signature]*  
Shipping Master

14th September, 1970.

I certify that I have sanctioned the engagement of the seamen who name appear at lines 37, 38 and 39 of this agreement.

*[Signature]*  
Shipping Master

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO



Vessel arrived 18-9-1970  
Agreement deposited 18-9-1970  
- do - returned 21-9-70  
Average rate of exchange \$ 595.- = £  
(for conversion of seamen's wages only)



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

24th September, 1970.

I certify that I have sanctioned the discharge of the seamen who name appear at lines 3, 38 and 39 of this agreement.

*[Signature]*  
Shipping Master

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 1-10-1970  
Agreement deposited 1-10-1970  
- do - returned 2-10-70  
Average rate of exchange \$ 596.- = £  
(for conversion of seamen's wages only)



I hereby certify that the Seaman on line 24 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, 9 Dis. A. and Insurance Card have been delivered to him

*[Signature]*  
H. M. VICE - CONSUL



# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

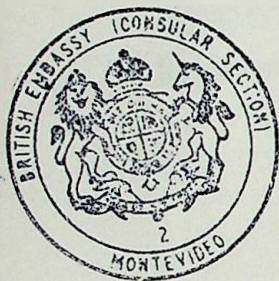
I *hereby* certify that I have sanctioned the engagement of the Seaman on line 40 on the terms of this agreement which he has signed in my presence.

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

I *hereby* certify that the Seaman on line 28

has been discharged at this port with my sanction on the ground of *left sick*

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 me.



*H. M. Vice-Consul*  
H. M. VICE - CONSUL

*8d October, 1970*

I certify that I have sanctioned the engagement of the seaman whose name appears at Line 42 of this agreement.

*J. H. M. Vice-Consul*  
SHIPPING MASTER

*15d October, 1970*

I certify that I have sanctioned the discharge of the seaman whose name appears at Lines 4 and 11 of this agreement.

*J. H. M. Vice-Consul*  
SHIPPING MASTER



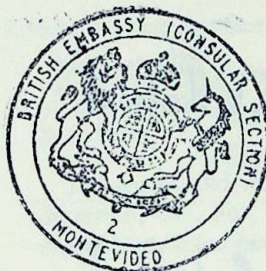
## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived *19-10-1970*  
Agreement deposited *20-10-1970*  
- do - returned *22-10-70*  
Average rate of exchange \$ *596.-* = *8*  
(for conversion of seamen's wages only)

I *hereby* certify that the Seamen on lines *20, 40 and 41* 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. and Insurance Card have been delivered to them.

I *hereby* certify that I have sanctioned the engagement of the Seamen on lines 43 and 44 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. M. Vice-Consul*  
H. M. Vice-Consul

*Paul H. M. Vice-Consul*  
*28-10-70*

I certify that I have today sanctioned the engagement of the seaman whose name appears at Lines 45 and 46 of this agreement.

*J. H. M. Vice-Consul*  
SHIPPING MASTER

*Paul H. M. Vice-Consul*  
*10d November 1970*

I certify that I have today sanctioned the engagement of the seaman whose name appears at Lines 47 and 48 of this agreement.

*J. H. M. Vice-Consul*  
SHIPPING MASTER



# CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



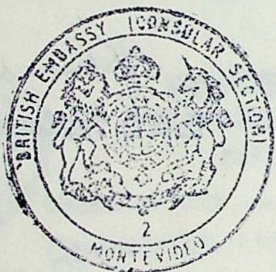
## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 14-11-1970  
 Agreement deposited 16-11-1970  
 - do - returned 9-12-70  
 Average rate of exchange \$ 596.- = 2  
 (for conversion of seamen's wages only)

I hereby certify that the Seamen on  
 lines (a) 6, 10, 30, 35, (b) 18, 25, (c) 44  
 have been signed off at this  
 port with my sanction on the ground of  
 (a) discharge (b) leave (c) left sick  
 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 (a) them (b & c) the

I hereby certify that I have  
 sanctioned the engagement of the  
 Seamen on lines 49, 50, 51, 52  
 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*  
 H. B. M. Vice-Consul

*Pat Steady*  
 13.12.70

I certify that I have sanctioned the  
 discharge of the seamen plus none  
 appear at line 48 of this agreement.

*[Signature]*  
 S. W. D. B. 1970



# 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.)