



OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
<div data-bbox="90 864 362 1023" style="border: 1px solid black; padding: 2px;"> <p>A.M.S. "DARWIN" PORT OF REGISTRY:- PORT STANLEY FALKLAND ISLANDS. OFF. NO. 168384 GROSS TONS 1792.88 NET TONS 738.88 N.H.P. 146</p> </div>					FREDERICK W. WHITE.	52805

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, F.I.s.</u> Date <u>6.1.61</u>	FALKLAND ISLANDS AND SOUTH AMERICA	Port <u>Stanley, F.I.s.</u> Date <u>3.7.61</u>

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of Stanley, F.I.s. on 3rd day of July 1961.

Countersigned

L. J. Gunn
 Superintendent.

F. W. White
 Master

Co. F. I. S. Co., Ltd.
 Address

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Frederick White.	Master.	-	-	
2	William Goss.	1 st Mate	VG	YG	28-30-31-32-33.
3	Hector Anderson	2 nd "	VG	YG.	31-33.
4	Peter Thain.	3 rd "	YG	YG	
5	Mark Lyse	R/O.	YG	YG	
6	George McLeod.	Boiler.	VG	VG	
7	George Short	Launch 7 AB.	VG	YG	
8	William Hills.	AB.	VG	YG	28-30-32-33-34
9	John Smith.	AB.	YG	YG	31.
10	Roderick Bonner.	AB.	VG	YG.	28.
11	Eric Short.	SOS.	VG.	VG.	29-30.
12	Richard Hills.	JOS.	VG	VG	28.
13	Patrick Halliday.	Deck Boy.	VG	YG	
14	James Macaskill.	JOS.	YG	YG	29-30.
15	William Donald.	Ch. Engineer	VG	YG.	29-30-31.
16	Bolestaw Heis	2 nd "	YG	YG	29-32.
17	Malcolm Binnie.	3 rd "	YG	VG	29.
18	Dennis Larsen.	4 th "	VG	VG	
19	Severo Ampuero.	Fireman.	YG	YG	29.
20	Harry Hansen	"	VG	YG	29-31.
21	Edward Smitag	Skipper	VG	VG	
22	George Harris.	Ch. Steward.	YG	VG	28-30-31.
23	Rubelindo Boldrini	2 nd "	YG	YG	28.
24	William Rowlands	cook.	VG	YG	28-29.
25	James Biggs.	Steward.	YG	VG	

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	Ulysses Barria.	Steward.	VG	VG	34.
27	Luis Gallardo	"	VG	YG	
28	Benjamin Pearson	"	VG	YG	31.
29	Harry Sarney.	"	YG	YG	30.
30	George Sanderson.	2 nd Cook.	YG	VG	32-33-34.
31	Arian Gougalay.	JOS.	VG	VG	30.
32	Richard Hills.	Fireman.	VG	VG	30.
33	Elena White.	Skipper.	VG	YG	
34	David Bolt.	"	VG	YG	
35	Stephanie White	"	VG	VG	
36	Robert Kiddle.	Deckhand.	YG	YG	34.
37	Roderick Bonner.	Steward.	VG	VG	30-34
38	Keith Belts.	Sailor	VG	YG	30-31.
39	Eric Draykin.	J.O.S.	YG	VG	30.
40	Harry Sarney.	Steward.	YG	VG	31.
41	Anthony McFarren.	Boiler Boy	VG	YG	31.
42	David Smith.	Deck Boy.	VG	VG	31-33.
43	Patrick Alegia.	" "	YG	YG	31-33.
44	Jan Jager.	Superannuated.	VG	VG	31.
45	Robert W. Lobban.	Chief Engineer	YG	YG	32.
46	James M. Bruce.	2 nd "	VG	YG	32.
47	Hector Anderson.	2 nd Mate.	VG	VG	33.
48			VG	VG	
49			VG	VG	
50			VG	YG.	

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					
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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
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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 addition to the brief statement of the "Cause of Death" on the following page, the Master should state in the narrative section of the official log-book, **full particulars of all the circumstances attending the death**, more particularly in case of murder, disappearance or suicide.

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

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

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.

(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

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
14.1.61	No drills carried out this week. Vessel in port.		14.1.61	J. White H. Jones
20.1.61	Fire alarm zones. W/T Doors. Hand steering gear.	All operated and found in good order.	20.1.61	J. White H. Jones
21.1.61	Boat Stations for crew.	Both boats lowered to embarkation level and returned to stowed position; good order.	21.1.61	J. White H. Jones
28.1.61	No drills carried out this week. Vessel in port.		28.1.61	J. White H. Jones
4.2.61	No drills carried out this week. Vessel in coastwise ports.		4.2.61	J. White H. Jones
11.2.61	No drills carried out this week. Vessel in coastwise ports.		11.2.61	J. White H. Jones
18.2.61	No drills carried out this week. Weather unsuitable.		18.2.61	J. White H. Jones
22.2.61	Hand steering gear.	Operated under working conditions & found in good order.	22.2.61	J. White H. Jones
20.2.61	Fire alarm zones key tested; W/T doors operated; Emergency fire pump run in good order.	under load; all found in good order.	20.2.61	J. White H. Jones
23.2.61	Passengers & crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. All in good order.		23.2.61	J. White H. Jones
4.3.61	No drills carried out this week. Vessel in port.		4.3.61	J. White H. Jones
11.3.61	No drills carried out this week. Vessel in port.		11.3.61	J. White H. Jones
14.3.61	Passengers & crew mustered at 'Boat Stations'. Fire drill carried out. Emergency generator, and emergency fire pump run.	Working conditions; good order.	14.3.61	J. White H. Jones
20.3.61 & 21.3.61	Fire alarm zones key tested. Watertight doors shut & reopened. Hand steering gear operated.	Good order.	21.3.61	J. White H. Jones

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.

(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

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
22.3.61	Crew mustered at 'Boat Stations'. Both lifeboats lowered to embarkation level and returned to stowed position. All appliances in good order.		22.3.61	J. White H. Jones
1.4.61	No drills carried out this week. Vessel in port.		1.4.61	J. White H. Jones
6.4.61	Port lifeboat (motor) lowered into water and swept away for engine trials. Boat returned, hoisted and returned to stowed position. All in good order.		6.4.61	J. White H. Jones
15.4.61	No drills carried out this week. Vessel in port.		15.4.61	J. White H. Jones
22.4.61	No drills carried out this week. Vessel in port.		22.4.61	J. White H. Jones
25.4.61	All fire alarm zones (Kidd) key tested. One found faulty and rectified.		25.4.61	J. White H. Jones
29.4.61	No drills carried out this week. Vessel in port and heavy weather on passage.		29.4.61	J. White H. Jones
2.5.61	W/T door and hand steering operated and found in good order.		2.5.61	J. White H. Jones
6.5.61	Both lifeboats lowered to embarkation level and returned to stowed position. All gear examined and found in order. Fire alarm zones key-tested. W/T door and hand steering operated and found in good order.		6.5.61	J. White H. Jones
13.5.61	No drills carried out this week. Passengers & crew mustered at 'Boat Stations' on 7.5.61. Fire drill carried out; emergency generator and emergency fire pump operated & found in good order.		13.5.61	J. White H. Jones
23.5.61	Passengers & crew mustered at 'Boat Stations'. Fire drill carried out. Emergency generator and emergency fire pump run under load and found in good order. All gear in good order.		23.5.61	J. White H. Jones
31.5.61	Passengers & crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. Hand steering gear, W/T door operated and found in good order. All fire alarm zones key-tested and found in order.		31.5.61	J. White H. Jones
10.6.61	No drills carried out this week. Vessel in port.			J. White H. Jones
17.6.61	No drills carried out this week. Vessel in port.			J. White H. Jones

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

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

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)		
									Ins.	Weight	Ins.	Distance	Ins.
12/1/61 2100	Stanley.	Ft. Ins. 7.11	Ft. Ins. 13.00	Ft. Ins. 7.01 ³ / ₈	Ft. Ins. 7.01 ³ / ₈	Ft. Ins. 7.01 ³ / ₈	1025	-	-	-	-	-	-
21/1/61 1600	Moutewideo	11.09	13.03	5.00 ⁷ / ₈	5.00 ⁷ / ₈	5.00 ⁷ / ₈	1010	2	-	-	-	-	-
13.2.61 21.00	Stanley.	9.09	13.00	6.02 ³ / ₈	6.02 ³ / ₈	6.02 ³ / ₈	1025	-	-	-	-	-	-
23.2.61 11.30	Moutewideo.	10.01	16.02	4.05 ³ / ₈	4.05 ³ / ₈	4.05 ³ / ₈	1010	2	-	-	-	-	-
14.3.61 07.00	Stanley.	9.05	13.11	5.10 ⁷ / ₈	5.10 ⁷ / ₈	5.10 ⁷ / ₈	1025	-	-	-	-	-	-
22.3.61 23.00	Moutewideo.	12.01	13.03	4.10 ⁷ / ₈	4.10 ⁷ / ₈	4.10 ⁷ / ₈	1010	2	-	-	-	-	-
25.4.61 18.00	Stanley.	8.08	13.00	6.08 ⁷ / ₈	6.08 ⁷ / ₈	6.08 ⁷ / ₈	1025	-	-	-	-	-	-
6.5.61 17.00	Moutewideo.	11.04	15.00	4.04 ¹ / ₈	4.04 ¹ / ₈	4.04 ¹ / ₈	1015	2	-	-	-	-	-
22.5.61 18.00	Stanley.	9.06	14.00	5.09 ⁷ / ₈	5.09 ⁷ / ₈	5.09 ⁷ / ₈	1025	-	-	-	-	-	-
31.5.61 18.30	Moutewideo.	11.00	15.03	4.05 ³ / ₈	4.05 ³ / ₈	4.05 ³ / ₈	1015	2	-	-	-	-	-
20.6.61 18.00	Stanley.	9.08	13.11	5.09 ⁷ / ₈	5.09 ⁷ / ₈	5.09 ⁷ / ₈	1025	-	-	-	-	-	-
27.6.61 06:00	South Georgia	9.03	13.06	6.02 ³ / ₈	6.02 ³ / ₈	6.02 ³ / ₈	1025	-	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

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)	SIGNATURES		ARRIVALS	
	Ins.	Ft. Ins.	Ft.	Ins.		MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
-	10.05 ¹ / ₂	7.01 ³ / ₈	-	-	-	J. White.	H. Jones	16/1/61 1530	Moutewideo.
2	12.04	5.02 ⁷ / ₈	-	-	-	J. White.	H. Jones	25.1.61 16.30	Stanley.
-	11.04 ¹ / ₂	6.02 ³ / ₈	-	-	-	J. White.	H. Jones	18.2.61 02.00	Moutewideo.
2.	12.11 ¹ / ₂	4.07 ⁷ / ₈	-	-	-	J. White.	H. Jones	27.2.61 13.06	Stanley.
-	11.08	5.10 ⁷ / ₈	-	-	-	J. White.	H. Jones	17.3.61 17.40	Moutewideo.
2	12.06	5.00 ⁷ / ₈	-	-	-	J. White.	H. Jones	26.3.61 18.51	Stanley.
-	10.10	6.08 ⁷ / ₈	-	-	-	J. White.	H. Jones	29.4.61 15.00	Moutewideo.
2	13.00	4.06 ¹ / ₈	-	-	-	J. White.	H. Jones	11.5.61 11.00	Stanley.
-	11.09	5.09 ⁷ / ₈	-	-	-	J. White.	H. Jones	26.5.61 18.30	Moutewideo.
2	12.11 ¹ / ₂	4.07 ⁷ / ₈	-	-	-	J. White.	H. Jones	4.6.61 23.00	Stanley.
-	11.09 ¹ / ₂	5.09 ⁷ / ₈	-	-	-	J. White.	H. Jones	23.6.61 18.30	South Georgia.
-	11.04 ¹ / ₂	6.02 ³ / ₈	-	-	-	J. White.	H. Jones	1.7.61 12.30	Stanley.

OFFICIAL LOG of the
from

towards

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
10/1/61 1000	Stanley.	10/1/61	R. Hills, J.O.S., transferred to E.R. department and promoted Foreman. J. White Master. J. White Mate.	
9/1/61 1730	Stanley.	9/1/61	G. Harris, Chief Steward, attended K.E.M. Hospital for examination subsequent to recurrent pains in chest and diaphragm. J. White Master. J. White Mate.	
11/1/61 1700	Stanley.	11/1/61	W. Goss, 1 st Mate, attended K.E.M. Hospital for examination subsequent to pains in chest and lumbar region. J. White Master. J. White Mate.	
17-1-61 0830	Montevideo.	17-1-61	W. Goss, 1 st Mate; G. Harris, Chief Steward; W. Hills, AB.; attended British Hospital for examination and treatment of symptoms previously reported. J. White Master. J. White Mate.	
17-1-61 1700	Montevideo.	17-1-61	W. Hills, AB., attended British Hospital for treatment. J. White Master. J. White Mate.	
18-1-61 0830	Montevideo.	18-1-61	W. Goss, 1 st Mate; G. Harris, Chief Steward; attended British Hospital for X-Ray examination. J. White Master. J. White Mate.	
18-1-61 1600	Montevideo.	18-1-61	W. Hills, AB., attended British Hospital for further examination; G. Harris, Chief Steward, for X-Ray examination; W. Rowlands, Book for examination of stiffness in right knee; R. Boldrin, 2 nd Steward, for routine check examination of previous heart condition. J. White Master. J. White Mate.	
19-1-61 0845	Montevideo.	19-1-61	W. Goss, 1 st Mate; G. Harris, Ch. Steward; W. Rowlands, Book; attended British Hospital in connection with previously entered ailments. J. White Master. J. White Mate.	
21-1-61 0830	Montevideo	21-1-61	R. Bonner, AB., sent to British Hospital for examination after reporting having had oral haemorrhage earlier this day. J. White Master. J. White Mate.	
21-1-61 1115	Montevideo.	21-1-61	Medical authorities at British Hospital advised Master that R. Bonner, AB., being detained for treatment of ulcer. Bonner's effects handed to Agents and Bonner signed off Articles. J. White Master. J. White Mate.	

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

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

OFFICIAL LOG of the
from

towards

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
25-1-61 1730	Stanley.	26-1-61	J. MacAskill, J.O.S., attended K.E.M. Hospital for treatment of V.D. condition. J. White Master. J. White Mate.	
26-1-61 1730	Stanley.	26-1-61	J. MacAskill, J.O.S.; S. Campese, Foreman; attended K.E.M. Hospital. MacAskill for V.D. treatment; Campese for treatment of penile wart. J. White Master. J. White Mate.	
9-2-61 0930	Stanley.	10-2-61	W. Rowlands, Book, attended K.E.M. Hospital for treatment of throat condition. J. White J. MacAskill, J.O.S., for V.D. treatment. J. White Master. J. White Mate.	
12-2-61 0910	Stanley.	13-2-61	B. Preis, 2 nd Engineer; D. Larsen, 4 th Engineer received scalds on hands, wrists, and groin while working on cover joint of main engine stop valve. Larsen received first degree scalds and Preis second degree scalds. J. White Master. J. White Mate.	
12-2-61 1030	Stanley.	13-2-61	Dr. J. Ashmore attended Preis and Larsen on board. J. White Master. J. White Mate.	
13-2-61 1000	Stanley.	13-2-61	W. Donald, Chief Engineer, reported to Master that J. White scalding of B. Preis, 2 nd Engineer, and D. Larsen, 4 th Engineer, on 12-2-61 was due to B. Preis undertaking the work in the manner he had been instructed to do. J. White Master. J. White Mate.	
12-2-61 1600	Stanley	13-2-61	E. Short, S.O.S.; J. MacAskill, J.O.S.; failed to report for duty (shifting ship) as ordered. J. White Master. J. White Mate.	
14-2-61 0930	Stanley towards Montevideo.	14-2-61	E. Short, S.O.S.; J. MacAskill, J.O.S.; interviewed by Master concerning their absence from duty on 12-2-61. Short found to have wilfully absented himself and is hereby fined 1/1 day's pay; MacAskill found to have not been informed of time of duty until too late. J. White Master. J. White Mate.	
14-2-61 1200	Stanley towards Montevideo.	14-2-61	Chief Engineer reported that H. Hansen, Foreman, was intoxicated and unable to take his watch, 8-12 p.m., on sailing from Stanley at 2100/13-2-61. Hansen admitted the offence and had nothing to say. Hansen has been warned that any repetition will be treated more seriously, and has only been cautioned on this occasion. J. White Master. J. White Mate.	

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

OFFICIAL LOG of the
from

30
towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
17.2.61 20.30	Stanley towards Montevideo.	18.2.61	W. Donald, Chief Engineer, had recurrence of heart palpitations, faintness, and breathlessness. Relief was obtained by taking tablets prescribed by doctor. <i>J.W. White Master. J. MacSkill Mate.</i>	
20.2.61 09.00	Montevideo.	20.2.61	The following attended British Hospital:- W. Donald, Chief Engineer, heart condition. W. Hills, AB., routine examination of back. J. MacSkill, J.C.S., blood test. <i>J.W. White Master. J. MacSkill Mate.</i>	
20.2.61 14.00	Montevideo.	20.2.61	H. Sarny, Steward, attended British Hospital for treatment of poisoned right hand and was detained. <i>J.W. White Master. J. MacSkill Mate.</i>	
21.2.61 09.00	Montevideo.	21.2.61	W. Donald, Chief Engineer, attended British Hospital for cardiograph examination. On completion the heart specialist advised Mr Donald that he should be relieved of his duties at the earliest opportunity. <i>J.W. White Master. J. MacSkill Mate.</i>	
21.2.61 17.30	Montevideo.	21.2.61	The following attended British Hospital:- W. Hills, AB., further examination of back. R. Hills, Gunner, routine examination in connection with his previous T.B. history. <i>J.W. White Master. J. MacSkill Mate.</i>	
22.2.61 09.30	Montevideo.	22.2.61	J. MacSkill, J.C.S., attended British Hospital in connection with blood test. <i>J.W. White Master. J. MacSkill Mate.</i>	
22.2.61 18.00	Montevideo.	22.2.61	Advice received that H. Sarny, Steward, being detained in hospital. Sarny paid off and effects landed. <i>J.W. White Master. J. MacSkill Mate.</i>	
23.2.61 09.00	Montevideo.	23.2.61	R. Bonner, AB., embarked as passenger after discharge from British Hospital for light duty only. <i>J.W. White Master. J. MacSkill Mate.</i>	
25.2.61 09.00	Montevideo to Stanley.	25.2.61	R. Bonner signed Articles for light duty only in catering department; making Steward. <i>J.W. White Master. J. MacSkill Mate.</i>	
13.3.61 10.00	Stanley.	13.3.61	K. Betts, Sailor; E. Dinkin, J.C.S.; signed Articles. E. Short, S.O.S.; D. Gougalov, J.C.S., signed off Articles. <i>J.W. White Master. J. MacSkill Mate.</i>	
18.3.61 08.30	Montevideo.	18.3.61	W. H. Goss, 1 st Mate; G. Harris, Chief Steward; R. Bonner, Steward; J. MacSkill, J.C.S.; attended British Hospital for further examination in connection with previously noted symptoms. <i>J.W. White Master. J. MacSkill Mate.</i>	

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OFFICIAL LOG of the
from

31
towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4.4.61 11.00	Stanley.	4.4.61	J. Smith, AB., attended K.E.M. Hospital for examination of chest condition. Smith reported that he has had previous chest trouble due to inhaling burning petroleum vapour. <i>J.W. White Master. J. MacSkill Mate.</i>	
6.4.61 14.30	Stanley.	6.4.61	W. Donald, Chief Engineer, suffered slight heart attack. R. J. Ashmore attended Chief Engineer on board, and later reported that W. Donald was quite comfortable. <i>J.W. White Master. J. MacSkill Mate.</i>	
7.4.61 10.00	Stanley.	7.4.61	R. J. Ashmore attended Mr W. Donald, Chief Engineer, on board. <i>J.W. White Master. J. MacSkill Mate.</i>	
8.4.61 09.00	Stanley.	8.4.61	Chief Engineer reported H. Hansen, Fireman, drunk and incapable of duty for his 2000/2400 stakehold watch on 7.4.61. Hansen when interviewed by Master admitted the offence. This being his second offence he is hereby fined 2 days pay. Hansen has nothing to say. <i>J.W. White Master. J. MacSkill Mate.</i>	
18.4.61 06.00	Montevideo.	8.4.61	H. Sarny, Steward, resumed duties on board. <i>J.W. White Master. J. MacSkill Mate.</i>	
31.3.61 10.00	Stanley.	8.4.61	K. Betts, Sailor, signed off Articles. <i>J.W. White Master. J. MacSkill Mate.</i>	
8.4.61 10.00	Stanley.	8.4.61	B. Pearson, Boy, signed off Articles; A. Macfarlane, Boy, signed on. <i>J.W. White Master. J. MacSkill Mate.</i>	
10.4.61 10.00	Falkland Is.	10.4.61	D. Smith, Deck Boy, signed Articles. <i>J.W. White Master. J. MacSkill Mate.</i>	
25.4.61 10.00	Stanley.	25.4.61	H. Anderson, 2 nd Mate, signed off Articles; J. Smith, A.B., promoted watchkeeper. P. M. G. G., Deck Boy, signed on. <i>J.W. White Master. J. MacSkill Mate.</i>	
30.4.61	Montevideo.	30.4.61	W. Donald, Chief Engineer; J. Jayner, Superannuary, signed off. <i>J.W. White Master. J. MacSkill Mate.</i>	
2.5.61 08.30	Montevideo.	2.5.61	W. Goss, 1 st Mate; G. Harris, Ch. Steward, attended British Hospital for examination. <i>J.W. White Master. J. MacSkill Mate.</i>	
3.5.61 08.30	Montevideo.	3.5.61	W. Goss, 1 st Mate; G. Harris, Chief Steward, attended British Hospital for examination. G. Harris signed off Articles. W. Rawlands, Cook, promoted Chief Steward. <i>J.W. White Master. J. MacSkill Mate.</i>	

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OFFICIAL LOG of the
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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
2-5-61 10-30	Montevideo.	3-5-61	B. Heiss, 2 nd Engineer, signed off Articles; W. Lobban, Chief Engineer, J. Bruce, 2 nd Engineer, signed on. <i>J.W. White Master. Mate.</i>	
4-5-61 09-00	Montevideo.	4-5-61	W. Goss, 1 st Mate, attended British Hospital for X-Ray results. <i>J.W. White Master. Mate.</i>	
4-5-61 16-30	Montevideo.	4-5-61	W. Hills, AB., attended British Hospital for examination. <i>J.W. White Master. Mate.</i>	
8-5-61 11-00	42° 04 S. 56° 42 W	8-5-61	S. Sanderson, book, reported sick with large suppurating wound at back of head. Sanderson feeling unwell generally. Wound washed and dressed by Miss White, Nursing Sister, passenger to Stanley. Sanderson stated he had no knowledge as to cause of wound, but that it occurred on 1 st May ashore in Montevideo. He gave no reason for his failure to report it earlier. <i>J.W. White Master. Mate.</i>	
8-5-61 23-00	43° 43 S. 56° 50 W.	8-5-61	S. Sanderson, book, temperature 101, pulse 120. Wound still suppurating heavily, debrided, and dressed, and penicillin injection of 300,000 units given. Sanderson put off duty and confined to bunk. <i>J.W. White Master. Mate.</i>	
9-5-61 07-00	45° 15 S. 57° 03 W.	9-5-61	S. Sanderson, book, temperature 100.6, pulse 110, given 250,000 unit penicillin injection, wound debrided and dressed by Sister White, and remains off duty in bunk. <i>J.W. White Master. Mate.</i>	
9-5-61 11-00	45° 40 S. 57° 10 W.	9-5-61	S. Sanderson, book, temperature 99, pulse 120, given 250,000 units penicillin by Sister White, and remains off duty. <i>J.W. White Master. Mate.</i>	
9-5-61 16-00	45° 50 S. 57° 15 W	9-5-61	S. Sanderson, book, temperature 99.6, pulse 100, given 250,000 units penicillin by Sister White, and remains off duty. <i>J.W. White Master. Mate.</i>	
9-5-61 23-00	46° 00 S. 57° 20 W.	9-5-61	S. Sanderson, book, temperature 100, pulse 110, given 300,000 units penicillin and wound dressed by Sister White. Sanderson remains off duty. <i>J.W. White Master. Mate.</i>	
10-5-61 07-00	46° 42 S. 57° 31 W.	10-5-61	S. Sanderson, book, temperature 98.6, pulse 100, given 250,000 units penicillin by Sister White, and dressing changed. <i>J.W. White Master. Mate.</i>	
10-5-61 15-30	48° 15 S. 57° 28 W.	10-5-61	S. Sanderson, book, temperature 98.4, pulse 96, given 250,000 units penicillin by Sister White, and dressing changed. <i>J.W. White Master. 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
10-5-61 23-00	49° 31 S. 57° 28 W	10-5-61	S. Sanderson, book, temperature 99.4, pulse 96, given 250,000 units penicillin and dressing changed by Sister White. Sanderson remains off duty. <i>J.W. White Master. Mate.</i>	
11-5-61 07-00	51° 04 S. 57° 27 W.	11-5-61	S. Sanderson, book, temperature 97, pulse 80, given 250,000 units penicillin and dressing changed by Sister White. <i>J.W. White Master. Mate.</i>	
11-5-61 15-00	Stanley.	11-5-61	R. Slesser, S.M.O., examined S. Sanderson, book, on board. Sanderson remains in bunk off duty. <i>J.W. White Master. Mate.</i>	
12-5-61	Stanley.	12-5-61	S. Sanderson, book, attended K.E.M. Hospital for treatment at 10.30 hours and 17.00 hours, and remains off duty. <i>J.W. White Master. Mate.</i>	
12-5-61 10-00	Stanley.	12-5-61	H. Anderson, 2 nd Mate, signed Articles; P. Alagia, Deck Boy, signed off. <i>J.W. White Master. Mate.</i>	
13-5-61	Stanley.	13-5-61	S. Sanderson, book, attended K.E.M. Hospital for treatment at 10.30 hours and 17.00 hours, and remains off duty. <i>J.W. White Master. Mate.</i>	
13-5-61	Stanley.	14-5-61	S. Sanderson, book, attended K.E.M. Hospital for treatment at 10.00 hours and entered hospital as patient at 14.00 hours. Sanderson signed off Articles. <i>J.W. White Master. Mate.</i>	
12-5-61 17-00	Stanley.	14-5-61	D. Smith, Deck Boy, reported sick with V.D. and attended K.E.M. Hospital for examination & treatment. <i>J.W. White Master. Mate.</i>	
22-5-61 14-30	Stanley.	22-5-61	S. Sanderson, book, resumed duty on board; wound in back of head continues to receive fresh dressing daily. <i>J.W. White Master. Mate.</i>	
27-5-61 09-00	Montevideo.	27-5-61	W. Goss, 1 st Mate, attended British Hospital for examination. W. Hills, AB., attended British Hospital for examination and treatment of infected right elbow. Hills returned to vessel, unfit for duty. He reports that elbow received a bad grazel, which removed skin, during heavy rolling at sea on passage Montevideo to Stanley, 6 th /11 th June 1961. <i>J.W. White Master. Mate.</i>	
28-5-61 09-00	Montevideo.	28-5-61	W. Hills, AB., attended British Hospital for treatment of infected right elbow. Hills off duty until further notice. <i>J.W. White Master. Mate.</i>	
29-5-61 09-00	Montevideo.	29-5-61	W. Goss, 1 st Mate, attended British Hospital for X-Ray examination. <i>J.W. White Master. Mate.</i>	
29-5-61 15-00	Montevideo.	29-5-61	W. Hills, AB., attended British Hospital for treatment. <i>J.W. White Master. Mate.</i>	

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Eng. I.
(50 Men)

[Executed in Fourteen Pages.]

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.



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

Name of Ship ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross	Net	
"DARWIN"	156384	Port Stanley Falkland	2 III 1957	1792.96	738.55	1444 1150 990
REGISTERED MANAGING OWNER OR MANAGER.				CHARTERER ³		
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	Name.	Address	
Falkland Trading Co Ltd	120 Pall Mall, London SW1		29	-	-	

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom Five 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

And it is also agreed, that⁶

Voyages between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ended 30th June 1961, 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.

- (a) Should any of the crew fail to join at the time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- (b) The crew shall work overtime when and where required.
- (c) The crew shall work coal, cargo, and stores when and where required except in Port Stanley where only stores may be worked.
- (d) No cash shall be advanced or liberty granted other than at the discretion of the Master.
- (e) The crew shall wear the Company's uniform No.1. and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages.
- (f) 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, and also to leave them clean and tidy on termination of the Agreement, under a penalty of £1 for each case of neglect.
- (g) The Seamen and Firemen shall mutually assist each other in the general duties of the ship, and shall keep the galley supplied with fuel.
- (h) The crew shall be complete with thirty hands all told of whom not less than five shall be Sailors.
- (i) The Master may discharge any member of the crew as a result of misconduct or inefficiency or by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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 on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered⁵

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

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

Signed by J. White Master
on the 6th day of January 1961

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
10th JAN. 1961.	PORT STANLEY.	3. 7. 61.	Port Stanley	3/7/61	

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
 2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 3. 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.
 4. 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. The parties agree to adopt.
 5. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
 N.B.—This Form must not be unaltered. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or sheets should be obtained and used.

ADDITIONAL CLAUSES.

(j) Bed and bedding will be supplied, but in the event of same not being returned in good condition (fair wear and tear excepted) the following amounts will be deducted from wages:-

Mattress	} Cost price.
Blankets	
Sheets	
Pillows	

(k) All stores and provisions issued to the crew, are for use and consumption aboard the ship only, the property in any unused or unconsumed stores and provisions remains in the shipowner. Any member of the crew taking ashore, selling, destroying, or giving away any such stores or provisions will render himself liable to prosecution.

REGULATION OF HOURS AND OVERTIME

Regulation of hours and overtime shall be in accordance with the National Maritime Board Agreements applying to Deck, Engine Room, and Catering rating, except those concerning Night Watchmen which are to be as hereinafter defined.

NIGHT WATCHMEN

Ordinary hours of Duty shall be any 12 consecutive hours between 6 p.m. and 8 a.m. Hours of duty as Night Watchman in excess of 12 to rank as overtime. All other conditions regarding overtime and additional pay are to be in accordance with National Maritime Board Agreements.

CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKS ENDS - SPECIAL PAYMENTS.

To be as per National Maritime Board Agreements.

HOLIDAYS

In port the following days shall be regarded as Sundays for the purposes of this Agreement:-

In Falkland Islands Ports

Christmas Day, Good Friday, and any other three Public Holidays, where these days are recognised as holidays in the port where the ship is lying.

Ports Outside the Falkland Islands.

Christmas Day, New Year's Day, and Good Friday.

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	Article	Allowance per week
Water	28 quarts	Milk	14 oz.
Soft Bread	7 lbs.	Condensed or Dried or Homogenised	6 oz.
Smoked Ham or Bacon	12 oz.	Butter	1 1/4 pts.
Fresh Meat—See Note 1 below	7 lbs. 4 oz.	Suet	10 1/2 oz.
Fresh Fish } See Note 1 below and paragraphs 5 and 6 of Con- Eggs } ditions and Exceptions.		Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Potatoes	7 lbs.	Marmalade, Jam or Syrup	8 oz.
Peas, Split or Lentils	1 lb.	Cheese	5 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 1/4 lb.	Pickles	3 oz.
Flour	1 lb.	Bottled Sauces	2 oz.
Rice	6 oz.	Onions	8 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.	Dried Fruit	3 oz.
Tea	4 1/2 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Coffee (containing not more than 25% Chicory)	2 oz.	Fine Salt	2 oz.
Cocoa (or chocolate)	3 oz.	Mustard	1/2 oz.
Sugar	1 1/2 lb.	Pepper	1/2 oz.
		Curry Powder	1/2 oz.

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

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

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

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

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

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

4. **Meat.** The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3/4 lb. of salt meat or 1/2 lb. of preserved meat for 1 lb. of fresh meat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Salt Meat	2 lb.	To be considered equal	Marmalade	1 lb.	} To be considered equal.
Preserved Meat	1 lb.	To be considered equal	Jam	1 lb.	
Coffee	1 oz.	To be considered equal.	Syrup	1 lb.	
Cocoa or Chocolate	1 1/2 oz.	To be considered equal.	Butter	1/2 lb.	
Tea	1/2 oz.	To be considered equal.	Cheese	1/2 lb.	} To be considered equal.
Flour	1 lb.	To be considered equal.	Condensed Milk	9 1/2 oz.	
Biscuit	1 lb.	To be considered equal.	Dried Milk	4 oz.	
Rice	1 lb.	To be considered equal.	Mustard		
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	To be considered equal	Curry Powder		} To be considered equal.
Split Peas	1/2 lb.	To be considered equal			
Flour	3/4 lb.	To be considered equal			
Green Peas, Haricot or Butter Beans	1/2 lb.	To be considered equal			
Rice	3/4 lb.	To be considered equal			

Name of

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
1		<i>[Signature]</i>	29/10/16	So. Shields	(1) W. Elana. (2) Co. F.I.T.C. Ltd.	Same.	6/1/61	Stanley
2		<i>[Signature]</i> F.101.	27/11	Jackson Is	(1) W. Grace (2) "	"	"	"
3		<i>[Signature]</i> F.102.	4/8/15	"	(1) W. Miles (2) "	"	"	"
4		<i>[Signature]</i> F.169.	16/30	"	(1) W. Gladys (2) "	"	"	"
5		<i>[Signature]</i> F.104	22/11/10	"	(1) B. Sydney (2) "	"	"	"
6		<i>[Signature]</i> F.156	11/24	"	(1) M. Carey (2) "	"	"	"
7		<i>[Signature]</i> F.142.	22/19/20	"	(1) F. Grace (2) "	"	"	"
8		<i>[Signature]</i> NP.	11/8/69	"	(1) W. Mary (2) "	"	"	"
9		<i>[Signature]</i> F.172.	22/12/24	Southampton	(1) F. Walker (2) "	"	"	"
10		<i>[Signature]</i> NP.	5/3/30	Jackson Is	(1) W. Hazel. (2) F. Richard.	"John Biscoi"	"	"
11		<i>[Signature]</i> F.182.	20/1/38	"	(1) M. Mary (2) "	Same	"	"
12		<i>[Signature]</i> F.176	20/7/39	"	(1) M. Beatrice. (2) "	"	"	"
13		<i>[Signature]</i> NP.	10/1/44	"	(1) M. Jun. (2) Co. F.I.T.C.	First	"	"
14		<i>[Signature]</i> 180329	30/1/40	Inverin	(1) W. Violet. (2) "	First	"	"
15		<i>[Signature]</i> R.631+39	5/6/05	Poland.	(1) Friend. Sydney Lantau (2) 27, Ridley St. Birkenhead.	-do-	"	"
16		<i>[Signature]</i> F.159	19/3/38	Jackson Is	(1) W. Yolande (2) "	-do-	"	"
17		<i>[Signature]</i> F.123	25/7/29	"	(1) M. Ellen. (2) "	-do-	"	"
18		<i>[Signature]</i> F.168	30/3/40	White.	(1) M. Virginia (2) "	-do-	"	"
19		<i>[Signature]</i> Danish. 86379	13/12/42	Denmark	(1) F. Hans. (2) "	-do-	"	"
20		<i>[Signature]</i> F.117	27/5/10	Jackson Is	(1) H.C. Fredin (2) 53 Tindale Wharf to PC Sutton	-do-	12/6/61	"
21		<i>[Signature]</i> F.119	21/10/15	White.	(1) W. Aida. (2) "	-do-	4/6/61	"
22		<i>[Signature]</i> F.120	4/12/16	Jackson Is	(1) W. Juana. (2) "	-do-	"	"
23		<i>[Signature]</i> F.177	20/11/24	"	(1) W. Catherine (2) "	-do-	"	"
24		<i>[Signature]</i>		"	(1) W. Dorothy (2) "	-do-	"	"
25		<i>[Signature]</i>		"	(1) " (2) "	-do-	"	"

The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys, not merely as Boys.
 § If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving"
 § If the advance of wages is not conditional on going to sea
 ** NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

Ship

DARWIN

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c.
To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.

RELEASE

In what capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is on board.	Amount of Wages per Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allowance.	Signature of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and 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. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which National Insurance Contributions are payable.
							Date.	Place.	Cause.				
Master	Mashtu 52805			Separate Agreement.			3/7/61	Stanley	T.A.	-	J.W. White.	1/5	1
1 st Mate	1 st Mate. 69474		74 2 6				do	do	do	-	[Signature]	1/5	2
2 nd Mate			54 2 6				20/4/61	Stanley	Leave.	-	H. Anderson	1/5	3
3 rd Mate			51 2 6				3/7/61	do	T.A.	-	[Signature]	1/5	4
R/O	2 nd Class 1/57. O.P.S.		52 12 6				do	do	T.A.	-	[Signature]	1/5	5
Boiler			40 12 6				do	do	T.A.	-	[Signature]	1/5	6
Launch			36 15 -				do	do	T.A.	-	[Signature]	1/5	7
AC			35 15 -				4/6/61	Stanley	Sickness	-	[Signature]	1/5	8
AB			35 15 -				3/7/61	do	T.A.	-	[Signature]	1/5	9
AC			35 15 -				21/1/61	Stanley	Sickness	-	- Eric 2A.	1/5	10
SOS			26 17 6				13/1/61	Stanley	M.C.	-	E. Short	1/5	11
SOS			23 - -				9/1/61	Stanley	Transfer	-	R. Hill	1/5	12
Deck Boy			14 12 6				3/7/61	do	T.A.	-	P. Halliday	1/5	13
J.O.B			23 - -				do	do	T.A.	-	[Signature]	1/5	14
Chief Engineer	1 st Class. 67541			Separate Agreement			2/4/61	MONTEVIDEO	M.C.	-	[Signature]	1/5	15
2 nd	Permit.			Separate Agreement			2/5/61	MONTEVIDEO	M.C.	-	[Signature]	1/5	16
3 rd			50 12 6				3/7/61	Stanley	T.A.	-	[Signature]	1/5	17
4 th			43 17 6				do	do	do	-	[Signature]	1/5	18
Fireman			36 5 -				do	do	do	-	[Signature]	1/5	19
"			34 15 -				do	do	do	-	[Signature]	1/5	20
Steward			- 1 -				18/1/61	MONTEVIDEO	DISCHARGE M/C	-	[Signature]	1/5	21
Chief Steward			50 10 -				3/5/61	MONTEVIDEO	Leave	-	[Signature]	1/5	22
2 nd			35 15 -				3/7/61	Stanley	T.A.	-	[Signature]	1/5	23
Book	Book. 30046		45 5 -				do	do	do	-	[Signature]	1/5	24
Steward			34 15 -				do	do	do	-	[Signature]	1/5	25

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.
 Cabin Boys, not merely as Boys.
 the words "not conditional" should be inserted above the entry of the amount.
 this Ship" thus "H.M.S. Revenge", and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
 seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

Name of Ship

DARWIN

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c.

RELEASE

Reference No.	Inmate The Case	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW		Name of last Ship with Official No. or Port of Register and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.		In what capacity engaged?	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement. 1	Amount of Weekly, Half-monthly or Monthly Allowment.	Signature or initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and 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. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insurance Contingencies are payable.	Reference No.
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Date.		Place.	Date.								Place.	Cause.						
1		M. O'Sullivan F.166.	10/1/36	Irish.	(1) M. Emma	Same	6/1/61	Stanley	Steward		At Once	34 15 -					3/7/61	Stanley	T.A.		B. O'Sullivan	H/S		26
2		F. Lewis	7/1/39	"	(1) F. Lewis	"	"	"	"		- do -	25 -					- do -	- do -	- do -		B. Lewis	H/S		27
3		F. Arthur	3/1/44	London.	(1) F. Arthur	"	"	"	"		- do -	21 12 6					8 APR 1961	Stanley	M.C.		B. Arthur	H/S		28
4		S. Mabel	30/7/06	Falkland Is	(1) S. Mabel	"	"	"	"		- do -	25 -					20/12/61	Montevideo	Sickness		ENG 2 A.			29
5		H. Sumner	25/10/11	Isleworth.	(1) H. Sumner	First.	"	"	"		- do -	35 5 -					16/6/61	Stanley	M.C.		S. Sumner	H/S		30
6		F. Francisco	9/9/26	Irish.	(1) F. Francisco	"	10/1/61	"	"		"	23 -					13/3/61	Stanley	M.C.		D. Francisco	H/S		31
7		F. William	20/6/39	Falkland Is	(1) F. William	Same	10/1/61	"	"		"	34 15 -					3/7/61	- do -	T.A.		F. William	H/S		32
8		G/O F.I.T.C.	27/1/12	Irish	(1) G/O F.I.T.C.	Same	12/1/61	"	"		"	- 1 -					27/1/61	Port Stanley	Dis		E. J. White	H/S		33
9		S. Mary Buchanan	15/11/44	British	(1) S. Mary Buchanan	First.	"	"	"		"	- 1 -					18/1/61	MONTEVIDEO	Brochery M/C		S. Mary Buchanan	H/S		34
10		G/O F.I.T.C.	9/1/60	Falkland Is.	(1) G/O F.I.T.C.	Same.	"	"	"		"	- 1 -					27/1/61	Port Stanley	Dis		Alphonsine White	H/S		35
11		W. Imbriani	24/7/13	Falkland Is	(1) W. Imbriani	First	7/2/61	"	"		"	13 7 6					3/7/61	- do -	T.A.		W. Imbriani	H/S		36
12		W. Hagel	5/3/30	Falkland Is	(1) W. Hagel	Same.	25/2/60	"	"		"	30 -					- do -	- do -	- do -		W. Hagel	H/S		37
13		Sen. Ronald	17/1/14	Falkland Is.	(1) Sen. Ronald	Same.	14/3/61	"	"		"	35 15 -					31 MAR 1961	Stanley	M.C.		R. B. Jones	H/S		38
14		M. Kathleen	28/1/14	Falkland Is.	(1) M. Kathleen	First	14/3/61	"	"		"	23 -					3/7/61	Stanley	T.A.		M. Kathleen	H/S		39
15		S. Mabel	30/3/06	Falkland Is	(1) S. Mabel	Same	20/3/61	Montevideo	"		At once	30 -					- do -	- do -	T.A.		H. Sumner	H/S		40
16		B. George	7/5/44	Falkland Is	(1) B. George	First	9 APR 1961	Stanley	"		"	12 12 6					- do -	- do -	T.A.		B. George	H/S		41
17		F. Francis	18/1/18	"	(1) F. Francis	"	10 APR 1961	Stanley	"		"	14 12 6					17/6/61	Stanley	M.C.		F. Francis	H/S		42
18		F. Albie	12/2/41	"	(1) F. Albie	First	25/4/61	- do -	"		"	14 12 6					11/5/61	Stanley	M.C.		ENG 2 A.			43
19		F. R. Ward	21/1/20	Sunny	(1) F. R. Ward	- do -	- do -	- do -	"		"	- 1 -					29/1/61	Montevideo	M.C.		ENG. 2 A.			44
20		M. Helen	18/1/18	Cullen	(1) M. Helen	"	2/5/61	Montevideo	"		At once	Separate Agreement					27/1/61	Stanley	T.A.		M. Helen	H/S		45
21		W. Annie	1/1/02	Glasgow	(1) W. Annie	"	2/5/61	- do -	"		At once	Separate Agreement					- do -	- do -	T.A.		W. Annie	H/S		46
22		W. Miley	11/8/18	Falkland Islands	(1) W. Miley	Same.	12/5/61	Stanley	"		"	54 2 6					- do -	- do -	T.A.		H. Anderson	H/S		47
23		F. Albie	18/1/21	"	(1) F. Albie	"	6/6/61	"	"		"	14 12 6					- do -	- do -	T.A.		F. Hagel	H/S		48
24		W. Mary	1/5/10	"	(1) W. Mary	"	19/4/61	"	"		"	35 15 -					- do -	- do -	T.A.		W. Mary	H/S		49
25		W. Diana	24/5/03	"	(1) W. Diana	"	18/1/61	"	"		"	35 5 -					- do -	- do -	T.A.		A. Jeffrey	H/S		50

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, and merely as Boys. If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving". If the advance of wages is not conditional on going to sea this Ship" thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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

FEEES 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, 1951.

Services required by Law.

Services required by parties interested.

Table with 4 columns: Fee Number, Description, In all countries (s. d.), and In all countries (s. d.). Rows include (10) Sanctioning the engagement of seamen, (11) Attesting alterations in agreements with seamen, (12) Sanctioning the discharge or leaving behind of seamen, (13) Certifying desertions of seamen, (14) Receiving a return of the birth or death of any person on board a ship, (20) Taking custody of a ship's papers, (27) Preparing a fresh agreement with a ship's crew, and (39) Inspecting a ship's papers.

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.

6 January, 1961.

I hereby certify that I have sanctioned the within Agreement and that the Seamen whose names appear therein on lines numbered from One to Thirty both inclusive, have entered before me and signed the said Agreement in my presence and that the same has been made as required by the Merchant Shipping Acts.

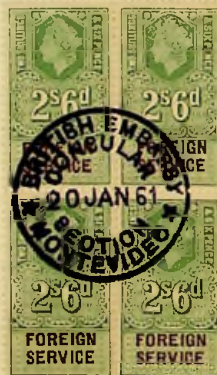
The discharge books of the said vessel have been delivered to the Master, except to the extent it is stated on discharge books (Dis. A) have been produced.

Shipping Master, STANLEY, FALKLAND IS

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 16/1/1961, Agreement deposited 21/1/1961, returned 20/1/61, Average rate of exchange \$ 30.90 = £ (for conversion of seamen's wages only)

Signature of H. B. M. Vice-Consul



I hereby certify that the Seamen on lines Nos. 21 and 34 have been discharged at this port with my sanction on the ground of mutual consent and that the sum of being wages due to has been paid and that this effects, Dis. A. and Insurance Card have been delivered to them

Signature of H. B. M. Vice-Consul

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO, Vessel arrived 18/2/1961, Agreement deposited 20/2/1961, returned 22/2/61, Average rate of exchange \$ 30.85 = £ (for conversion of seamen's wages only)



Signature of H. B. M. Vice-Consul

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 11 of this agreement. I have also returned the engagement of the seamen whose names appear on lines 38 and 39 of the said agreement.

Shipping Master, STANLEY, FALKLAND IS 14.3.61.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 18/3/1961, Agreement deposited 20/3/1961, returned 21/3/61, Average rate of exchange \$ 30.85 = £ (for conversion of seamen's wages only)

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

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

Signature of H. B. M. Vice-Consul



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 29/4/1961, Agreement deposited 2/5/1961, returned 4/5/61, Average rate of exchange \$ 30.80 = £ (for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seamen on lines 45 and 46 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 lines 15, 16 and 22 have been discharged at this port with my sanction on the ground of mutual consent (15+16) and illness (22) and that the sum of wages due to has been paid and that this effects, Dis. A's and Insurance Card have been delivered to them

Signature of H. B. M. Vice-Consul

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 26/5/1961, Agreement deposited 29/5/1961, returned 30/5/61, Average rate of exchange \$ 30.44 (for conversion of seamen's wages only)

Protest noted, Signature of H. B. M. Vice-Consul



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or 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*l.*, 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*l.*, 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 page 7). 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*l.*

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* 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 Twenty Pounds 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*l.*

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 column 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 moneys 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 Ministry of Transport and Civil Aviation. 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 Ministry of Transport and Civil Aviation, 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*l.* 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*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* 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 page 7, cols. 19 and 20.)