



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	STANLEY	17926	7385	P. N. Miller	CSS 92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port <u>STANLEY</u> Date <u>5-7-71</u>	Trading - <u>South America / Falkland Islands</u>	Port Date

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of on day of 19.....

Countersigned

..... Master
 Superintendent.

..... Address

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

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Richard Nigel MILLER	MASTER	—	—	
2	Peter Smith THAIN	CH. OFFICER			33.
3	Neil JENNINGS	2ND OFFICER	VG	VG	37.
4	Lerald JENNINGS	3RD OFFICER	VG	VG	31.37.
5	Julian RANDELL	RADIO OFFICER	VG	VG	33//37.
6	John SUMMERS	Actg Bosun	VG	VG	37.
7	Kenneth CLETHROE	D.H.U.			
8	David ALLAN	S.O.S.	VG	VG	28.34.
9	Brian MAY	S.O.S.	VG	VG	29.30.33.34.35//
10	Louis Michael ROBSON	D.H.U.			
11	Falkland BERNISEN	D.H.U.			34.35.
12	George DUNCAN	J.O.S.			28.29.33.
13	Harry SARNEY	MESSMAN			34.
14	Peter PORTER	CH. ENGINEER			28.
15	Malcolm BINNIE	2ND ENGINEER			
16	Dennis LARSEN	3RD ENGINEER			
17	Victor GONZALEZ-HOTT	4TH ENGINEER			28.29.30.34.35.
18	Rogue BELTRAN	FIREMAN	VG	VG	37.
19	Manuel DA COSTA	FIREMAN	VG	—	36.
20	Peter CARD	FIREMAN			34.
21	George BETTS	FIREMAN	VG	VG	29.//
22	George HARRIS	CH STEWARD			28.29.31.32.33.
23	William ROWLANDS	2ND STEWARD			
24	Eddie GALLARDO	STEWARD	VG	VG	29. Resigned Articles as Fireman - Page 3. →
25	Elias KROPMAN	STEWARD			28.31.33.

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Julio C. CORREA	STEWARD			
27	Orestes CELIBERTI	STEWARD	VG	VG	30.31.32.
28	JUAN TECAS	STEWARD			
29	JAMES MCKENZIE	COOK			
30	Colin CLIFTON	Ass't Cook	VG	VG	36.37.
31	Nancy JENNINGS	SUP'Y.	—	—	28.29//
32	John JENNINGS	SUP'Y.	—	—	28.29//
33	D. Roy FELTON	FIREMAN	VG	VG	29.35/
34	Richard McRAE	S.O.S.			29.
35	George SMITH	RADIO OFFICER	VG	VG	33.35//
36	Julian RANDELL	RADIO OFFICER	VG	VG	35.37
37	Lerald MCKAY	J.O.S.	VG	VG	35.36.
38	Urcaman ARTIGAS	STEWARD.			36
39	Sawosky F. ABRAHAM	STEWARD.			36
40	Omar Flores (MARIN)	Fireman			36
41	Aida HARRIS	SUPERNUMERARY	—	—	36
42	Swama BINNIE	SUPERNUMERARY	—	—	36
43	Brian R. MAY	S.O.S.			36.
44	Michael BOUND	FIREMAN.			36.
45	Achibale McLEOD	2nd Cook.	VG	VG	36.
46	Daryl PARRIN	E.D.H.			37.
47	Luís Eddie GALLARDO.	Fireman			37.
48	Brian SUMMERS	RADIO OFFICER			37.
49	Colin CLIFTON	2nd Cook.			37.
50	Neil Jennings	2nd OFFICER.			37.

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	N.G. SILVEIRA	STENARD.			37.
52	Manco G. Gadea	STENARD.	DESERTED. —		37. 38. — ENG 2A. to CASAL MONTE.
53	Pogue BELTRAN	FIREMAN			37.
54	Pogue BONANNI	STENARD.			37. Ignition — ENG. 2A.
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

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

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

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

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

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

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

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

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

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

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

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

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

MARRIAGES 45

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

Signature of Officiating Clergyman.

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

BIRTHS

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

DEATHS

[illegible]

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

(See Instructions on previous page)

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

†Signature of Master.....

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

(See Instructions on previous page)

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

(See Instructions on previous page)

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

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

Note.—The practise of the crew in boat and fire drills should take place at 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
8-7-71	Ship's Company, and Passengers, mustered wearing lifejackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted, resecured. Passengers checked for correct wear of jackets. Emergency generator run on test. All in good order.		9-7-71	R. Miller M. Hain
18-7-71	No drills, in port under repair.		17-7-71	R. Miller M. Hain
24-7-71	No drills, in port under repair.		24-7-71	R. Miller M. Hain
26-7-71	Fire Alarms key tested. W/T door and land steering tested. Lifeboat engine, emergency generator run on test. All in good order. Passengers mustered at Boat Stations, and checked for correct wear of jackets. All in order.		26-7-71	R. Miller M. Hain
27-7-71	Ship's Company exercised at Fire Drill. All fire fighting gear examined. Hoses coupled up aft, smoke helmet gear donned, portable extinguishers checked. Diesel pump run on test. All in good order and condition.		27-7-71	R. Miller M. Hain
1-8-71	No drills this week, vessel in port.		2-8-71	R. Miller M. Hain
8-8-71	No drills this week, vessel in port.		8-8-71	R. Miller M. Hain
12-8-71	Ship's Company mustered and exercised at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator run on test. Passengers mustered, wearing lifejackets at Boat Stations and checked for correct wear. All in order.		13-8-71	R. Miller M. Hain
15-8-71	Ship's Company exercised at Fire Drill. Emergency fire pump on test local, all fire fighting apparatus listed and/or inspected. All in good order.		15-8-71	R. Miller M. Hain
21-8-71	No drills this week, vessel in port.		21-8-71	R. Miller M. Hain
28-8-71	Fire extinguishers checked and several test-fired, all satisfactory, recharged as necessary.		28-8-71	R. Miller M. Hain
3-9-71	Both boats lowered to embarkation level to permit painting of davits. Later re-hoisted and resecured.		5-8-71	R. Miller M. Hain
8-9-71	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Stations. Fire Alarms key tested. W/T door operated. Emergency generator run on test. All in good order and condition.		8-9-71	R. Miller M. Hain
11-9-71	Ship's Company exercised at Fire Drill. Diesel fire pump operating under load. Hoses working, spray nozzles mounted, smoke helmet donned etc. All in good order and condition.		11-9-71	R. Miller M. Hain

* 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
17-9-71	No drills this week. Vessel in port, coastwise.		17-9-71	R. Miller M. Hain
24-9-71	No drills this week. Vessel in port.		30-9-71	R. Miller M. Hain
1-10-71	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Stations. Passengers checked for correct wear of jackets and correct boat station. Both boats lowered to embarkation level, hoisted and re-secured. Emergency generator run on test. All in good order and condition.		1-10-71	R. Miller M. Hain
4-10-71	Ship's Company mustered and exercised at Fire Drill. All fire fighting apparatus examined. Emergency fire pump run on test. All in good order and condition.		4-10-71	R. Miller M. Hain
8.10.71	Ship's Company mustered & exercised at Fire Drill. Passengers & Ship's Company mustered at Boat Stations. Emergency generator run on test. All found in good order.		8.10.71	R. Miller M. Hain
16.10.71	Ship's Company mustered & exercised ~ Boat & Fire Drill. Emergency Generator run on test. All found in Good Order.		16.10.71	R. Miller M. Hain
23.10.71	Ship's Company mustered & exercised @ Boat & Fire Drill. Emergency Generator run on test. All found in Good Order.		23.10.71	R. Miller M. Hain
28.10.71	Ship's Company & Passengers mustered @ Boat Stations wearing lifejackets - Boats lowered to embarkation level & resecured.		28.10.71	R. Miller M. Hain
30.10.71	Ship's Company & Passengers mustered ~ Fire Drill. Emergency Generator run on test: Fire Pump etc. All in good order.		31.10.71	R. Miller M. Hain
3.11.71	Ship's Company & Passengers mustered to Boat Stations. Fire Drill carried out. All found in Good Order.		6.11.71	R. Miller M. Hain
13.11.71	Ship's Company & Passengers mustered to Boat Stations. Fire Drill carried out. All found in Good Order.		13.11.71	R. Miller M. Hain
27.11.71	Ship's Company & Passengers mustered to Boat Stations. Boats lowered to embarkation level: Fire Drill carried. All equipment found to be in good order.		28.11.71	R. Miller M. Hain
5.12.71	Ship's Company & Passengers mustered to Boat Stations (Survey of Safety Equipment 28 & 30 Dec 71) All Equipment in Good Order.		5.12.71	R. Miller M. Hain

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

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

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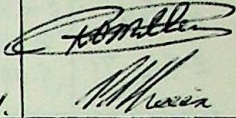
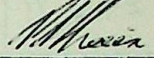
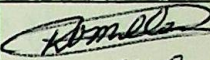
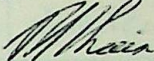
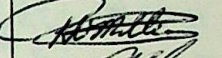

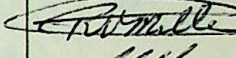
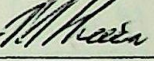
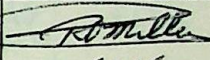
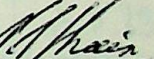
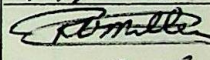

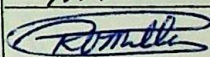

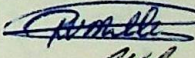
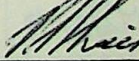
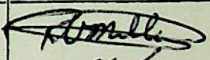
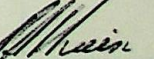
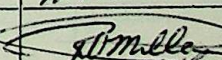

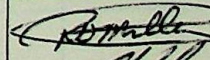

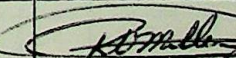

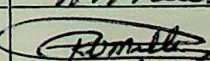

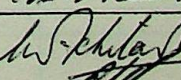
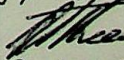
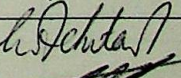

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

Note.—The practise of the crew in boat and fire drills should take place at 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
11-7-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	12-7-71.	 
18-7-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer.	None.	19-7-71	 
25-7-71	do	None.	26-7-71	 
1-8-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	2-8-71	 
9-8-71	P.S. Thain. Ch. Officer. P. Porter. Ch. Engg. J. Harris. Ch. Stwd.	None.	9-8-71	 
15-8-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	15-8-71	 
22-8-71	R.N. Miller. Master. P.S. Thain. Ch. Officer.	None.	22-8-71	 
29-8-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer.	None.	29-8-71	 
5-9-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. P. Porter. Ch. Engineer.	None.	8-9-71	 
12-9-71	R.N. Miller. Master. P. Thain. Ch. Officer. P. Porter. Ch. Engineer. J. Harris. Ch. Steward.	None.	12-9-71	 
19-9-71	P.S. Thain. Ch. Officer. J. Harris. Ch. Steward. P. Porter. Ch. Engineer.	None.	30-9-71	 
26-9-71	P.S. Thain. Ch. Officer. J. Harris. Ch. Steward. P. Porter. Ch. Engineer.	None.	30-9-71	 
3-10-71	R.N. Miller. Master. P.S. Thain. Ch. Officer. J. Harris. Ch. Steward. P. Porter. Ch. Engineer.	None.	5-10-71	 
10.10.71 1100 hrs	G.T. ARCHIBALD MASTER. P.S. THAIN CH. OFFICER J. HARRIS CH. STENARD P. PORTER CH. ENGINEER.	NONE.	10.10.71	 
17.10.71 1100 hrs	G.T. ARCHIBALD MASTER. P.S. THAIN CH. OFFICER. J. HARRIS CH. STENARD. P. PORTER CH. ENGINEER.	NONE	17.10.71	 

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

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[illegible]

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

[illegible]

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

[illegible]

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

[illegible]

[illegible]

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

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

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

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

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

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

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

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

Master Date

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

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

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from Deck Line

Tropical Four feet Naught & Three Eighths inches. 1229 mm. Load Line

Summer do feet do inches. (T) _____ inches above S.

Winter _____ feet _____ inches. (S) Upper edge of line through centre of disc.

Winter North Atlantic (if assigned) } _____ feet _____ inches. (W) _____ inches below S.

Allowance for fresh water for all freeboards:— Three & one half (3½) inches. 89 mm.

The upper edge of the deck line from which these freeboards are measured is Nil inches

above the top of the STEEL UPPER deck at side.

(Above particulars to be taken from Load Line Certificate.)

Maximum draught of water in summer THIRTEEN (13') feet SIX & ONE HALF (6½) inches.

NOTES

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

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

DEPARTURES

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									(10)		(11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
8-7-71 1100	Stanley	8 3	12 6	7 2 ³ / ₈	7 2 ³ / ₈	7 2 ³ / ₈	1025	-	-	-	-	-
26-7-71 1600	Montevideo	9 6	12 10	6 4 ¹ / ₈	6 4 ¹ / ₈	6 4 ¹ / ₈	-	-	-	-	-	-
12-8-71 1100	Stanley	8 0	12 0	7 6 ³ / ₈	7 6 ³ / ₈	7 6 ³ / ₈	-	-	-	-	-	-
8-9-71 1830	Montevideo	11 6	12 6	5 6 ³ / ₈	5 6 ³ / ₈	5 6 ³ / ₈	-	-	-	-	-	-
1-10-71 1100	Stanley	8 3	12 3	7 3 ³ / ₈	7 3 ³ / ₈	7 3 ³ / ₈	-	-	-	-	-	-
8.10.71 1136	MONTVIDEO	10 2	13 9	5 7 ¹ / ₈	5 7 ¹ / ₈	5 7 ¹ / ₈	-	-	-	-	-	-
28.10.71 1109	Stanley	9 6	13 3	7 2 ³ / ₈	7 2 ³ / ₈	7 2 ³ / ₈	"	-	-	-	-	-
3.11.71 2000	Montevideo	10 3	12 0	6 5 ³ / ₈	6 5 ³ / ₈	6 5 ³ / ₈	"	-	-	-	-	-
28.11.71 1100	Stanley	8 9	12 0	7 2 ³ / ₈	7 2 ³ / ₈	7 2 ³ / ₈	"	-	-	-	-	-
5.12.71 1652	Montevideo	11 6	12 6	5 6 ¹ / ₈	5 6 ¹ / ₈	5 6 ¹ / ₈	"	-	-	-	-	-
										</		

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 4 $\frac{1}{2}$	7 02 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>M. Main</i>	12-7-71 2315	Montevideo
-	11 2 6	4 $\frac{1}{8}$	-	<i>R. Miller</i>	<i>M. Main</i>	30-7-71 1544	Stanley
-	10 0 7	6 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>M. Main</i>	16-8-71 1640	Montevideo
-	12 0 5	6 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>M. Main</i>	12-9-71 1422	Stanley
-	10 3 7	3 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>M. Main</i>	5-10-71 0930	Montevideo
-	11 11 $\frac{1}{2}$	5 7 $\frac{1}{8}$	-	<i>W. Schuler</i>	<i>M. Main</i>	12.10.71 0842 1/2	Stanley
-	10 4 $\frac{1}{2}$	7 2 $\frac{3}{8}$	-	<i>W. Schuler</i>	<i>M. Main</i>	1.11.71 1215	Montevideo
-	11 01 $\frac{1}{2}$	6 5 $\frac{3}{8}$	-	<i>W. Schuler</i>	<i>M. Main</i>	8.11.71 0600	Stanley
-	10 04 $\frac{1}{2}$	7 2 $\frac{3}{8}$	-	<i>W. Schuler</i>	<i>M. Main</i>	8.12.71 1136	Montevideo
-	12 00	5 6 $\frac{1}{8}$	-	<i>W. Schuler</i>	<i>M. Main</i>	9.12.71 1612	Stanley

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

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OFFICIAL LOG of the
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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
5-7-71	Stanley	6-7-71	Articles changed in Stanley before Shipping Master. <i>Small Master.</i>	
5-7-71 1430	Stanley	6-7-71	D. Allan, SOS, attended dentist. Fit. <i>Small Master.</i>	
7-7-71 1000	Stanley	7-7-71	P. Porter, Ch. Engineer, attended K.E.M. Hospital for further attention to sore elbow. Fit. <i>Small Master.</i>	
7-7-71 1400	Stanley	7-7-71	J. Duncan, SOS, attended dentist. Fit. <i>Small Master.</i>	
8-7-71 1000	Stanley	8-7-71	R. Felton, Fireman, working by off Articles, ceased duties. On leave. Mrs N. Jennings & Son on Articles on Sugg's. <i>Small Master.</i>	
14-7-71 1500	Montevideo	15-7-71	V. Longley Hott, 4th Engineer, attended British Hospital with swollen leg. Unfit for duty. Leg injury caused by an earlier fall in Engine Room where plates lifted for repair work. To attend periodically while in port for checks, otherwise to rest leg in bed. <i>Small Master.</i>	
15-7-71 1430	Montevideo	15-7-71	E. Kropman, Steward, attended British Hospital. Fit. <i>Small Master.</i>	
16-7-71 1500	Montevideo	16-7-71	J. Harris, Ch. Steward, attended British Hospital. Fit. <i>Small Master.</i>	
18-7-71 1600	Montevideo	18-7-71	J. Duncan, SOS, reported with swollen ankle. To see doctor tomorrow. Reported fall on foredeck previous day, as probable cause of injury. <i>Small Master.</i>	

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

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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
19-7-71 1100	Montevideo	20-7-71	J. S. Duncan, SOS, attended British Hospital. Not serious, liniment prescribed, light duties for couple of days, but no further work this day. <i>Small Master.</i>	
20-7-71 0700	Montevideo	20-7-71	J. Duncan on duty. <i>Small Master.</i>	
21-7-71 0900	Montevideo	22-7-71	B. May, SOS, attended Hospital. Fit. <i>Small Master.</i>	
21-7-71 1400	Montevideo	22-7-71	J. Betts, Fireman, attended Hospital. Fit. <i>Small Master.</i>	
23-7-71 1500	Montevideo	23-7-71	J. Harris, Ch. Steward, attended Hospital. Fit. <i>Small Master.</i>	
30-7-71 1700	Stanley	31-7-71	Mrs N. Jennings & Son off Articles before Shipping Master. J. Betts, Fireman, also signed off before Shipping Master. R. Felton, Fireman, rejoined and signed Articles. V. Longley, 4th Eng., by Senior Medical Officer. Leg improving. <i>Small Master.</i>	
2-8-71 0700	Stanley	2-8-71	R. McRae, SOS, joined and commenced duties. Subsequently signed Articles before Shipping Master. <i>Small Master.</i>	
5-8-71 0700	North Arm	7-8-71	L. Jullande, Steward, sick & off duty. Suspected flu. <i>Small Master.</i>	
7-8-71 1700	Fox Bay	7-8-71	L. Jullande, Steward, seen by Doctor. Muscle strain diagnosed. Light duties until pain eases. <i>Small Master.</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
7-8-71 1700	Fox Bay	7-8-71	Doan attended V. Jorgaly on board, removed plaster. Light duties advised, to exercise leg without throwing undue strain. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
8-8-71 0750	Fox Bay	8-8-71	V. Jorgaly, 4th Engr, resumed duties. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
9-8-71 0700	Stanley	11-8-71	B. May, 305, off duty. Heavy cold. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
9-8-71 1000	Stanley	11-8-71	V. Jorgaly to K.E.M. Hospital. F.T. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
9-8-71 1800	Stanley	11-8-71	B. May, 305, seen by Dr. Sent home to bed, until temperature better. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
10-8-71 0800	Stanley	11-8-71	Incident reported to Master involving an apparently drunken crewman the previous night. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
10-8-71 1620	Stanley	11-8-71	O. Celiberti, Steward, before Master in presence of Chief Steward. Celiberti's speech blurred, manner unsteady and smelling strongly of stale sweat and alcoholic drink. On query, he stated that he was not well, and advised to attend doctor at K.E.M. Hospital. He promised to do so immediately. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
10-8-71 1815	Stanley	11-8-71	O. Celiberti found asleep. Sent ashore by Chief Steward to see Doctor. <i>B. Miller</i> Master.	<i>M. H. H. H.</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
11-8-71 0915	Stanley	11-8-71	On query, it was advised from the K.E.M. Hospital that O. Celiberti had not attended the Doctor or any medical staff the previous evening. <i>B. Miller</i> Master.	<i>M. H. H. H.</i> Mate
11-8-71 1100	Stanley	11-8-71	At about 2000 hours on Monday 9th August, B. Miller a crewmember advised the Night Duty Officer, Mr. J. Jennings, 3rd Officer, that O. Celiberti, Steward, had just shouted that he would throw overboard some effects of his cabin mate, E. Kropman, Steward. Duty Officer had already noted that O. Celiberti was drunk. E. Kropman was contacted, and shortly after, with the 3rd Officer, went in search of Celiberti. He was found to have locked himself into the cabin, leaving the key in the lock, and made no reply. Accordingly, the matter was left for the night, E. Kropman sleeping elsewhere. At 0700 hours, approximately, on the morning of Tuesday 10th, Kropman went again to the cabin, and found it open, Celiberti awake and ready for work, but damage to cabin and property missing. He advised the Chief Steward, who inspected the cabin and found the following damage: ① Wardrobe door lock broken, handle broken. Wardrobe used by E. Kropman, Steward. ② Various items, the personal property of Kropman, were missing.	

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

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
			On questioning Celiberti, he admitted, to the Chief Steward, that he done this damage and had also thrown the missing effects overboard. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
11-8-71 1100	Stanley	11-8-71	The fore-going entries read over to O. Celiberti, Steward. He is informed that he is fined the sum of one day's pay for wilful damage to ship's property, namely the wardrobe. He is also to forfeit the sum of three pounds towards the cost of repairs. He is also fined the sum of one day's pay for failure to obey the order to seek medical attention, when he was supposed to be not completely fit. He is also informed that any further acts of malicious damage, destruction or mischief, will result in his being immediately suspended from duty with loss of pay, placed under restriction if necessary, and subsequent prosecution before the Courts of Justice. He is also informed that he will be discharged from the vessel on next arrival at Montevideo. When asked if he had anything to say he replied: "I am sorry for what I have done, I have arranged to repay the costs to my cabin mate, and please could I have a chance to make amends and prove myself."	<u>FINE:</u> £1 ⁹⁶ <u>FORFEIT:</u> £3 ⁰⁰ <u>FINE:</u> £1 ⁹⁶
			<i>R. M. M. Master.</i> <i>M. Harris 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
10-8-71 1730	Stanley	11-8-71	J. Duncan, J.O.S., attended KEM Hospital with cut on forehead. Stitches, 7 ft. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
11-8-71 0700	Stanley	11-8-71	J. Duncan off duty, cold. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
11-8-71 1000	Stanley	11-8-71	B. May, S.O.S. fit. Resumed duties. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
12-8-71 0700	Stanley	12-8-71	J. Duncan resumed duty. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
13-8-71 0915	47 42 S 57 09 W	13-8-71	It was reported to the Master the following incident:— At approximately 0720 hours on 12th August, while at Stanley, E. Kropman, Steward, was descending the companionway from the boat deck to the after deck, and stepped into a bucket of hot water at the foot of the companionway ready for use by the seamen in washing down. He was seen by the Chief Officer, Mr P. Harris, who offered to take him immediately to the K.E.M. Hospital. This offer of medical attention was refused by Kropman. A subsequent offer of bandages and dressings from the ship's medicine chest, by the Chief Steward, Mr J. Harris was also refused. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	
12-8-71 1015	Stanley	13-8-71	J. Smith, Radio Officer, engaged temporarily vice J. Randall, Radio Officer. Notice signed before Shipping Master. <i>R. M. M. Master.</i> <i>M. Harris Mate.</i>	

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13-8-71 0700	48 07 S 57 25 W	13-8-71	D. Allen, SOS, heavy cold. Off duty. <i>R. M. M. M.</i>	
14-8-71 0700	44 38 S 56 55 W	16-8-71	B. May, SOS, heavy cold. Off duty. <i>R. M. M. M.</i>	
15-8-71 0700	40 55 S 56 32 W	16-8-71	B. May, SOS, resumed duties. <i>R. M. M. M.</i>	
16-8-71 0700	36 37 S 56 29 W	16-8-71	D. Allen, SOS, resumed duties. <i>R. M. M. M.</i>	
17-8-71 0900	Montevideo	2-9-71	P. Card, fireman, to British Hospital. Fit. <i>R. M. M. M.</i>	
19-8-71 0900	Montevideo	2-9-71	P. Card, fireman, to British Hospital for results and full check. Fit. <i>R. M. M. M.</i>	
19-8-71 0900	Montevideo	2-9-71	H. Sarney, messman, to British Hospital for examination of lump on face. To be removed. <i>R. M. M. M.</i>	
19-8-71 1500	Montevideo	2-9-71	V. Longley, 4th Engineer, attended with stiffness in recently injured knee. To attend physiotherapy, if fit. <i>R. M. M. M.</i>	
20-8-71 1400	Montevideo	2-9-71	H. Sarney, messman, interned in British Hospital for minor surgery. <i>R. M. M. M.</i>	
23-8-71 0700	Montevideo	2-9-71	H. Sarney, messman, resumed duties. Fit. <i>R. M. M. M.</i>	
27-8-71 0900	Montevideo	2-9-71	F. Berntsen, SOS, to British Hospital with cut on shoulder. Fit. <i>R. M. M. M.</i>	

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1-9-71 0900	Montevideo	2-9-71	V. Longley, 4th Engineer, cleared fit from periodical physiotherapy. <i>R. M. M. M.</i>	
12-9-71 1500	Stanley	13-9-71	J. Smith, Radio Officer, signed off before Shipping Master. J. Randall, Radio Officer, re-signed. <i>R. M. M. M.</i>	
13-9-71 1530	Stanley	14-9-71	V. Longley, 4th Engineer, apparently feebly, recovering immediately. Subsequently attended KEM Hospital, fit. <i>R. M. M. M.</i>	
20-9-71 0700	Stanley	30-9-71	F. Berntsen, DHU, off duty, unfit with influenza. <i>R. M. M. M.</i>	
21-9-71 1500	Stanley	30-9-71	F. Berntsen, DHU, attended KEM Hospital with throat infection. Medicaments prescribed. <i>R. M. M. M.</i>	
22-9-71 0700	Stanley	30-9-71	F. Berntsen, DHU, resumed duties. <i>R. M. M. M.</i>	
1.10.71 1000	Stanley	1-10-71	R. Felton, Fireman, discharged and signed off before Shipping Master. B. May, SOS, on leave and signed off before Shipping Master. J. M. May, SOS, signed on for return voyage to Montevideo before Shipping Master. <i>R. M. M. M.</i>	
5-10-71 1600	Montevideo	6-10-71	O. Caliberti, Steward, L. Gallardo, Steward, signed off before Consul. <i>R. M. M. M.</i>	
6.10.71 1130	Montevideo	6.10.71	Captain Miller handed over captaincy of Ship to G. H. Nicholls. Master R. J. <i>R. M. M. M.</i>	

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7.10.71 1100 Hrs	MONTEVIDEO	8.10.71	C.F. Maxim (Fireman): S.F. ABRAHAM (Steward) O. Artigas (Steward) Signed on Articles before Consal. <i>W. J. Chilchall Master</i>	
8.10.71 0900 Hrs	MONTEVIDEO	8.10.71	M. Costa - After being missing for 2 days Costa returned to vessel stating that he was finished. Had no option but to sign him off on an ENG. 27 Form. The form was handed to the Agents together with Discharge Book to be later forwarded to Consal. (During the past two months Costa had been unreliable when in Port according to the Engineering Department. - <i>W. J. Chilchall Master</i>	
8.10.71 0930 Hrs	MONTEVIDEO	8.10.71	Mrs. Ida Harris + Mrs. Susana Birre (Mrs. Rosalia P. Ridler) joined their husbands and are accepted as Supernumeraries for trip to + from Stanley. <i>W. J. Chilchall Master</i>	
12.10.71 1400 Hrs	STANLEY	12.10.71	G. McKay L.O.S. Signed Off Articles: B.R. May L.O.S. Signed On Articles as replacement after leave. <i>W. J. Chilchall Master</i>	
13.10.71 1030 Hrs	STANLEY	13.10.71	M. Bound Fireman Signed On Articles. <i>W. J. Chilchall Master</i>	
18.10.71 1100 Hrs	STANLEY	18.10.71	D. Arant. S.O.S. Signed Off Articles. <i>W. J. Chilchall Master</i>	
24.10.71 1600 Hrs	PORT. HONARD	24.10.71	Whilst walking ashore O. Flores slipped and sprained his ankle. Put off Watch. <i>W. J. Chilchall Master</i>	
25.10.71 1100 Hrs	STANLEY	25.10.71	O. Flores attended Hospital - had ankle strapped. <i>W. J. Chilchall Master</i>	
26.10.71 1100	Stanley	26.10.71	O. Flores attended Hospital for treatment. <i>W. J. Chilchall Master</i>	
27.10.71 1100	Stanley	27.10.71	O. Flores - discharged by Dr. Returned to his Watch with ankle strapped. <i>W. J. Chilchall Master</i>	
28.10.71 1030	Stanley	28.10.71	Colin Clifton 2 nd Cook Signed Off Articles: Archie M'Leod 2 nd Cook Signed On Articles as Replacement. <i>W. J. Chilchall Master</i>	

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28.10.71 1030 Hrs	Stanley	28.10.71	Neil Jennings Signed Off Articles: G. Jennings promoted 2 nd Officer. <i>W. J. Chilchall Master</i>	
3.11.71 1200	Montevideo	3.11.71	D. Perrin (E.D.A.) + L.E. Gallardo signed on before Consal. R. Belman Signed off (Leave). <i>W. J. Chilchall Master</i>	
9.11.71 1030	Stanley	10.11.71	C. Clifton (2 nd Cook) signed on Articles. <i>W. J. Chilchall Master</i>	
10.11.71 1030	Stanley	10.11.71	N. Jennings (2 nd Officer) signed on Articles for 8 th November. G. Jennings reports back to 3 rd Officer. <i>W. J. Chilchall Master</i>	
22.11.71 1000 Hrs	Stanley	24.11.71	J. H. Summers (Bosun) Signed off Articles. F. Beantson - Acting Bosun. <i>W. J. Chilchall Master</i>	
27.11.71 1030 Hrs	Stanley	27.11.71	G. Jennings (3 rd Officer) Signed Off Articles for local leave. J.H. Randell (Wireless Operator) Signed off Articles and accepted as a Supernumerary for trip to Montevideo. B. Summers (Wireless Operator) Signed on Articles. <i>W. J. Chilchall Master</i>	
2.12.71 1030 Hrs	Montevideo	4.12.71	J.C. Correa (Steward) + E. Knappman (Steward) Signed Off Articles. <i>W. J. Chilchall Master</i>	
			R. Belman (Fireman): N.G. Silveira: Signed on Articles before Consal. <i>W. J. Chilchall Master</i>	
2.12.71 1100 Hrs	Montevideo	4.12.71	Chief Engineer: Mr. P. Porter attended the British Hospital for minor surgical treatment + was fit to continue his duties. <i>W. J. Chilchall Master</i>	
3.12.71 1030	Montevideo	4.12.71	Marcel Gadea (Steward) Signed on Articles before Consal. Stated in Evening that he was leaving Ship - Did not report to Chief Steward and failed to return to 'Darwin'. <i>W. J. Chilchall Master</i>	
5.12.71 1200	Montevideo	5.12.71	As Gadea had still not reported for duty was forced to Discharge him on Form 24. as a deserter: R. Bonanni (Steward) Signed on as replacement. <i>W. J. Chilchall Master</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.	
R.M.S. DARWIN	156384	PORT STANLEY	2-1957	1792.86	738.55	144 1150 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
DARWIN SHIPPING LTD	STANLEY, FALKLAND ISLANDS		30			

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

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 31st December, 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 onboard at any time or times appointed by the Master he may ship substitutes at once.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform No 1 and working uniform when and where required, and in 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 R.M. Miller Master
on the FIFTH day of JULY 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.	
5-7-71	STANLEY	17-1-72	STANLEY	17-1-72	<u>R.M. Miller</u> Master.

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

ADDITIONAL CLAUSES.

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

This Agreement shall be applied in a reasonable way, with sudden changes in crew or when time between voyages is very short, it may be impracticable to supply clean bedding. Where Articles do not exceed two months, crew signing on for the next voyage may be supplied with the same mattress cover (if provided) pillow and blankets as the previous crew, without changing.

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

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

(ii) On sailing and arrival days - 8 hours per day Monday to Friday.

On Saturday, Sunday and applicable Public Holidays.

(i) Arrival days - All hours in excess of 8 at sea and all hours worked in port, to be overtime hours except as provided in clause (1).

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

(ii) Sailing days - all hours worked in port and all hours worked in excess of 8, calculated from the commencement of duty irrespective of whether in port or at sea, to be overtime hours, except as provided in clause (1). No hour to be paid overtime rate more than once.

(1) Overtime If overtime is required in the 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 Backends provided that this entails entering and working from inside - the sum of 50p 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 2,000sq.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	7 lb.
Potatoes	4 lb.
Peas, Split or Lentils	1½ lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 lb.
Flour	6 oz.
Rice	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	4½ oz.
Tea	2 oz.
Coffee (containing not more than 25% Chicory) or	3 oz.
Cocoa (or chocolate)	1½ lb.
Sugar	

Article	Allowance per week
Milk	14 oz.
Condensed or Dried or Homogenised	6 oz.
Butter	1½ pts.
Suet	10½ 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	½ oz.
Curry Powder	½ 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 1½ 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 ¾ lb. of salt meat or ½ 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 1½ 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 1½ 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 ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

12. **Onions.** The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ 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.

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	¾ lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat	1 lb.	
Coffee	1 oz.	
Cocoa or Chocolate	1½ oz.	To be considered equal.
Tea	1 oz.	
Flour	1 lb.	
Biscuit	1 lb.	To be considered equal.
Rice	1 lb.	
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	
Split Peas	½ lb.	To be considered equal when issued with meat rations.
Flour	½ lb.	
Green Peas, Haricot or Butter Beans	½ lb.	
Rice	¾ lb.	

Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	
Butter	1 lb.	To be considered equal.
Cheese	9½ oz.	
Condensed Milk	4 oz.	
Dried Milk	4 oz.	To be considered equal.
Mustard		
Curry Powder		

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.

Load Line.

Tropical	4	feet	3/8	inches.	(T)	inches above S.
Summer	4	feet	3/8	inches.	(S)	Upper edge of line through centre of disc.	
Winter	4	feet	3/8	inches.	(W)	inches below S.
Winter North Atlantic (if assigned)	4	feet	3/8	inches.	(WNA)	inches below S.
Allowance for fresh water for all freeboards :—				3 1/2	inches.		
The upper edge of the deck line from which these freeboards are measured is.....						inches above	
the top of the.....						deck at side.	

(Above particulars to be taken from Load Line Certificate.)

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

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

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

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

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

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

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

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

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

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

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

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

[illegible]

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

Name of Ship

DARWIN

M.N. 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 wages paid monthly or fortnightly	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				No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
-	R590610	WIFE: JILL		5-7-71						
-	FARLAND IS	CARTERS COTTAGE, JOHN STREET, STANLEY	MASTER	STANLEY	SEPARATE AGREEMENT			ENG. R. Mitten	1	
34	SAME		92140	At Once	6.10.71	MONTEVIDEO		RELEASE R. Mitten		
-	F. 169	WIFE: GRADYS	CHIEF	5-7-71				ENG. M. Mitten	2	
-	DAEDEREN	3 HERB PLACE, STANLEY	OFFICER	STANLEY	SEPARATE AGREEMENT			RELEASE M. Mitten		
40	SAME		DSP	At Once	17-1-72	STANLEY	1/A	RELEASE M. Mitten		
-	F. 130	WIFE: MARY	2ND DECK	5-7-71				ENG. N. Jennings	3	
-	FARLAND IS	P.O. Box 216, STANLEY	AB 002500	STANLEY	SEPARATE AGREEMENT			RELEASE N. Jennings		
34	SAME		DSP	At Once	28-4-71	STANLEY	LEAVE	RELEASE N. Jennings		
-	F. 131	WIFE: NANCY	3RD OFFICER	5-7-71				ENG. N. Jennings	4	
-	FARLAND IS	JOHN STREET, P.O. Box 54, STANLEY	AD 034754	STANLEY	SEPARATE AGREEMENT			RELEASE N. Jennings		
37	SAME			At Once	27-11-71	STANLEY	LEAVE	RELEASE N. Jennings		
-	F. 242	WIFE: FRANKS	Radio Officer	5-7-71				ENG. J. A. Randell	5	
-	WYASRA S/A	CHURCH HOUSE FLATS, STANLEY	ROYAL NAVY LRO (A)	STANLEY	SEPARATE AGREEMENT			RELEASE J. A. Randell		
38	SAME			At Once	12-VIII-71	STANLEY	LEAVE	RELEASE J. A. Randell		
-	F. 238	FATHER: W. F. SUMMERS	Acting Bosun	5-7-71				ENG. W. Summers	6	
-	FARLAND IS	STANLEY F. IS		STANLEY				RELEASE W. Summers		
21	SAME			At Once	22-11-71	STANLEY	M/A	RELEASE W. Summers		
-	F. 186	FATHER: STANLEY	DHU	5-7-71				ENG. K. Bletcher	7	
-	FARLAND IS	45 FITZROY ROAD, STANLEY		STANLEY				RELEASE K. Bletcher		
36	SAME			At Once	17-1-72	STANLEY	1/A	RELEASE K. Bletcher		
-	F. 246	FATHER: JOHN	SOS	5-7-71				ENG. D. Allan	8	
-	FARLAND IS	92 DAVIS STREET, STANLEY		STANLEY				RELEASE D. Allan		
17	SAME			At Once	18-10-71	STANLEY	Dis	RELEASE D. Allan		
-	F. 245	FATHER: JAMES	SOS	5-7-71				ENG. B. B. May	9	
-	FARLAND IS	9 FITZROY ROAD EAST, STANLEY		STANLEY				RELEASE B. B. May		
23	SAME			At Once	1-10-71	STANLEY	LEAVE	RELEASE B. B. May		
-	R347261	WIFE: GRADYS	DHU	5-7-71				ENG. R. R. Robson	10	
-	FARLAND IS	PULMER STREET, STANLEY		STANLEY				RELEASE R. R. Robson		
47	FITZROY			At Once	17-1-72	STANLEY	1/A	RELEASE R. R. Robson		
-	F. 243	FATHER: WILLIAM	DHU	5-7-71				ENG. R. B. B. B. B.	11	
-	FARLAND IS	10 FITZROY ROAD, STANLEY		STANLEY				RELEASE R. B. B. B. B.		
19	SAME			At Once	17-1-72	STANLEY	1/A	RELEASE R. B. B. B. B.		
-	B. PETER	HILL ROAD, FARLAND IS.	JOS	5-7-71				ENG. G. S. Duncan	12	
-	FARLAND IS			STANLEY				RELEASE G. S. Duncan		
BRUSSELS				At Once	17-1-72	STANLEY	1/A	RELEASE G. S. Duncan		
-	F. 203	SISTER: MRS. J. B. B. B.	M/MAN	5-7-71				ENG. J. L. Sarnes	13	
-	FARLAND IS	DAIRY PARK ROAD, STANLEY		STANLEY				RELEASE J. L. Sarnes		
65	SAME			At Once	17-1-72	STANLEY	1/A	RELEASE J. L. Sarnes		
-	R90982	WIFE: MARY	CHIEF ENGINEER	5-7-71				ENG. P. M. Lott	14	
-	KEITH	151 RESIDENCE ROAD, EDINBURGH 7, SCOTLAND	2S	STANLEY	SEPARATE AGREEMENT			RELEASE P. M. Lott		
62	SAME		78972	At Once	17-1-72	STANLEY	1/A	RELEASE P. M. Lott		
-	F. 159	WIFE: SUSANA	2ND ENGINEER	5-7-71				ENG. M. L. B. B. B.	15	
-	FARLAND IS	RIO NEGRO 1170, AP 6, MONTEVIDEO - URUGUAY		STANLEY				RELEASE M. L. B. B. B.		
33	SAME		DSP	At Once	17-1-72	STANLEY	1/A	RELEASE M. L. B. B. B.		

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

Name of Ship

DARWIN (2DLC)

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
-	F123	W: AIDA	3RD ENGR	STANLEY	80 90	40	ENG	16		
-	FALKLAND IS	BARIBANDI 2387		5-VII-71	17-1-72	1/1	RELEASE			
42	Same	MONTEVIDEO - URUGUAY		AT ONCE	STANLEY	1/1	RELEASE			
-	F241	W: JULIANA	4/ENGR	5-VII-71	70 40	50	ENG	17		
-	CHILEAN	RIVERA 2869, AP 603		STANLEY	17-1-72	1/1	RELEASE			
56	Same	MONTEVIDEO URUGUAY		AT ONCE	STANLEY	1/1	RELEASE			
-	UR 13465	W: CLORMANDA	Fireman	5-VII-71	59 00		ENG	18		
-	URUGUAYAN	SANTIAGO SUARA 3195 bis		STANLEY	17-1-72	1/1	RELEASE			
57	Same	MONTEVIDEO URUGUAY		AT ONCE	MONTEVIDEO	LEAVE				
-	UR 21218	F: ARISTIDES	FIREMAN	5-VII-71	58 75		ENG	19		
-	URUGUAYAN	IGNACIO NUÑEZ 2158		STANLEY	8-10-71		RELEASE			
27	Same	MONTEVIDEO URUGUAY		AT ONCE	MONTEVIDEO					
-		W: ENIA	FIREMAN	5-VII-71	56 75	40	ENG	20		
-	NORTHINGS	16 BRANDON ROAD		STANLEY	17-1-72	1/1	RELEASE			
26	FIRST	STANLEY		AT ONCE	STANLEY	1/1	RELEASE			
-		F: FRED	FIREMAN	5-VII-71	56 75		ENG	21		
-	FALKLAND ISLANDS	48 DAVIS ST.		STANLEY	30-VII-71	DIS	RELEASE			
26	Same	STANLEY		AT ONCE	STANLEY	DIS				
-	F117	W: AIDA	1/STND	5-VII-71	SEPARATE AGREEMENT		ENG	22		
-	FALKLAND ISLANDS	MEDANOS 1519, AP 201		STANLEY	17-1-72	1/1	RELEASE			
59	Same	MONTEVIDEO - URUGUAY	CK: 28498	AT ONCE	STANLEY	1/1	RELEASE			
-	F120	SON: PAUL	2/STND	5-VII-71	SEPARATE AGREEMENT		ENG	23		
-	FALKLAND ISLANDS	% BRITISH SCHOOL - CARABO		STANLEY	17-1-72	1/1	RELEASE			
55	Same	MONTEVIDEO - URUGUAY	CK: 30046	AT ONCE	STANLEY	1/1	RELEASE			
-	F184	M: AIDA	STND	5-VII-71	58 75		ENG	24		
-	CHILEAN	PASATE IQUIQUE 496		STANLEY	5.10.71	DIS	RELEASE			
31	Same	PUNTA ARENAS - CHILE		AT ONCE	MONTEVIDEO	DIS				
-	UR 13886	W: ROSALIA	STND	5-VII-71	58 75		ENG	25		
-	URUGUAYAN	LARRANAGA 1427, P2, Ap 39		STANLEY	2.12.71	DIS	RELEASE			
43	Same	MONTEVIDEO - URUGUAY		AT ONCE	MONTEVIDEO	DIS				
-	UR 23563	W: DELIA	STND	5-VII-71	58 75		ENG	26		
-	URUGUAYAN	ALSABAR 1333		STANLEY	2.12.71	DIS	RELEASE			
31	Same	MONTEVIDEO - URUGUAY		AT ONCE	MONTEVIDEO	DIS				
-	UR 21118	W: MARIA	STND	5-VII-71	58 75		ENG	27		
-	URUGUAYAN	FRANCISCO MUÑOZ 3184		STANLEY	5-8-71	DIS	RELEASE			
44	Same	MONTEVIDEO - URUGUAY		AT ONCE	MONTEVIDEO	DIS				
-	F/JOSE TEJAS	LAUTARO NAVARRO 289	STND	5-VII-71	56 75		ENG	28		
-	CHILEAN	PUNTA ARENAS CHILE		STANLEY	17-1-72	1/1	RELEASE			
34	FIRST	STANLEY		AT ONCE	STANLEY	1/1	RELEASE			
-	F205	BR: ROBERT	COOK	5-VII-71	105		ENG	29		
-	TAIN SCOTLAND	CARAYAN - DIRRIEBUGH RD		STANLEY	17-1-72	1/1	RELEASE			
49	Same	INVERNESS SCOTLAND		AT ONCE	STANLEY	1/1	RELEASE			
-	F116	W: ALICE	COOK	5-VII-71	63		ENG	30		
-	FALKLAND ISLANDS	84 DAVIS STREET		STANLEY	28-1-71	LEAVE	RELEASE			
38	Same	STANLEY		AT ONCE	STANLEY	LEAVE				

ities 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 as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

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

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

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

M.A.F. 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
Age	Nationality (if British state birthplace)	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew		Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
						Date and place of leaving this ship, or death	Cause §			
-	-	-	M. Mrs. J. Booth	Supy	8-7-71	205	-	ENG. Nancy Jennings	31	J.H.
23	BRITISH F.I.s	-	26 FITZROY ROAD Stanley F.I.	Supy	Stanley	30-VII-71	DIS	RELEASE Nancy Jennings	-	B
-	-	-	G.M. Mrs. J. Booth	Supy	8-7-71	205	-	ENG. Nancy Jennings	32	J.H.
-	BRITISH F.I.s	-	26 FITZROY RD Stanley F.I.s	Supy	Stanley	30-VII-71	DIS	RELEASE Nancy Jennings	-	B
2	Same	-	-	-	-	-	-	-	-	-
-	-	-	W/Elizabeth	Fireman	30-7-71	58 75	-	ENG. D.R. Bellan	33	J.H.
-	F.I.s	-	Dunrobin Cottage, Dun St, Stanley.	Fireman	Stanley	1-10-71	DIS	RELEASE D.R. Bellan	-	J.H.
-	Same	-	-	Once	Stanley	-	-	-	-	-
-	F225	-	M/Mrs. J. Booth	Smith S.O.S.	2-VIII-71	45 15	-	ENG. R. McRae	34	J.H.
-	F.I.s	-	Port Stephens West Falkland.	Smith S.O.S.	Stanley	17-1-72	NA	RELEASE R. McRae	-	J.H.
27	Same	-	-	Once	Stanley	-	-	-	-	-
-	R775-451	-	F/George	RADIO OFFICER	12-VIII-71	Separate Agreement	-	ENG. J. Smith	35	J.H.
-	Dunrobin. Scot.	-	Primrose Cottage. W. Dunrobin St. Dunrobin. Scot.	2 PMG G. LBS	Stanley	12-IX-71	DIS	RELEASE J. Smith	-	J.H.
29	"TANEA" 1966	-	-	Once	Stanley	-	-	-	-	-
-	F242	-	W/Francis	RADIO OFFICER	12-IX-71	Separate Agreement	-	ENG. J. Mandel	36	J.H.
-	WINBERG. SA.	-	21. Home Flats. Stanley.	R.N.	Stanley	27-11-71	M/EC	RELEASE J. Mandel	-	J.H.
33	Same	-	-	LRO(A)	Once	Stanley	-	-	-	-
-	-	-	F. David	J.O.S.	1-10-71	38 50	-	ENG. S. McRae	37	J.H.
-	F.I.s	-	21. Home Flats. Stanley.	J.O.S.	Stanley	12-10-71	DIS	RELEASE S. McRae	-	J.H.
18	First	-	-	At Once	Stanley	-	-	-	-	-
-	R516002	-	W. Mary	MASTER	6.10.41	Separate Agreement	-	ENG. A. Schmitt	38	J.H.
-	Liverpool	-	"Sea Craft" Pipin Lane Herswall, Mersey	ESS 83726	MONTEVIDEO	17-1-72	NA	RELEASE A. Schmitt	-	J.H.
38	Same	-	-	Once	Stanley	-	-	-	-	-
-	F235	-	W. Nierka Tiscornia	STEWARD	6.10.41	58 45	-	ENG. A. Sauer	39	J.H.
-	Uruguay	-	Paysandu 875 Montevideo.	STEWARD	MONTEVIDEO	17-1-72	NA	RELEASE A. Sauer	-	J.H.
54	Same	-	-	-	Stanley	-	-	-	-	-
-	UR 16451	-	W. Magdalena	STEWARD	6.10.41	58 45	-	ENG. A. Sauer	40	J.H.
-	Uruguay	-	Aguirre Rosa 4320 Montevideo	STEWARD	MONTEVIDEO	17-1-72	NA	RELEASE A. Sauer	-	J.H.
40	"ATLANTIC"	-	-	-	Stanley	-	-	-	-	-
-	UR 15760	-	W. Aida	FIREMAN	6.10.41	58 45	-	ENG. A. Sauer	41	J.H.
-	Uruguay	-	Republica Francosa 426 Bis. A2 Montevideo	FIREMAN	MONTEVIDEO	17-1-72	NA	RELEASE A. Sauer	-	J.H.
41	"ALABURTI"	-	-	-	Stanley	-	-	-	-	-
-	F245	-	F. Jones	SOS	12-10-71	45 15	-	ENG. B. R. May	42	J.H.
-	Fairland Is	-	9 FITZROY ROAD East Stanley	SOS	Stanley	17-1-72	NA	RELEASE B. R. May	-	J.H.
23	Same	-	-	-	Stanley	-	-	-	-	-
-	-	-	M. Joan	Fireman	13-10-71	54 65	20.00	ENG. Michael Bond	43	J.H.
-	Fairland Is	-	26 Ross Road Stanley	Fireman	Stanley	17-1-72	NA	RELEASE Michael Bond	-	J.H.
18	First	-	-	At Once	Stanley	-	-	-	-	-
-	-	-	D. Penny	RADIO COX	28-8-71	63 00	-	ENG. A. McLeod	44	J.H.
-	Fairland Is	-	5 VILLAGE ST Stanley.	RADIO COX	Stanley	8-11-71	DIS	RELEASE A. McLeod	-	J.H.
68	First	-	-	At Once	Stanley	-	-	-	-	-
-	F232	-	M. Mrs. T. Binair	E.D.H.	2.11.41	55 65	-	ENG. D. Parrin	45	J.H.
-	British Is.	-	44 John Street Stanley	E.D.H.	MONTEVIDEO	17-1-72	NA	RELEASE D. Parrin	-	J.H.
26	Uruguay	-	-	-	Stanley	-	-	-	-	-

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 as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.
of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount
if leaving the ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

Name of		Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES		In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or initials of official before whom the seaman is engaged
Country	Age	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
Income Tax Code	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			
-	F184	Chilean	M. Lidia		Seaman	3. 11. 41	54.65	- - -		ENG. <i>S. Yalland</i>	46	<i>S. Yalland</i>
31	Same	Same	Passage to Iquique 496 Santa Ana de Chile			MONTEVIDEO	2. 12. 41	DIS	- - -	RELEASE <i>Form 7</i>	-	<i>S. Yalland</i>
	F116	Falkland Is	W. Anne		At once	9-11-71	63 00			ENG. <i>W. Anne</i>	47	<i>W. Anne</i>
39	Same	Same	84 DAVIS STREET STANLEY			STANLEY	17-1-72	At once	- N/C	RELEASE <i>W. Anne</i>		<i>W. Anne</i>
	F.130	Falkland Is	W. Mary		2nd Officer	10-11-71		SEPERATE AGREEMENT		ENG. <i>Nelanning</i>	48	<i>Nelanning</i>
34	Same	Same	P.O. Box 216 STANLEY		AB 002500	STANLEY	17-1-72	At once	- N/C	RELEASE <i>Nelanning</i>		<i>Nelanning</i>
	-	Falkland Is	F. Philip		Radio Officer	25-11-71	99 75	- - -		ENG. <i>Burrows</i>	49	<i>Burrows</i>
21	BRANFORD	BRANFORD	10 BRANFORD ROAD STANLEY			STANLEY	9-12-71	DS	- - -	RELEASE <i>Burrows</i>		<i>Burrows</i>
	UR.13465	Uruguayan	Clemencia W		Fireman	2.12.1971	59.00	- - -		ENG. <i>Proffle de Beltr</i>	50	<i>Proffle de Beltr</i>
57	Same	Same	Santiago Suria 3195 Montevideo			MONTEVIDEO	17-1-72	At once	- N/C	RELEASE <i>Proffle de Beltr</i>		<i>Proffle de Beltr</i>
	Uruguayan	Uruguayan	W. Burora		Steward	2.12.1971	58.75	- - -		ENG. <i>Proffle de Beltr</i>	51	<i>Proffle de Beltr</i>
42	Same	Same	Martin Charting 1908 Montevideo			MONTEVIDEO	17-1-72	At once	- N/C	RELEASE <i>Proffle de Beltr</i>		<i>Proffle de Beltr</i>
	UR.23263	Uruguayan	M. Mercedes Lidomo Gaden		Steward	3. 12. 41	58.45	- - -		ENG. <i>Baron / Ygles</i>	52	<i>Baron / Ygles</i>
36	ZORZAL	Uruguayan	Calle "D" 6575 Montevideo			MONTEVIDEO	5-12-71			RELEASE <i>ENG RA</i>		<i>ENG RA</i>
	F131	Falkland Is	W. Mary		3rd Mate	9-12-71		SEPERATE AGREEMENT		ENG. <i>Y. Gump</i>	53	<i>Y. Gump</i>
38	Same	Same	John STREET STANLEY			STANLEY	17-1-72	At once	- N/C	RELEASE <i>Y. Gump</i>		<i>Y. Gump</i>
										ENG.	54	
										RELEASE		
										ENG.	55	
										RELEASE		
										ENG.	56	
										RELEASE		
										ENG.	57	
										RELEASE		
										ENG.	58	
										RELEASE		
										ENG.	59	
										RELEASE		
										ENG.	60	
										RELEASE		

Boys 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 as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

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

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

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FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law.

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

Services required by parties interested.

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

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

5th July, 1971.

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 that discharge books (Dia. A) have been produced.

SHIPPING MASTER.
STANLEY, FALKLANDS

8th July, 1971
I certify that I have sanctioned the engagement of the seamen whose names appear at lines 31 and 32 of this agreement.

SHIPPING MASTER.
STANLEY.



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 12 July 1971
Agreement deposited 13 July 1971
- do - returned 26.7.71
Average rate of exchange \$ 894.- = £
(for conversion of seamen's wages only)



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

30/7/71
I hereby certify that I have today sanctioned the discharge of the seamen whose names appear on lines No. 21/31/32. I have also witnessed the engagement of the seamen whose name appears on line No. 33.

Secy.
of Customs Officers.

(continued on back)

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

STANLEY,
12th August, 1971.

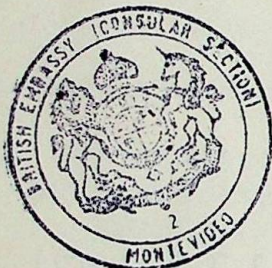
I certify that I have today sanctioned the discharge of the seaman whose name appears at Line 5 of this agreement and the subsequent engagement of the seaman at Lines 34 and 35 of this Agreement.

[Signature]
Shipping Master.



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 16-8-1971
Agreement deposited 17-8-1971
- do - returned 8-9-71
Average rate of exchange \$ 902.- = £
(for conversion of seamen's wages only)



[Signature]
BRITISH PRO CONSUL
for H. M. VICE - CONSUL

Stanley,
12th September, 1971.

I certify that I today sanctioned the engagement of the seaman whose name appears at Line 36 of this agreement and the subsequent discharge of the seaman at Line 35.

[Signature]
Shipping Master.

STANLEY,
1st October 1971.

I certify that I have today sanctioned the discharge of the seaman whose name appears at Lines 9 and 33 of this agreement and the subsequent engagement of the seaman at Line 37.

[Signature]
Shipping Master.



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 5-10-1971
Agreement deposited 5-10-1971
- do - returned 8-10-71
Average rate of exchange \$ 919.- = £
(for conversion of seamen's wages only)

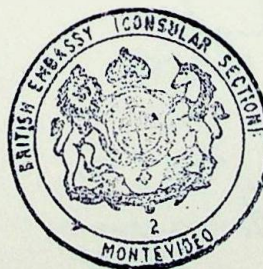
I hereby certify that the Seamen on lines 24 and 27 have been signed off at this port with my sanction on the ground of discharge and that the sum of being wages due to them have been paid by Agents and that their effects, Dis. A's and Insurance Card have been delivered to them

I hereby certify that George Kenneth ARCHIBALD, Certificate No. 83426 has been appointed Master and that the Register has been endorsed accordingly.

Montevideo, 6 October 1971.

I hereby certify that I have sanctioned the engagement of the Seamen on lines 39, 40 & 41 on the terms of this agreement which they have signed in my presence.

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



[Signature]
BRITISH PRO CONSUL
for H. M. VICE - CONSUL

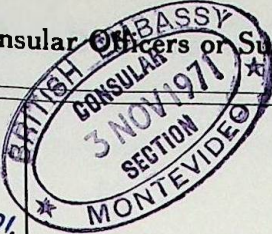
STANLEY,
12th October, 71.

I hereby certify that I have today sanctioned the discharge of the seaman whose name appears at Line 37 of this agreement and the subsequent engagement of the seaman at Line 42.

[Signature]
Shipping Master.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



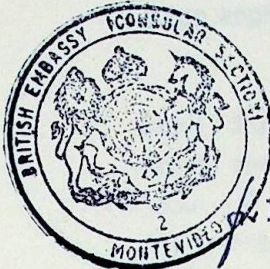
STANLEY,
FALKLAND IS.
13th October 1971.

I certify that I have today sanctioned the engagement of the seaman who name appears at Line 10 of this Agreement.

[Signature]
Shipping Master.

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

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



[Signature]
BRITISH PRO CONSUL

H. M. VICE - CONSUL

STANLEY,
10-11-71

I certify that I have today sanctioned the discharge of the seaman who name appears at Line 8 of this Agreement.

[Signature]
SHIPPING MASTER

I hereby certify that I have sanctioned the discharge of the seaman who name appears at Line 44 of this agreement and the subsequent engagement of the seaman at lines 47 and 48.

[Signature]
SHIPPING MASTER

I certify that I have today sanctioned the discharge of the seaman who name appears at Lines 3 and 30 of this agreement and the subsequent engagement of the seaman at Line 44.

[Signature]
SHIPPING MASTER

I certify that I have sanctioned the discharge of the seaman who name appears at Line 6 of this Agreement.

[Signature]
SHIPPING MASTER



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 1-11-1971
Agreement deposited 1-11-1971
- do - returned 3. 11. 71
Average rate of exchange \$ 920.- = £
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line Eighteen has been discharged at this port with my sanction on the ground of leave

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

[Signature]
BRITISH PRO CONSUL
H. M. VICE - CONSUL

I certify that I have today sanctioned the discharge and engagement of the respective seamen who names appear at Lines 4, 36 & 49 of this Agreement.

[Signature]
SHIPPING MASTER



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



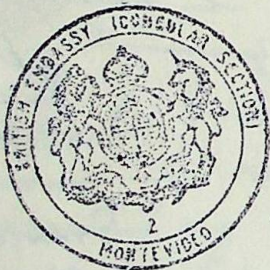
BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 1-12-1971
Agreement deposited 2-12-1971
- do - returned 3-12-71
Average rate of exchange \$ 920.- = £
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seamen on lines 50, 51 and 52 on the terms of this agreement which they have signed in my presence.

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

I hereby certify that the Seamen on line 5 25, 26 and 46 have been signed off at this port with my sanction on the ground of discharge and that the sum of being wages due to them has been paid by Agents and that their effects, Dis. A's and Insurance Card have been delivered to them.



J. L. Robinson
BRITISH PRO CONSUL
H. M. VICE - CONSUL

STANLEY,
9th DECEMBER, 1971

I certify that I have today sanctioned the discharge of the seamen who were engaged at Line 49 of ship Agreement and the engagement of the seamen at Line 53.

Shippin Master.

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.)