



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	17928856	73855	R. N. MANNER	CSS 92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port <u>PORT STANLEY</u> Date <u>4-1-71</u>	<u>TRADING - SOUTH AMERICA /</u> <u>FRANKLIN ISLANDS</u>	Port <u>STANLEY</u> Date <u>4th July 1971</u>

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of Stanley on 6th day of July 1971

Countersigned

Superintendent.

Master

CARTERS COYAGE JOHN ST. Address
STANLEY

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 Nial MILLER	Master			
2	Peter S. T. KLIN	Mate			30.
3	Neil JENNINGS	2nd Mate			28. 30. 35. 36.
4	Lerald JENNINGS	3rd Mate			36. 37.
5	Julian RANDELL	Radio Officer			36.
6	Daryl PARRIN	BOSSUN	V.G.	V.G.	28. 32. 35//
7	Kenneth CRETHERDE	DHLL			35. 37.
8	Juan KROPMAN	AB	V.G.	V.G.	32. 33. 35//
9	Bjorn THOM	DHLL	V.G.	V.G.	28//
10	John SUMMERS	SOS			36.
11	Edith A. BERTSEN	TOS	V.G.	V.G.	30. 32. 34//
12	Bruce MAY	TOS			
13	Harry SARNEY	Manman			28.
14	Peter PORTER	Chief Engineer	V.G.	V.G.	31.
15	Malcolm BINNIE	2nd Engineer			29.
16	Dennis LARSEN	3rd Engineer			
17	Richard HILLS	4th Engineer	V.G.	V.G.	31. 33. 34//
18	Alexander MCGILL	Fireman	V.G.	V.G.	28. 29. 30.
19	Derek FELTON	Fireman			32.
20	Manuel DALOSTA	Fireman	V.G.	V.G.	33//
21	George HARRIS	Chief Steward			35. 36. 37.
22	William RONLAWDE	2nd Steward			
23	Oliver KROPMAN	Steward			32. 33. 35.
24	Eddie GALLARDO	Steward			
25	Wilson KROPMAN	Steward	V.G.	V.G.	31// 32.

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Maximo PERECCETTO	Steward	V.G.	V.G.	29//
27	Juan LOPEX	Steward	V.G.	V.G.	28//
28	James MCKENZIE	Cook			29.
29	John CLIFFON	Asst Cook			
30	James PECK	Massman	V.G.	V.G.	28//
31	George BETTS	Fireman	V.G.	V.G.	28. 29//
32	Jason MILLER	Supv.	-	-	28. 29//
33	Victor BONZALEX HOFF	Donkeyman			28.
34	Nery SILVEIRA	Steward	V.G.	V.G.	28. 37. //
35	Juan LOPEX	Steward	V.G.	V.G.	29. 30. 32. 33//
36	David ALLEN	T.O.S.			29. 32.
37	Michael CLARKE	Fireman	V.G.	V.G.	29. 30.
38	Rogues BELTRAN	Fireman			30.
39	Alexander MCGILL	DHLL	V.G.	V.G.	31. 35. 36//
40	Peter PORTER	Ch. Engineer			31. 33. 35.
41	Luis PASCO	Steward.	V.G.	V.G.	32. 33//
42	CORREA JULIO	Steward.			33.
43	CELIBERTI CRESTES	Steward.			33.
44	Manuel DILOSTIA	Fireman			35.
45					
46					
47					
48					
49					
50					

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					
52					
53					
54					
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57					
58					
59					
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61					
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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					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—Continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
9.1.71.	No drills this week, vessel in port, coastwise.		10.1.71.	<i>R. Miller</i> <i>M. Heine</i>
15.1.71.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator and alarm bells tested. All in good order and condition.		15.1.71.	<i>R. Miller</i> <i>M. Heine</i>
22.1.71.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Drill. Passengers checked for correct wearing of jackets. Emergency generator, steering, W/T door, fire alarms and hand flaps, fire doors all tested. All in good order and condition.		22.1.71.	<i>R. Miller</i> <i>M. Heine</i>
24.1.71.	Ship's Company exercised at Fire Drill. Diesel fire pump operating under load. All fire fighting equipment tested working. All in order and condition.		24.1.71.	<i>R. Miller</i> <i>M. Heine</i>
1.2.71.	No drills this week, vessel in port.		2.2.71.	<i>R. Miller</i> <i>M. Heine</i>
8.2.71.	No drills this week, vessel in port.		3.2.71.	<i>R. Miller</i> <i>M. Heine</i>
15.2.71.	Port (motor) lifeboat lowered on to jetty for overhaul and painting. Falls inspected, davits greased etc. No drills, vessel in port.		16.2.71.	<i>R. Miller</i> <i>M. Heine</i>
22.2.71.	No drills, vessel in port. Port lifeboat resecured in davits.		23.2.71.	<i>R. Miller</i> <i>M. Heine</i>
26.2.71.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Stations. Passengers checked for correct wearing of jackets. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator tested. All in good order.		26.2.71.	<i>R. Miller</i> <i>M. Heine</i>
28.2.71.	Ship's Company exercised at Fire Drill. All fire fighting equipment righted, hoses under pressure, spray nozzle checked. Diesel fire pump under full load. All in good order.		28.2.71.	<i>R. Miller</i> <i>M. Heine</i>
5.3.71.	Passengers and Ship's Company exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers checked for correct wearing of jackets and directions. Emergency generator and lifeboat engine run on test. Hand steering, W/T door, flaps and fire alarms tested. All in order.		5.3.71.	<i>R. Miller</i> <i>M. Heine</i>
7.3.71.	Ship's Company exercised at Fire Drill. Diesel fire pump under load, fire fighting equipment overhauled/started working. All in order.		8.3.71.	<i>R. Miller</i> <i>M. Heine</i>
13.3.71.	No drills this week. Vessel in port, coastwise.		14.3.71.	<i>R. Miller</i> <i>M. Heine</i>
19.3.71.	Passengers and Ship's Company mustered wearing lifejackets, and exercised at Boat Drill. Passengers checked for correct wear and assembly. Both boats lowered to embarkation level, hoisted, resecured. Alarm bells tested. Generator run. All in order.		20.3.71.	<i>R. Miller</i> <i>M. Heine</i>

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

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

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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
21.3.71.	Ship's Company exercised at Fire Drill. Fire fighting apparatus tested, hoses in use, one extinguisher fired, smoke mark donned etc. Diesel pump under load. All in good order.		21.3.71.	<i>R. Miller</i> <i>M. Heine</i>
26.3.71.	Ship's Company and Passengers exercised at Boat Drill. Passengers checked for correct wear and assembly. Boats swung out, rehoisted and resecured. Motor lifeboat engine, emergency generator run on test. Hand steering, W/T door, flaps operated. Fire alarms key tested. All in order.		27.3.71.	<i>R. Miller</i> <i>M. Heine</i>
28.3.71.	Ship's Company exercised at Fire Drill. Diesel pump under load. Hoses coupled up, smoke mark donned, extinguishers assembled, checked. All in good order and condition.		28.3.71.	<i>R. Miller</i> <i>M. Heine</i>
3.4.71.	No drills this week, vessel in port.		3.4.71.	<i>R. Miller</i> <i>M. Heine</i>
10.4.71.	Ship's Company and Passengers mustered, wearing lifejackets, and exercised at Boat Stations. Lifeboats lowered to embarkation level, hoisted and resecured. Passengers checked for correct wearing of lifejackets. Emergency generator run on test. All in order.		11.4.71.	<i>R. Miller</i> <i>M. Heine</i>
15.4.71.	Fire alarms tested. Hand steering operated. W/T door operated externally and locally. Lifeboat engine run on test and checked. All in order.		15.4.71.	<i>R. Miller</i> <i>M. Heine</i>
16.4.71.	Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations. No boats lowered due to weather. Passengers checked for correct wearing of jackets. All in order.		17.4.71.	<i>R. Miller</i> <i>M. Heine</i>
24.4.71.	No drills this week Vessel in port.		24.4.71.	<i>R. Miller</i> <i>M. Heine</i>
1.5.71.	No drills this week. Vessel in port, coastwise.		1.5.71.	<i>R. Miller</i> <i>M. Heine</i>
8.5.71.	Passengers and Ship's Company mustered, wearing lifejackets and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers checked for correct wearing of jackets. Emergency generator run on test.		9.5.71.	<i>R. Miller</i> <i>M. Heine</i>
9.5.71.	Ship's Company exercised at Fire Drill. Diesel fire pump operated. All fire fighting equipment examined and tested working. All in good order and condition.		9.5.71.	<i>R. Miller</i> <i>M. Heine</i>
14.5.71.	Passengers & Ship's Company exercised at Boat Stations. Both boats lowered to embarkation level, hoisted & resecured. Passengers checked for correct wear of jackets. Emergency generator and lifeboat engine run. W/T door and hand steering tested. Fire alarms key tested. All in good order and condition.		15.5.71.	<i>R. Miller</i> <i>M. Heine</i>
21.5.71.	No drills this week, vessel in port coastwise		21.5.71.	<i>R. Miller</i> <i>M. Heine</i>
28.5.71.	No drills this week, vessel in port.		28.5.71.	<i>R. Miller</i> <i>M. Heine</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.

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.

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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.

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.

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

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

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
10.1.71.	P. Thain. Ch. Officer. P. Porter. Ch. Engineer J. Harris Ch. Steward.	None	13.1.71	<i>R. Miller</i> <i>M. Thain</i>
17.1.71	R. N. Miller. Mast. P. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	17.1.71	<i>R. Miller</i> <i>M. Thain</i>
24.1.71	— do —	None	24.1.71	<i>R. Miller</i> <i>M. Thain</i>
31.1.71.	— do —	None.	1.2.71.	<i>R. Miller</i> <i>M. Thain</i>
7.2.71.	P. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris Ch. Steward.	None.	8.2.71	<i>R. Miller</i> <i>M. Thain</i>
14.2.71.	R. N. Miller. Master. P. Porter. Ch. Engr. J. Harris. Ch. Steward.	None.	15.2.71.	<i>R. Miller</i> <i>M. Thain</i>
21.2.71.	P. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris Ch. Steward.	None.	22.2.71.	<i>R. Miller</i> <i>M. Thain</i>
28.2.71.	R. N. Miller. Master. P. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	28.2.71.	<i>R. Miller</i> <i>M. Thain</i>
7.3.71.	R. N. Miller. Master. P. Thain. Ch. Officer. J. Harris. Ch. Steward.	None.	8.3.71.	<i>R. Miller</i> <i>M. Thain</i>
14.3.71.	P. Thain. Ch. Officer. J. Harris Ch. Engr. W. Brinie. A/C Engr.	None.	15.3.71	<i>R. Miller</i> <i>M. Thain</i>
21.3.71	R. N. Miller. Master. P. S. Thain. Ch. Officer. J. Harris. Ch. Steward.	None.	21.3.71	<i>R. Miller</i> <i>M. Thain</i>
28.3.71.	R. N. Miller. Master. P. S. Thain. Ch. Officer. P. Porter. Ch. Engineer J. Harris. Ch. Steward.	None.	28.3.71.	<i>R. Miller</i> <i>M. Thain</i>
4.4.71.	P. S. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	4.4.71	<i>R. Miller</i> <i>M. Thain</i>
11.4.71.	R. N. Miller. Master. P. S. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	11.4.71	<i>R. Miller</i> <i>M. Thain</i>
18.4.71	R. N. M. M. Mast. P. S. Thain. Ch. Officer P. Porter. Ch. Engineer J. Harris Ch. Steward	None	18.4.71	<i>R. Miller</i> <i>M. Thain</i>

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

[illegible]

[illegible][illegible]

[illegible]

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

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

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

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

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

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

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

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

Master Date

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

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

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

LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line
Tropical	<u>4</u>	feet	<u>0 3/8</u>	inches. (T) <u>—</u> inches above S.
Summer	<u>4</u>	feet	<u>0 3/8</u>	inches. (S) Upper edge of line through centre of disc.
Winter	<u>4</u>	feet	<u>0 3/8</u>	inches. (W) <u>—</u> inches below S.
Winter North Atlantic (if assigned)	<u>NA</u>	feet	<u>NA</u>	inches. (WNA) <u>—</u> inches below S.
Allowance for fresh water for all freeboards:—		<u>3 1/2</u>	inches.	
The upper edge of the deck line from which these freeboards are measured is		<u>—</u> inches		
above the top of the		<u>STEEL</u>	<u>UPPER</u>	deck at side.
(Above particulars to be taken from Load Line Certificate.)				
Maximum draught of water in summer.		<u>13</u>	feet	<u>06 1/2</u> inches.
(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)				

NOTES

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

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									(10)			
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
15.1.71. 1100	Stanley	8 6	12 8	6 11 $\frac{7}{8}$	6 11 $\frac{7}{8}$	6 11 $\frac{7}{8}$	1025	-	-	-	-	-
22.1.71. 1500	Montevideo	10 1	13 10	5 7 $\frac{1}{2}$	5 7 $\frac{1}{2}$	5 7 $\frac{1}{2}$	1025	-	-	-	-	-
26.2.71. 1100	Stanley	9 0	11 06	7 3 $\frac{1}{2}$	7 3 $\frac{1}{2}$	7 3 $\frac{1}{2}$	1025	-	-	-	-	-
5.3.71 1900	Montevideo	11 0	12 4	5 10 $\frac{1}{8}$	5 10 $\frac{1}{8}$	5 10 $\frac{1}{8}$	1025	-	-	-	-	-
19.3.71 1100	Stanley	8 9	12 3	7 0 $\frac{7}{8}$	7 0 $\frac{7}{8}$	7 0 $\frac{7}{8}$	1025	-	-	-	-	-
26.3.71 1830	Montevideo	10 8	12 8	5 10 $\frac{1}{8}$	5 10 $\frac{1}{8}$	5 10 $\frac{1}{8}$	1025	-	-	-	-	-
10.4.71. 1100	Stanley	7 10	13 3	7 0 $\frac{1}{2}$	7 0 $\frac{1}{2}$	7 0 $\frac{1}{2}$	1025	-	-	-	-	-
16.4.71 1645	Montevideo	11 6	13 0	5 3 $\frac{1}{8}$	5 3 $\frac{1}{8}$	5 3 $\frac{1}{8}$	1025	-	-	-	-	-
8.5.71 1300	Stanley	8 7	12 0	7 3 $\frac{1}{8}$	7 3 $\frac{1}{8}$	7 3 $\frac{1}{8}$	1025	-	-	-	-	-
14.5.71 1500	Montevideo	10 6	12 4	6 1 $\frac{1}{8}$	6 1 $\frac{1}{8}$	6 1 $\frac{1}{8}$	1025	-	-	-	-	-
30.5.71 1115	Stanley	8' 0"	12' 2"	7 5 $\frac{1}{8}$	7 5 $\frac{1}{8}$	7 5 $\frac{1}{8}$	1025	-	-	-	-	-
29.6.71 1300	Montevideo	9 8	12 8	6 4 $\frac{1}{8}$	6 4 $\frac{1}{8}$	6 4 $\frac{1}{8}$	1025	-	-	-	-	-

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

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

See Notes on page 23.

					SIGNATURES		ARRIVALS		
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft.	Ins.	Ft.	Ins.					
-	10	7	6	11 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	19.1.71 0840	Montevideo
-	11	11 ¹ / ₂	5	7 ³ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	28.1.71. 1108	Stanley
-	10	3	7	3 ³ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	2.3.71. 1218	Montevideo
-	11	08	5	10 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	9.3.71. 1202	Stanley
-	10	06	7	0 ¹ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	23.3.71 0828	Montevideo
-	11	08	5	10 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	30.3.71. 1327	Stanley
-	10	06 ¹ / ₂	7	00 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	14.4.71 1653	Montevideo
-	12	03	5	03 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	23.4.71 1811	Stanley
-	10	03 ¹ / ₂	7	03 ³ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	12.5.71 1035	Montevideo
-	11	05	6	01 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	18.5.71 1123	Stanley
-	10	07	7	05 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	3.6.71 1510	Montevideo
-	11	02	6	04 ⁷ / ₈	-	<i>R. Miller</i>	<i>M. Hain</i>	4.7.71 0425	Stanley
					</				

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 3 and 16 to 19. * See Notes on page 23.

See Notes on page 23.

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4-1-71 1500	Stanley	4.1.71	Articles opened before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
4-1-71 1530	Stanley	5.1.71	D. Parrin, Bosun, attended K.E.M. Hospital for further attention to stiff shoulder. Fit. <i>Romello</i> Master.	<i>M. Harris</i> Mate
8-1-71 0700	Stanley	13.1.71	J. Betts, Fireman, joined and commenced duty. Signed on before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
12-1-71 1900	Stanley	13.1.71	J.W.E. Pack, Actg. Messman, ceased duty and subsequently signed off before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
13-1-71 0700	Stanley	13.1.71	H. Barney, Messman, rejoined from leave and resumed duty. <i>Romello</i> Master.	<i>M. Harris</i> Mate
15-1-71 1030	Stanley	15.1.71	Teson Miller, Supy, signed Articles for return voyage to Montevideo. <i>Romello</i> Master.	<i>M. Harris</i> Mate
19-1-71 0900	Montevideo	20.1.71	V. Gonzalez Pitt, Donkeyman, N. Silveira, Steward, rejoined from leave and resumed duty, subsequently signing on before Consul. A. McFell, Fireman, ceased as such this day and reverts to D.H.U. at own request. B. Thom, D.H.U., signed off before Consul, at own request. J. Lopez, Steward, signed off before Consul. H. Santalmy, Steward, signed off sick on 18/1/71, reported as unfit to continue at sea. Sick pay arranged accordingly. <i>Romello</i> Master.	<i>M. Harris</i> Mate

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

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

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

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
21-1-71 1030	Montevideo	22.1.71	M. Corcetto, Steward, signed off at own request. J. Lopez, Steward, re-engaged, all before Consul. <i>Romello</i> Master.	<i>M. Harris</i> Mate
21-1-71 0900	Montevideo	22.1.71	M. Binnie, 2nd Engineer, attended British Hospital. Fit. <i>Romello</i> Master.	<i>M. Harris</i> Mate
26-1-71 1130	Stanley	27.1.71	J. Betts, Fireman, discharged before Shipping Master. J. Miller, Supy, signed off before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
27-1-71 1300	Stanley	27.1.71	D. Allen, T.O.S., joined and commenced duty. Subsequently signing Articles before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
27-1-71 1700	Stanley	28.1.71	J. McKeen's Cook, attended K.E.M. Hospital. Fit. <i>Romello</i> Master.	<i>M. Harris</i> Mate
3-2-71 0700	Stanley	4.2.71	M. Clarke, Fireman, joined and commenced duties. Subsequently signed on before Shipping Master. <i>Romello</i> Master.	<i>M. Harris</i> Mate
9-2-71 0900	Fox Bay	9.2.71	A. McFell, D.H.U., attended Doctor with pain in back. Slipped down, off duty, for treatment on return to Stanley. <i>Romello</i> Master.	<i>M. Harris</i> Mate
10-2-71 1000	Stanley	15.2.71	A. McFell, D.H.U., interned in K.E.M. Hospital for treatment of back injury. <i>Romello</i> Master.	<i>M. Harris</i> Mate
14-2-71 1530	Stanley	15.2.71	N. Jennings, 2nd Officer, interned in K.E.M. Hospital with slipped disc. <i>Romello</i> Master.	<i>M. Harris</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
18.2.71. 1550	Stanley	22.2.71.	N. Jennings, 2nd Officer, resumed light duties, disc having slipped back immediately. <i>Romell Master.</i> <i>Wheeler Mate</i>	
17.2.71. 1000	Stanley	22.2.71.	P. Thain, Ch. Officer, attended dentist. <i>Romell Master.</i> <i>Wheeler Mate</i>	
18.2.71. 1000	Stanley	22.2.71.	P. Thain, Ch. Officer, attended dentist. <i>Romell Master.</i> <i>Wheeler Mate</i>	
20.2.71. 1000	Stanley	22.2.71.	J. Lopez, Steward, attended K.E.M. Hospital, sore shoulder. Muscle sprain, light duties for time being. <i>Romell Master.</i> <i>Wheeler Mate</i>	
22.2.71. 1000	Stanley	22.2.71.	P. Thain, Ch. Officer, attended dentist. <i>Romell Master.</i> <i>Wheeler Mate</i>	
24.2.71. 1000	Stanley	26.2.71.	P. Thain, Ch. Officer, attended dentist. <i>Romell Master.</i> <i>Wheeler Mate</i>	
24.2.71. 1700	Stanley.	26.2.71.	F. Bernsten, S.O.S., attended K.E.M. Hospital, sore foot. Fit, medicaments prescribed. <i>Romell Master.</i> <i>Wheeler Mate</i>	
26.2.71. 1000	Stanley.	26.2.71.	M. Clarke, Fireman, discharged 'Form M' before Shipping Master by mutual consent, to join T.B.S. 'Bransfield'. A. McFell also similarly signed off, left sick in Hospital. <i>Romell Master.</i> <i>Wheeler Mate</i>	
3.3.71. 0700	Montevideo	5.3.71.	R. Beltran, Fireman, commenced duty. Subsequently signed on before Consul. <i>Romell Master.</i> <i>Wheeler Mate</i>	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
3.3.71. 1500	Montevideo	5.3.71.	P. Porter, Chief Engineer, attended British Hospital with sore foot. To be operated upon. <i>Romell Master.</i> <i>Wheeler Mate</i>	
3.3.71. 2000	Montevideo	5.3.71.	P. Porter, Chief Engineer, interned in British Hospital for operation. Subsequently signed off on form 'M' before Consul. <i>Romell Master.</i> <i>Wheeler Mate</i>	
3.3.71. 0900	Montevideo	5.3.71.	Final sick pay made to H. Santa Cruz, discharged sick on 8/12/70. Paid up to and including 1/3/71, a total of 12 weeks. <i>Romell Master.</i> <i>Wheeler Mate</i>	
9.3.71. 1300	Stanley	11.3.71.	A. McFell, DHU, rejoined from Hospital, resumed duty. Signed on before Shipping Master. <i>Romell Master.</i> <i>Wheeler Mate</i>	
11.3.71. 1000	Stanley	11.3.71.	R. Hills, 4th Engr, attended dentist. F.T. <i>Romell Master.</i> <i>Wheeler Mate</i>	
17.3.71. 1000	Stanley	19.3.71.	R. Hills, 4th Engr, attended dentist. F.T. <i>Romell Master.</i> <i>Wheeler Mate</i>	
23.3.71. 0930	Montevideo	26.3.71.	P. Porter, Chief Engineer, rejoined and resumed duty from Hospital treatment. Signed on before Consul. <i>Romell Master.</i> <i>Wheeler Mate</i>	
26.3.71. 0830	Montevideo	26.3.71.	W. Kroppman, Steward, telephoned from his home that he was ill and unable to sail. Arrangements made for medical attention, to be signed off on form 'M' before Consul etc. <i>Romell Master.</i> <i>Wheeler Mate</i>	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
26.3.71. 1600	Montevideo	26.3.71.	L. Casco, Steward, signed on (Eng 2A) for return voyage to Fiddlands, vice W. Kropman. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
31.3.71 1200	Stanley	1.4.71	Telegram received by Master from W. Kropman stating that he did not wish to rejoin vessel. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
2.4.71. 1075	Stanley	2.4.71	D. Allen, JOS, attended K.E.M. Hospital, stomach pains. Fit. Medicines prescribed. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
7.4.71 1000	Stanley	8.4.71.	J. Kropman, AB, E. Kropman, Steward, attended KEM Hospital, back pain. Fit. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
15.4.71 0830	Montevideo	15.4.71	J. Lopez, Steward, attended British Hospital. Fit. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
16.4.71. 0900	Montevideo.	17.4.71.	D. Parrin, Bosun, F. Bernsten, JOS, D. Allen, JOS, attended eye specialist for examination. Fit. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
26.4.71. 1200	Port Louis.	27.4.71.	D. Allen, JOS, stomach pains. Off duty. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
27.4.71. 1000	Teal Inlet.	27.4.71.	D. Allen fit, resumed duty. <i>R. Miller</i> Master. <i>P. 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
1.5.71. 1000	Stanley	2.5.71.	E. Kropman, Steward, attended KEM Hospital with back pain. Fit. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
13.5.71. 1115	Montevideo	15.5.71.	M. Dalbata, Fireman, signed off before Consul-leave. J. Lopez, L. Casco, Stewards, signed off before Consul, discharged. J. Lopez noted protest about Income Tax - deducted from balance of wages in response to telegram to Master from Stanley. J. Correa Mayon, O. Celiberti, Stewards, signed Articles before Consul and commenced duty. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
26.5.71. 1700	Stanley	29.5.71	P. Tate, 4th Eng., attended K.E.M. Hospital, severe. Treatment prescribed. Fit. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
29.5.71. 1200	Stanley	30.5.71.	J. Kropman, AB, to K.E.M. Hospital. Old rupture operation troublesome. Surgeon advised light duties and return to Montevideo. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
30.5.71. 0850	Stanley	30.5.71.	R. Hills, 4th Eng., telephoned Master at his home, advising him of a dispute with the Chief Engineer and requesting to sign off Articles. <i>R. Miller</i> Master. <i>P. Hain</i> Mate	
30.5.71. 0905	Stanley	30.5.71.	Master interviewed Chief Engineer and Fourth Eng. Fourth Engineer to be discharged signed off before Shift. <i>R. Miller</i> Master. <i>P. 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
26.5.71. 1050	Stanley	1050	F. Berntsen, JOS, R. Hills, 4th Engineer, signed off Article before Shipping Master. <i>[Signature]</i> Master.	
30.5.71. 1100	Stanley	30.5.71.	The above read over to R. Hills, 4th Eng., in presence of Shipping Master. R. Hills agreed that his discharge from Article was by mutual consent. He requested that cognisance be taken of the fact, that, the previous evening, of 29th May, the Chief Engineer was under the influence of alcohol when he accosted the 4th Engineer in the Officers' Mess, where the latter was ^{at the time} seated with the Third Officer, Chief Jennings. <i>[Signature]</i> Master.	
30.5.71 1630	50 43 S 57 40 W	31.5.71.	Master interviewed J. Kroppman, A.B., who had intimated his wish to be signed off to Mr. P. T. ... Chief Officer, after his being seen by the Surgeon on 29.5.71. His discharge was agreed to, and it was pointed out that any claim by Kroppman for medical attention to his hernia would not automatically be accepted, as he had evidently concealed the injury for some time, and thus laid himself open to a charge of compounding the injury through wilful negligence. <i>[Signature]</i> Master.	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4.6.71 1015	Montevideo	7.5.71	J. Kroppman, A.B., discharged before Consul. <i>[Signature]</i> Master.	
4.6.71 1200	Montevideo	7.5.71.	D. Parrin, Bosun, discharged before Consul and engaged onboard "Brasil Star". Arrangement to agreed to remit balance of wages due to London. A. McAll, D.H.U., promoted to Acty Bosun. <i>[Signature]</i> Master.	
4.6.71 1230	Montevideo	7.5.71	M. De Costa, Fireman, injured and resumed duty. Subsequently signed off Article before Consul. <i>[Signature]</i> Master.	
4.6.71 1700	Montevideo	7.5.71.	N. Jennings, 2nd Officer, attended British Hospital with lump on foot. To be interned for operation. E. Kroppman, Steward, attended British Hospital with stomach complaint. To attend for treatment during stay in port. Fit. <i>[Signature]</i> Master.	
5.6.71 0900	Montevideo	7.5.71.	J. Harris, Ch. Steward, attended British Hospital with chest complaint. Treatment prescribed and to attend during stay for treatment and check. E. Kroppman attended for fourth check. Fit. <i>[Signature]</i> Master.	
7.6.71 0900	Montevideo	7.5.71.	E. Kroppman attended for fourth check. Fit. R. Tarter, Ch. Engineer, attended dentist. Fit. K. Clithorne, D.H.U., attended Hospital with back injury complaint. Interned for treatment.	
7.6.71 1430	Montevideo	7.5.71.	N. Jennings, 2nd Officer, interned for foot operation. <i>[Signature]</i> Master.	

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

OFFICIAL LOG of the
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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
8-6-71 0900	Montevideo	12.5.71	J. Jennings, 3 rd Officer, taken to British Hospital where interned, acute appendicitis. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
9-6-71 1400	Montevideo	12.5.71	J. Harris attended Hospital for further treatment. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
9-6-71 1400	Montevideo	12.5.71	J. Randall, Radio Officer, attended British Hospital with stomach complaint. Treatment prescribed. Fit. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
12-6-71 0900	Montevideo	12.5.71	J. Harris attended Hospital for further treatment. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
14-6-71 1500	Montevideo	14.5.71	J. Jennings returned from Hospital. To resume duties tomorrow. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
16-6-71 1100	Montevideo	16.5.71	A. McFell, Acty Brown, signed off before Consul and engaged on "Argentine Star". Arrangements agreed to remit balances due to London. J. Summers, DHU, promoted Acty T. Brown. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
16-6-71 1400	Montevideo	16.5.71	J. Randall attended Hospital for treatment. Fit. N. Jennings, 2 nd Officer, returned from Hospital. To resume duties tomorrow. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
17-6-71 0700	Montevideo	19.5.71	P. T. Johnson commenced duties as seaman, working by 'G Articles'. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>

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17-6-71 1100	Montevideo	19.5.71	R. Falton, Fireman, reported broken spectacles whilst working in boiler. Proceeded ashore at end of watch to have repairs made. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
17-6-71 1400	Montevideo	19.5.71	J. Jennings, 3 rd Officer, attended Hospital. Fit. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
18-6-71 1400	Montevideo	19.5.71	J. Harris attended Hospital for treatment. Fit. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
20-6-71 1200	Montevideo	20.5.71	K. Chellor, DHU, returned from Hospital. To resume duty 23 rd . <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
21-6-71 1400	Montevideo	26.5.71	J. Harris attended Hospital for treatment. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
23-6-71 0700	Montevideo	26.5.71	K. Chellor resumed duty. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
23-6-71 1400	Montevideo	26.5.71	J. Harris attended Hospital for treatment. Fit. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
25-6-71 1400	Montevideo	26.5.71	J. Harris attended Hospital for treatment. Fit. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
28-6-71 1500	Montevideo	28.5.71	N. Silveira, Steward, signed off before Master. Forms and Dis-A sent to Consul. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
28-6-71 1800	Montevideo	28.5.71	D. Stewart commenced duties as Acty Steward, working by 'G Articles'. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>
3-7-71 1900	49 52 S 57 25 W	3-7-71	D. Stewart and P. Johnson ceased temporary duties, vessel arriving in port tomorrow. <i>R. M. M. Master.</i>	<i>M. H. M. Mate.</i>

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Eng. 1.

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP



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

Name of Ship ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
DARWIN	156384	PORT STANLEY	2-1967	1792.86	738.65	144 1160 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
Darwin Shipping Ltd.	Stanley, Falkland Islands		30	-	-	

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

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 30th June, 1971, or the first arrival at Stanley after this date, the consequent discharge of cargo on that date or earlier at the option of the Master.

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

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

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

And it is also agreed, that additional clauses and the Regulations authorized by the Board of Trade which are printed herein and numbered⁵

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

And it is also agreed, that⁶

- Should any of the crew fail to join at any time specified, or fail to be on-board at any time or times appointed by the Master he may ship substitutes at once.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform, No 1 and working uniform when and where required, and in 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.
- The crew shall complete with thirty hands all told, of whom not less than five shall be sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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

Signed by [Signature] Master

on the Fourth day of January 1971

Date of Commencement of First Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	
4-1-71	STANLEY	4-7-71	STANLEY	5-7-71	<u>[Signature]</u> Master.

- Place S.S. before name if a Steamship, and M.V. if a Motor Ship.
- Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
- Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
- Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
- Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade which the parties agree to adopt.
- Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.

ADDITIONAL CLAUSES.

(h) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by 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 case to be changed weekly.

The 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/- 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 feed water treatment - the sum of £4 per boiler total.

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

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

(n) PUBLIC HOLIDAYS

At sea and abroad - New Years Day, Good Friday, Queen's Birthday, Battle Day, Christmas Day.

In port, Falkland Islands. - New Year's 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	1 lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 1/2 lb.
Flour	1 lb.
Rice	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.
Tea	4 1/2 oz.
Coffee (containing not more than 25% Chicory)	2 oz.
or	
Cocoa (or chocolate)	3 oz.
Sugar	1 1/2 lb.

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

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE

Salt Meat	3/4 lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat	1 lb.	
Coffee	1 oz.	To be considered equal.
Cocoa or Chocolate	1 1/2 oz.	
Tea	1/2 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	1 lb.	
Flour	1 lb.	To be considered equal when issued with meat rations.
Green Peas, Haricot or Butter Beans	1 lb.	
Rice	1 lb.	

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

POSITIONS OF THE DECK LINE AND LOAD LINES.

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

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

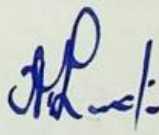
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

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

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

No.	OFFENCE.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	
2	Bringing or having on board intoxicating liquors	
3	Drunkenness	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted)	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs	
Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion		

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

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

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

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

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

[illegible]

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

STAPLE ON THIS LINE

Name of Ship

DARWIN

I.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			
-	R 590610	Wife: JILL		4-1-71				ENG. <i>[Signature]</i>	1	<i>[Signature]</i>
-	Falkland Is.	"CARTERS COTTAGE"	MASTER	STANLEY	Separate Agreement Salaried.			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
34	SAME	JOHN ST. P.O. Box 177.	CSS	4-1-71	STANLEY	1/A	w/c			
-	F 169	Wife: GLADYS.	Chief	4-1-71				ENG. <i>[Signature]</i>	2	<i>[Signature]</i>
-	ABERDEEN	3 HEBE PLACE.	Officer	STANLEY	Separate Agreement			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
40	Same	STANLEY, FALKLAND ISLANDS.	DISP.	At Once	STANLEY	1/A	w/c			
-	F 130	Wife: MARY.	2nd	4-1-71				ENG. <i>[Signature]</i>	3	<i>[Signature]</i>
-	Falkland Is.	P.O. Box 216.	Officer	STANLEY	Separate Agreement			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
33	Same	STANLEY, FALKLAND ISLANDS.	AB 002500	4-7-71	STANLEY	1/A	w/c			
-	F 131	Wife: NANCY	3rd	4-1-71				ENG. <i>[Signature]</i>	4	<i>[Signature]</i>
-	Falkland Is.	JOHN STREET, P.O. Box 54.	Officer	STANLEY	Separate Agreement			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
37	Same	STANLEY, FALKLAND ISLANDS.	AB 034754	4-7-71	STANLEY	1/A	w/c			
-		Wife: FRANCIS.	Radio	4-1-71				ENG. <i>[Signature]</i>	5	<i>[Signature]</i>
-	WYBERG, S. Africa.	CHURCH HOUSE FLATS,	Officer	STANLEY	Separate Agreement.			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
33	SAME	STANLEY, FALKLAND ISLANDS.	ROYAL NAVY	At Once	STANLEY	1/A	w/c			
-	F 232	Mother: MRS T.W. BINNIE	BOSSUN	4-1-71				ENG. <i>[Signature]</i>	6	<i>[Signature]</i>
-	Falkland Is.	KELVIN STORE, JOHN STREET,	EDY	STANLEY	68 - - - - - 20 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
25	SAME	STANLEY, FALKLAND ISLANDS.	072136	At Once	MONTEVIDEO	Dis.	- - -			
-	F 186	Father: STAN	DHU	4-1-71				ENG. <i>[Signature]</i>	7	<i>[Signature]</i>
-	Falkland Is.	45 FITZROY ROAD		STANLEY	54 12 6 - - - 30 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
36	Same	STANLEY, FALKLAND ISLANDS.		At Once	STANLEY	1/A	w/c			
-	Ur 13525	Wife: MARIA	ATB	4-1-71				ENG. <i>[Signature]</i>	8	<i>[Signature]</i>
-	URUGUAY	TOMAS GONZALEZ 3041	UR C H/T	STANLEY	58 15 - - - - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
40	Same	MONTEVIDEO URUGUAY		At Once	MONTEVIDEO	Dis	- - -			
-	Nor. P.P.	Father: MARTIN	DHU	4-1-71				ENG. <i>[Signature]</i>	9	<i>[Signature]</i>
-	NORWAY	DRAKSUM		STANLEY	54 12 6 - - - - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
26	Same	MODUM NORWAY		At Once	MONTEVIDEO	Dis	- - -			
-		Father: W.F. SUMMERS	SOS	4-1-71				ENG. <i>[Signature]</i>	10	<i>[Signature]</i>
-	Falkland Is.	FITZROY FARM		STANLEY	45 2 6 - - - 10 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
21	Same	E. FALKLANDS.		At Once	STANLEY	1/A	w/c			
-		Father: FALKLAND	JOS	4-1-71				ENG. <i>[Signature]</i>	11	<i>[Signature]</i>
-	Falkland Is.	10 FITZROY ROAD		STANLEY	38 17 6 - - - 10 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
19	Same	STANLEY, FALKLAND IS.		At Once	STANLEY	Leave	- - -			
-		Father: BRIAN	JOS	4-1-71				ENG. <i>[Signature]</i>	12	<i>[Signature]</i>
-	Falkland Is.	9 FITZROY ROAD		STANLEY	38 17 6 - - - 15 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
22	First	STANLEY, FALKLAND IS.		At Once	STANLEY	1/A	w/c			
-	F 203	Sister: MRS J.J. BARNES	Norman	4-1-71				ENG. <i>[Signature]</i>	13	<i>[Signature]</i>
-	Falkland Is.	DAIRY PADDOCK ROAD		STANLEY	63 - - - - - 20 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
64	Same	STANLEY, FALKLAND ISLANDS.		At Once	STANLEY	1/A	w/c			
-	R 90982	Wife: MARY,	Chief	4-1-71				ENG. <i>[Signature]</i>	14	<i>[Signature]</i>
-	LEITH	151 RESTELRIG ROAD,	Engineer	STANLEY	Separate Agreement Salaried.			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
62	Same	EDINBURGH 7, SCOTLAND.	2578972	At Once	MONTEVIDEO	Dis	- - -			
-	F 159	Daughter: SYLVIA	2nd	4-1-71				ENG. <i>[Signature]</i>	15	<i>[Signature]</i>
-	Falkland Is.		Engineer	STANLEY	97 12 6 - - - 20 - -			RELEASE <i>[Signature]</i>		<i>[Signature]</i>
32	Same	STANLEY, FALKLAND ISLANDS.	DISP.	At Once	STANLEY	1/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. 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.

Name of Ship

DARWIN

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
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 123	Wife: AIDA	3rd Engineer	4-1-71				ENG. <i>Larsen</i>	16	
-	Falkland Is.	BARIBANDI 2387		STANLEY	80 17 6	- - - 40 - -		RELEASE <i>Larsen</i>		
41	Same	MONTEVIDEO, URUGUAY.			4-7-71	1/A	n/c			
-	F 176	Wife: MARIA	4th Engineer	4-1-71				ENG. <i>Robt Hill</i>	17	
-	Falkland Is.	JOSE L. TERRA 2673, Ap. 10,		STANLEY	70 7 6	- - - 35 - -		RELEASE <i>Robt Hill</i>		
31	Same	MONTEVIDEO, URUGUAY.			30-1-71	M.P.	- - -			
-	F 234	Mother: MRS HOGGARTH,	Fireman	4-1-71				ENG. <i>A Mc Gill</i>	18	
-	Falkland Is.	ROSS ROAD EAST,		STANLEY	59 17 6	- - - - - -		RELEASE <i>Form 'M'</i>		
	Same	STANLEY, FALKLAND ISLANDS.			26-2-71	LEFT SICK	- - -			
-		Son: JIM	Fireman	4-1-71				ENG. <i>D.R. Feller</i>	19	
-	Falkland Is.	FITZROY FARM		STANLEY	56 15 -	- - - - - -		RELEASE <i>D.R. Feller</i>		
56	Same	E. FALKLAND			4-7-71	1/A	n/c			
-	UR. 21218	Father: ARISTIDES	Fireman	4-1-71				ENG. <i>Manuel De la Cota</i>	20	
-	URUGUAYAN	IGNACIO NUÑEZ 2158,		STANLEY	58 15 -	- - - - - -		RELEASE <i>Form M</i>		
27	Same	MONTEVIDEO, URUGUAY.			13-5-71	LEAVE	- - -			
-	F 117	Wife: AIDA	Chief Steward	4-1-71				ENG. <i>Charras</i>	21	
-	Falkland Is.	MEDANOS 1519, Ap 201,		STANLEY	Separate Agreement			RELEASE <i>Charras</i>		
58	Same	MONTEVIDEO, URUGUAY.			4-7-71	1/A	n/c			
-	F 120	Son: PAUL	2nd Steward	4-1-71				ENG. <i>W J Rowlands</i>	22	
-	Falkland Is.	3 HERB STREET,		STANLEY	Separate Agreement			RELEASE <i>W J Rowlands</i>		
54	Same	STANLEY, FALKLAND ISLANDS.			4-7-71	1/A	n/c			
-	UR. 13886	Wife: ROSALIA	Steward	4-1-71				ENG. <i>Rupar</i>	23	
-	URUGUAY	LARRANAGA 1427, P2, Ap 39		STANLEY	58 15 -	- - - 30 - -		RELEASE <i>S. Kripkara</i>		
42	Same	MONTEVIDEO, URUGUAY.			4-7-71	1/A	n/c			
-	F 184	Mother: LIDIA	Steward	4-1-71				ENG. <i>S. Mallory</i>	24	
-	CHILE	PASATE IQUIQUE 496		STANLEY	58 15 -	- - - - - -		RELEASE <i>S. Mallory</i>		
31	Same	PUNTA ARENAS CHILE			4-7-71	1/A	n/c			
-	UR 13061	Wife: OLGA	Steward	4-1-71				ENG. <i>W. W.</i>	25	
-	URUGUAY	ELLAURI 184, Ap 6		STANLEY	58 15 -	- - - 30 - -		RELEASE <i>Form M</i>		
50	Same	MONTEVIDEO, URUGUAY			26.3.71	Left Sick	- - -			
-	UR 22664	Wife: SUSANNA	Steward	4-1-71				ENG. <i>Robert F. Baker</i>	26	
-	URUGUAY	DOMINGO ARENA 4392		STANLEY	58 15 -	- - - - - -		RELEASE <i>Form M</i>		
35	Same	MONTEVIDEO, URUGUAY			21.1.71	DIS	- - -			
-	UR 23215	Wife: NILDA	Steward	4-1-71				ENG. <i>John H. Lee</i>	27	
-	URUGUAY	AUGUSTIN MUÑOZ 3645		STANLEY	58 15 -	- - - - - -		RELEASE <i>Form 'M'</i>		
27	Same	MONTEVIDEO, URUGUAY			19-1-71	DIS	- - -			
-	F 205	Batter: ROBERT	Cook	4-1-71				ENG. <i>G. M. G. Lewis</i>	28	
-	TAIN SCOTLAND	CARAVAN		STANLEY	105 - -	- - - - - -		RELEASE <i>G. M. G. Lewis</i>		
48	Same	DURRIEBUGH ROAD			4-7-71	1/A	n/c			
-	F 116	Wife: ALICE	Ass't Cook	4-1-71				ENG. <i>W. W.</i>	29	
-	Falkland Is.	84 DAVIS STREET		STANLEY	63 - -	- - - - - -		RELEASE <i>W. W.</i>		
38	Same	STANLEY, FALKLAND ISLANDS			4-7-71	1/A	n/c			
-		Wife: ELAIN	M/Man	4-1-71				ENG. <i>J. W. C. Peck</i>	30	
-	Falkland Is.	BRADON ROAD		STANLEY	63 - -	- - - - - -		RELEASE <i>Form 'M'</i>		
	First.	STANLEY, FALKLAND IS.			11-1-71	DIS	- - -			

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

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

N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
-	-	F/FRED.		STANLEY F.B.				ENG	31	
-	F. Is.	48 DAVIS ST. STANLEY.	Fireman	8-1-71	56 15 -	- - -	- - -	RELEASE	-	
26	Same '69.			AT Once	26-1-71	STANLEY	M.C.	RELEASE	-	
-	-	M/JILL		STANLEY F.B.				ENG	32	
-	F. Is.	"CARTERS COTTAGE" JOHN ST. STANLEY.	Supy.	15-1-71	- 1 -	- - -	- - -	RELEASE	-	
6	Same.			AT Once.	26-1-71	STANLEY	DIS	RELEASE	-	
-	F. 2441	N: Juliana		19.1.41				ENG	33	
-	Chilean	Rivera 2869 Apt. 603, Montevideo.	D/MAN	MONTEVIDEO	66 2 6	- - -	- - -	RELEASE	-	
56	Same			4-7-71		STANLEY	1/A	RELEASE	-	
-	N/P	N: Aurora		19.1.41				ENG	34	
-	Uruguayan	Martin C. Martinez 1808, Montevideo	Stow.	MONTEVIDEO	58 15 -	- - -	- - -	RELEASE	-	
40	Same			28-1-71		MONTEVIDEO	DIS	RELEASE	-	
-	UR 23215	N: Lilda		21.1.41				ENG	35	
-	Uruguayan	Agustin Muñoz 3645 Montevideo	Stow.	MONTEVIDEO	58 15 -	- - -	- - -	RELEASE	-	
27	Same			13-5-71		MONTEVIDEO	DIS	RELEASE	-	
-	F. 246	F. JOHN		27-1-71				ENG	36	
-	F. Is.	88 DAVIS STREET, STANLEY, F. Is.	T.O.S	STANLEY	38 90	- - -	- - -	RELEASE	-	
17	Same			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	F 248	F. Martin		3-2-71				ENG	37	
-	F. Is.	4 Allardge St. Stanley, F. Is.	Fireman	STANLEY	56 25	- - -	- - -	RELEASE	-	
18	First			AT ONCE	26-2-71	STANLEY	M.C.	RELEASE	-	
-	UR 13465	N: Clomando		3-3-71				ENG	38	
-	URUGUAYAN	Santiago Luna 3195 b.v. Montevideo	Fireman	MONTEVIDEO	59 00	- - -	- - -	RELEASE	-	
57	Same			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	F 234	M/ Mrs Hogarth.		9-3-71				ENG	39	
-	F. Is.	Ross Rd. East. Stanley.	DHU.	STANLEY	54 -	- - -	- - -	RELEASE	-	
25	Same			AT ONCE	16.6.41	MONTEVIDEO	Dis	RELEASE	-	
-	R 90982	N: Mary		23.3.41				ENG	40	
-	LEITH	151 Reibeling Road, Edinburgh 7, Scotland	Ch. Eng.	MONTEVIDEO	Separate Agreement. Salaries	- - -	- - -	RELEASE	-	
63	Same.			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	UR 22940	N: Delia		26.3.71.				ENG	41	
-	URUGUAYAN	Alsabair 1333. Montevideo.	Steward.	MONTEVIDEO	58 25	- - -	- - -	RELEASE	-	
45	"ALPE" 1970			AT ONCE	13-5-71	MONTEVIDEO	DIS	RELEASE	-	
-	UR 23563	N: Ibana		13-5-71				ENG	42	
-	Uruguayan	Rambla Costanera 782 Montevideo	Steward	MONTEVIDEO	58 25	- - -	30 - -	RELEASE	-	
31	"La Paloma"			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	UR 21118	N: Maria		13-5-71				ENG	43	
-	Uruguayan	Francisco Muñoz 3184 Montevideo	Steward	MONTEVIDEO	58 25	- - -	- - -	RELEASE	-	
44	"ALMAR II"			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	UR 21218	F. ARISTIDES		4.6.41				ENG	44	
-	URUGUAYAN	Ignacio Muñoz 2158 Montevideo, Uruguay	Fireman	MONTEVIDEO	58.75	- - -	- - -	RELEASE	-	
24	Same			AT ONCE	4-7-71	STANLEY	1/A	RELEASE	-	
-	-							ENG	45	
-	-							RELEASE	-	

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

I.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			
								ENG	46	
								RELEASE		
								ENG.	47	
								RELEASE		
								ENG.	48	
								RELEASE		
								ENG.	49	
								RELEASE		
								ENG.	50	
								RELEASE		
								ENG.	51	
								RELEASE		
								ENG.	52	
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								RELEASE		
								ENG.	58	
								RELEASE		
								ENG.	59	
								RELEASE		
								ENG.	60	
								RELEASE		

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

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	5 0
with a minimum of	2 5 0
and a maximum of	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 (Dis. A) have been produced.

[Signature]
SHIPPING MASTER

STANLEY
15th JAN. 1971.

I certify that I have sanctioned the engagement of the seamen whose names appear at Lines 31 and 32 of this agreement, and the discharge of the seamen at line 30.

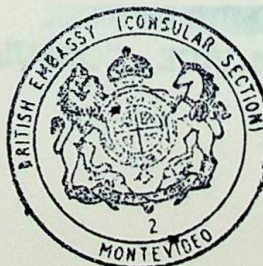
[Signature]
S. M. M. M. M.



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 19/1/71
Agreement deposited 19/1/71
- do - returned 22.1.71
Average rate of exchange \$ 601. — = £
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 24 and 26 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



[Signature]
H. M. VICE - CONSUL

(continued on back)

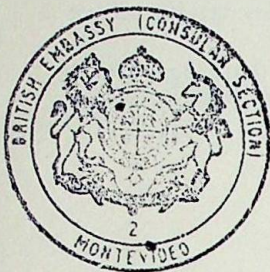
CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



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

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



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

STANLEY,
26th JANUARY, 1971

I certify that I have sanctioned the discharge of the seamen whose names appear at lines 31 & 32 of this agreement.

Shipping Master
Shipping Master

STANLEY
26th FEBRUARY, 1971

I certify that I have sanctioned the discharge of the seamen whose names appear at line 18 of this agreement and the subsequent engagement of the seamen at lines 36 and 37.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 2. 3. 71
Agreement deposited 4. 3. 71
- do - returned 5. 3. 71
Average rate of exchange \$ 603. - = 2
(for conversion of seamen's wages only)



H. M. Vice-Consul
BRITISH PRO CONSUL
for H. M. VICE - CONSUL

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

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



H. M. Vice-Consul
BRITISH PRO CONSUL
for H. M. VICE - CONSUL



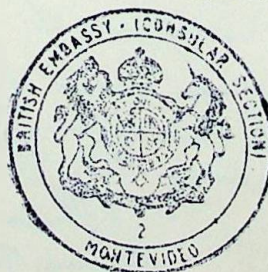
BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 23. 3. 1971
Agreement deposited 23. 3. 1971
- do - returned 26. 3. 71
Average rate of exchange \$ 603. - = 2
(for conversion of seamen's wages only)

H. M. Vice-Consul
BRITISH PRO CONSUL
for H. M. VICE - CONSUL

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.



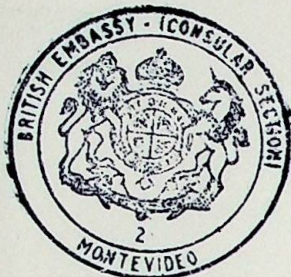
H. M. Vice-Consul
BRITISH PRO CONSUL
for H. M. VICE - CONSUL

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



I hereby certify that the Seaman on line 25 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 have been paid by Agents and that his effects, Dis. A. and Insurance Card have been delivered to him



H. B. M. Vice-Consul
for
BRITISH PRO CONSUL
H. B. M. Vice-Consul

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO



Vessel arrived 14. 4. 71
Agreement deposited 15. 4. 71
- do - returned 16. 4. 71
Average rate of exchange \$ 603. - = £
(for conversion of seamen's wages only)



H. B. M. Vice-Consul
for
BRITISH PRO CONSUL
H. B. M. Vice-Consul



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 12 MAY 1971
Agreement deposited 13 MAY 1971
- do - returned 14 MAY 1971
Average rate of exchange \$ 603. - = £
(for conversion of seamen's wages only)

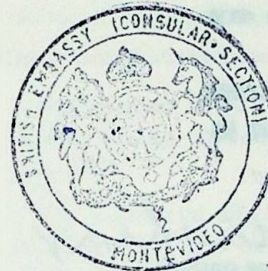
H. B. M. Vice-Consul
H. B. M. Vice-Consul

I hereby certify that the Seamen on lines 20, 35 and 41 have been discharged at this port with my sanction on the ground of 2 discharged, 1 on leave and that the sum of being wages due to them have been paid by the Agents and that their effects, Dis. A. and Insurance Card have been delivered to them

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

I hereby certify that I have sanctioned the engagement of the Seamen on lines 42 + 43 on the terms of this agreement which they have signed in my presence.

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



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

Starby
30th May, 1971.

I certify that I have sanctioned the discharge of the seamen who names appear at Lines 11 and 17 of this agreement.

Shipton
SHIPPING AGENT

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 3-6-1971
Agreement deposited 3-6-1971
- do - returned 25.6.71
Average rate of exchange \$ 603.- = £
(for conversion of seamen's wages only)

I *hurry* certify that the Seamen on
line *8 and 39*
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*
pass in this possession
effects, Dis. A. and Insurance Card
have been delivered to them

I *hurry* certify that I have
sanctioned the engagement of the
Seaman on line *44*
on the terms of this agreement
which he has signed in my
presence.

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



M. B. M. Vice-Consul
BRITISH PRO CONSUL
M. B. M. Vice-Consul



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

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.)

38/1



Forms M
and C.21a

- in respect of seaman
Juan KROPMAN ex
R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO

The Shipping Master
Port Stanley
Falkland Islands.

7 June 1971.



C. 21a.
C.C. 21a.

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



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

Official } 156384
Number }

(For directions, see the cover.)

(OFFICE STAMP)

Name of Master, Seaman or Apprentice		Age	Nationality (if British (state Birth- place)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2	Date of Discharge	Report of Character		Number of National Insurance Contrib- utions Payable	Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4)
Surname (1)	Christian Name (2)					For Ability (7)	For Conduct (8)		
KROPMAN	John	40	Argentinian	A.B.	4/6/41	VG	VG	-	Discharge S
<p><u>Form 4 attached</u></p>									

The Registrar-General of Shipping and Seamen. *The Shipping Master, Port Stanley, Falkland Islands* Initials and Date *L 4. 6. 41*



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

M

Port MONTEVIDEO

Name of Ship	Official No.	Date of Commencement of Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement
<u>DARWIN</u>	<u>156384</u>	<u>4th JAN 1971</u>	<u>4th JUNE 1971</u>	<u>MONTEVIDEO</u>

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

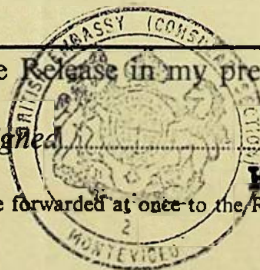
Master.

Dated this Fourth day of June 1971.

Reference Number in agreement	Balance of Wages Paid	Signatures of Seamen	Date of Signing Release	Signature or Initials of Official before whom the balance of Wages was Paid and Release Signed
<u>8</u>	<u>PAID BY AGENTS.</u>	<u>(T. KROPMAN)</u>	<u>4.6.71</u>	

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

Signed



H.M. VICE - CONSUL

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

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