



# 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		
<p><i>'DARWIN'</i></p> <p>PORT OF REGISTRY: - PORT STANLEY FALKLAND ISLANDS. OFF No. 15838. GROSS TONS 1722.35 NET TONS 738.52 N.H.P. 144</p>		<i>Stanley</i>	<i>793</i>	<i>739</i>	<i>George H. Archibald</i>	<i>83726</i>

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
<p>Port... <i>Stanley</i></p> <p>Date... <i>5.7.62</i></p>	<p>FALKLAND ISLANDS AND SOUTH AMERICA</p>	<p>Port... <i>Stanley</i></p> <p>Date... <i>9 JAN 1963</i></p>

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of ..... on ..... day of ..... *9 JAN 1963* 19....

Countersigned

*L. J. Morrison*  
.....  
Superintendent

*Flowwhite*  
..... Master

*% F.I.T. Co., Ltd.*  
..... Address  
*Port Stanley*

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	George K. Archibald	Master			30.
2	William H. Bass	1 <sup>st</sup> Mate			
3	Hector Anderson	2 <sup>nd</sup> Mate			33.
4	Peter S. Thain	3 <sup>rd</sup> Mate			33.
5	Maxham O. Lyle	R.O.			31.
6	George Scott	Boatman.			34.
7	William P. Hills	A.B.			
8	Barned B. Peck	U.D.H.			32.
9	James Lang.	U.D.H.			
10	Patrick Halliday	S.O.S.	Y.G.	Y.G.	30.
11	Alan J. Ishishellm	S.O.S.	V.G.	Report Not Required.	29.
12	Tom Halliday	J.O.S.	V.G.	Y.G.	30.
13	Isabel B. Hottle.	J.O.S.	V.G.	V.G.	30.
14	Henry Duncan	J.O.S.			33.
15	Robert W. Lobban	Chief Eng.			31.
16	Malcolm G. S. Binoria	2 <sup>nd</sup> Eng.			
17	Anthony H. Pugh.	4 <sup>th</sup> Eng.			
18	Richard A. Mills	Donkeyman.			31.
19	Severo H. Ampuero.	Fireman.			
20	Dennis L. McLeod.	Fireman.			
21	William C. H. G. Harris	Chief Steward.			
22	William J. Howlands	Chief Cook.			
23	Rubelindo N. Baldrini	2 <sup>nd</sup> Steward.			
24	James K. Biggs	Steward.			
25	Ulises Baratta	Steward.			31-34.

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	Luis C. Gallardo	Steward	V.G.	V.G.	29.
27	Harry Sabney	Steward			33.
28	Jose Senor	Boy.			
29	James McKennie	2 <sup>nd</sup> Cook			31.
30	Just H. Jones.	S.O.L.P.	V.G.	V.G.	28-30.
31	Dennis B. Larden.	3 <sup>rd</sup> Eng.			29.
32	H. Halliday	J.O.S.			29, 33-34.
33	Robin Jeffray.	Boy.		D.R.	29, 32-33.
34	Leslie J. Alazia	J.O.S.			30.
35	Grace C. Joss	Supernumary			30.
36	Simon Joss	Supernumary			30.
37	Gladi's Thain	Supernumary			30.
38	David Thain	Supernumary			30.
39	Frederick W. White.	Master.			30.
40	Kenneth Blethorse	S.O.S.			31, 34
41	Noel Poole.	J.O.S.			31, 32-33.
42	Darwin Beutsen.	S.O.E.R.			31.
43	Arthur J. Cole.	Ch. Engineer.			31-33.
44	Joseph E. Blyton.	3 <sup>rd</sup> Mate.			33.
45	Dennis Tasker.	Mess Boy.			
46	Peter S. Thain.	3 <sup>rd</sup> Mate.			33.
47	Millicent Anderson.	Supernumary.			34-33.
48	Kenneth Thompson	JOS.			34
49	Neil Jennings.	Boatman.			34
50	David Stewart.	Steward.			34



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	Harry Sawey.	Steward.			34.
52					
53					
54					
55					
56					
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59					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
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84					
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86					
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100					

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

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
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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.

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

(See Instructions on previous page)

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

	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

[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.

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



# RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 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
7. 7. 62	No Boat Drill this Day - Vessel in Port	Kidde Alarms key Tested - All in good working order.	7. 7. 62	G. J. Chibald H. G. J.
14. 7. 62	Crew mustered to Boat Stations. No. 2 Lifeboat engine Tested: Fire Drill carried out: Emergency generator run under load: W/T door and Hand Steering gear operated and found in good working order.		14. 7. 62	G. J. Chibald H. G. J.
21. 7. 62	Crew mustered to Boat Stations: Fire Drill carried out.	All gear in good working order	21. 7. 62	G. J. Chibald H. G. J.
26. 7. 62	Crew & Passengers mustered to Boat Stations: Fire Drill carried out: Emergency generator run under load: W/T doors: Hand Steering & Fire Pump operated. Kidde Alarms key Tested & found in good working order.		26. 7. 62	G. J. Chibald H. G. J.
4. 8. 62	Crew & Passengers mustered to Boat Stations: Lifeboats lowered to embarkation deck and returned. Fire Drill carried out.	All gear in good working order.	4. 8. 62	G. J. Chibald H. G. J.
11. 8. 62	No Boat Drill this Day - Vessel in Port.		11. 8. 62	G. J. Chibald H. G. J.
18. 8. 62	Crew mustered to Boat Stations: Fire Drill carried out: Emergency generator run under load: W/T doors, Hand Steering and Fire Pump operated and found in good working order. Kidde Alarms key tested.		18. 8. 62	G. J. Chibald H. G. J.
25. 8. 62	Crew and Passengers mustered to Boat Stations: Fire Drill carried out.	All gear in good working order	25. 8. 62	G. J. Chibald H. G. J.
31. 8. 62	Kidde Alarms key tested: W/T doors and Hand Steering operated. Emergency generator run under load. All found in good working order.		31. 8. 62	G. J. Chibald H. G. J.
1. 9. 62	Crew and Passengers mustered to Boat Stations: Fire Drill carried out.	All gear in good working order	1. 9. 62	G. J. Chibald H. G. J.
8. 9. 62	No Boat or Fire Drill this day - Working off Potley Island		8. 9. 62	G. J. Chibald H. G. J.
11. 9. 62	Crew and Passengers mustered to Boat Stations: Fire Drill carried out.	All gear in good working order.	11. 9. 62	G. J. Chibald H. G. J.
21. 9. 62	Kidde Fire Alarm system; W/T doors; and hand steering tested. All found in good order.		21. 9. 62	F. W. White H. G. J.
22. 9. 62	Passengers and crew mustered at Lifeboat Stations. Both boats lowered to embarkation level, returned and stowed. All in good order and condition.		22. 9. 62	F. W. White H. G. J.

\* 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
29.9.62.	No drills carried out this week. Vessel coastwise and in harbour.		29.9.62	F. W. White. <u>10/10/62</u>
2.10.62.	Passengers & crew mustered at Lifeboat Stations. Emergency generator, and emergency fire pump, run under load, all in good order. Fire drill carried out.		2.10.62	F. W. White. <u>10/10/62</u>
12.10.62.	Kidde Fire Alarm system key-tested, and W/T doors and hand steering operated; all found in good order.		12.10.62	F. W. White. <u>10/10/62</u>
14.10.62.	Passengers & crew mustered at Lifeboat Stations. Emergency generator and emergency fire pump, run under load and found in good order. Fire drill carried out.		14.10.62	F. W. White. <u>10/10/62</u>
27.10.62.	No drills carried out this week. Vessel coastwise and in harbour.		27.10.62	F. W. White. <u>10/10/62</u>
4.11.62.	Passengers & crew mustered at Lifeboat Stations. Emergency generator, and fire pump, run under load. Fire drill carried out.		4.11.62	F. W. White. <u>10/10/62</u>
9.11.62.	Fire alarm zones key-tested; W/T door and hand steering operated; and all found in good order. Passengers & crew mustered at Lifeboat Stations: Both boats lowered to embarkation level and returned to stowed position. Emergency generator, and fire pump, run under load; all in good order.		9.11.62	F. W. White. <u>10/10/62</u>
17.11.62.	No drills carried out this week. Vessel coastwise and in harbour.		17.11.62	F. W. White. <u>10/10/62</u>
24.11.62 to 11.12.62.	All life saving appliances under survey by Lloyd's Surveyor at Montevideo. All found in order and certificate issued.		11.12.62	F. W. White. <u>10/10/62</u>
12.12.62.	Passengers & crew mustered at Lifeboat Stations. Emergency generator, and fire pump, run under load. Fire drill carried out.		12.12.62	F. W. White. <u>10/10/62</u>
22.12.62.	No drills carried out this week. Vessel coastwise and in port.		22.12.62	F. W. White. <u>10/10/62</u>
30.12.62.	Passengers & crew mustered at Boat Stations. Emergency generator, and fire pump, run under load. Fire drill carried out.		30.12.62	F. W. White. <u>10/10/62</u>
4.1.63.	Fire alarm zones key-tested; W/T door and hand steering operated; and all found in good order.		4.1.63	F. W. White. <u>10/10/62</u>

\* 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.)

[illegible]

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

**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.)

[illegible]

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

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.)

[illegible]

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

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
1100 Hrs. 8. 7. 62	J. Archibald, Master W.H. Goss, 1 <sup>st</sup> Mate. W.C.H. Harris, Chief Steward	N/A.	8. 7. 62	J. Archibald. W.H. Goss
1100 Hrs. 15. 7. 62	do	do	15. 7. 62	J. Archibald. W.H. Goss
1100 Hrs. 22. 7. 62	do	do	22. 7. 62	J. Archibald. W.H. Goss
1100 Hrs. 29. 7. 62	do	do	29. 7. 62	J. Archibald. W.H. Goss
1100 Hrs. 5. 8. 62	do	do	5. 8. 62	J. Archibald. W.H. Goss
1100 Hrs. 12. 8. 62	do	do	12. 8. 62	J. Archibald. W.H. Goss
1100 Hrs. 19. 8. 62	do	do	19. 8. 62	J. Archibald. W.H. Goss
1100 Hrs. 26. 8. 62	do	do	26. 8. 62	J. Archibald. W.H. Goss
1100 Hrs. 2. 9. 62	do	do	2. 9. 62	J. Archibald. W.H. Goss
1100 Hrs. 9. 9. 62	do	do	9. 9. 62	J. Archibald. W.H. Goss
1100 Hrs. 16. 9. 62	do	do	16. 9. 62	J. Archibald. W.H. Goss
23. 9. 62	F.W. White. Master. W.H. Goss. 1 <sup>st</sup> Mate. G. Harris. Ch. Steward	do.	23. 9. 62	F.W. White. W.H. Goss
30. 9. 62	do	do	30. 9. 62	F.W. White. W.H. Goss
7. 10. 62	do	do	7. 10. 62	F.W. White. W.H. Goss
14. 10. 62	do	do	14. 10. 62	F.W. White. W.H. Goss



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

[illegible]

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

[illegible]

[illegible]

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

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
8.7.62	A. Archibald, Master W.H. Goss, 1 <sup>st</sup> Mate W.C.H. Harris, Ch. Steward	Satisfactory.	8.7.62	A. Archibald. W.H. Goss
15.7.62	do	do	15.7.62	A. Archibald. W.H. Goss
22.7.62	do	do	22.7.62	A. Archibald. W.H. Goss
29.7.62	do	do	29.7.62	A. Archibald. W.H. Goss
5.8.62	do	do	5.8.62	A. Archibald. W.H. Goss
12.8.62	do	do	12.8.62	A. Archibald. W.H. Goss
19.8.62	do	do	19.8.62	A. Archibald. W.H. Goss
26.8.62	do	do	26.8.62	A. Archibald. W.H. Goss
2.9.62	do	do	2.9.62	A. Archibald. W.H. Goss
9.9.62	do	do	9.9.62	A. Archibald. W.H. Goss
16.9.62	do	do	16.9.62	A. Archibald. W.H. Goss
23.9.62	F.W. White. Master. W.H. Goss. 1 <sup>st</sup> Mate. G. Harris. Ch. Steward	do	23.9.62	F.W. White. W.H. Goss
30.9.62	"	"	30.9.62	F.W. White. W.H. Goss
7.10.62	"	"	7.10.62	F.W. White. W.H. Goss
14.10.62	"	"	14.10.62	F.W. White. W.H. Goss

[illegible][illegible]



[illegible]

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

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

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

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

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

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

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

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

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

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—  
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.)

- |                                                                                                                                  |         |                                                                                                                                                                  |               |
|----------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey .. .. | £1 15 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 .. .. . | s. d.<br>14 0 |
|----------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|

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

### LOAD LINE, DEPTH OF LOADING, Etc.

### POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from deck line.		Load Line.	
Tropical	4	3/8	inches. (T)..... inches above S.
Summer	4	3/8	inches. (S) Upper edge of line through centre of disc.
Winter	4	3/8	inches. (W)..... inches below S.
Winter North Atlantic (if assigned)	4	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		Steel Upper	deck at side.
(Above particulars to be taken from Load Line Certificate.)			
Maximum draught of water in summer	13	6 1/2	inches.
(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)			

## NOTES

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

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

## DEPARTURES

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
		Ft. Ins. (3)	Ft. Ins. (4)	Ft. Ins. (5)	Ft. Ins. (6)	Ft. Ins. (7)		Ins. (9)	Weight (10)	Ins. (11)	Distance (11)	Ins. (11)
23.7.62 1712	Stanley	8' 6"	12' 9"	6' 11 $\frac{3}{8}$ "	6' 11 $\frac{3}{8}$ "	6' 11 $\frac{3}{8}$ "	1025					
4.8.62 1512	Montevideo	10' 3"	14' 3"	5' 3 $\frac{3}{8}$ "	5' 3 $\frac{3}{8}$ "	5' 3 $\frac{3}{8}$ "	1015					
24.8.62 1712	Stanley	9' 0"	12' 6"	6' 9 $\frac{3}{8}$ "	6' 9 $\frac{3}{8}$ "	6' 9 $\frac{3}{8}$ "	1025					
31.8.62 1612	Montevideo	10' 7"	13' 9"	5' 4 $\frac{7}{8}$ "	5' 4 $\frac{7}{8}$ "	5' 4 $\frac{7}{8}$ "	1015					
10.9.62 1715	Stanley	8' 6"	12' 6"	7' 0 $\frac{7}{8}$ "	7' 0 $\frac{7}{8}$ "	7' 0 $\frac{7}{8}$ "	1025					
22.9.62 1000	Montevideo	10.02	14.02	5.04 $\frac{7}{8}$ "	5.04 $\frac{7}{8}$ "	5.04 $\frac{7}{8}$ "	1015	2				
1.10.62 1700	Stanley	8.00	13.00	7.00 $\frac{7}{8}$ "	7.00 $\frac{7}{8}$ "	7.00 $\frac{7}{8}$ "	1025	-				
13.10.62 1500	Montevideo	10.02	13.07	5.08 $\frac{3}{8}$ "	5.08 $\frac{3}{8}$ "	5.08 $\frac{3}{8}$ "	1015	2 1 $\frac{1}{2}$				
2.11.62 1700	Stanley	7.10	12.10	7.02 $\frac{7}{8}$ "	7.02 $\frac{7}{8}$ "	7.02 $\frac{7}{8}$ "	1025	-				
9.11.62 2000	Montevideo	10.03	14.06	12.04 $\frac{1}{2}$ "	12.04 $\frac{1}{2}$ "	12.04 $\frac{1}{2}$ "	1015	1 $\frac{1}{2}$				
19.12.62 1900	Stanley	7.10	12.10	7.02 $\frac{7}{8}$ "	7.02 $\frac{7}{8}$ "	7.02 $\frac{7}{8}$ "	1025	-				
11.12.62 1800	Montevideo	11.01	12.10	11.11 $\frac{1}{2}$ "	11.11 $\frac{1}{2}$ "	11.11 $\frac{1}{2}$ "	1015	1 $\frac{1}{2}$				
27.12.62 1700	Stanley	9.10	13.03	6.00 $\frac{3}{8}$ "	6.00 $\frac{3}{8}$ "	6.00 $\frac{3}{8}$ "	1025	-				
14.1.63 1830	Montevideo	9.07	15.00	5.03 $\frac{3}{8}$ "	5.03 $\frac{3}{8}$ "	5.03 $\frac{3}{8}$ "	1015	1 $\frac{1}{2}$				

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

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

See Notes on page 23

				SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard 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.					
N/L	10. 7 $\frac{1}{2}$	6. 11 $\frac{3}{8}$		<i>H. Schibald?</i>	<i>W. G. G. G.</i>	28.7.62 0512	Montevideo
2	12. 1	5. 5 $\frac{7}{8}$		<i>H. Schibald?</i>	<i>W. G. G. G.</i>	8.8.62 0948	Stanley
N/L	10. 9'	6. 9 $\frac{7}{8}$		<i>H. Schibald?</i>	<i>W. G. G. G.</i>	28.8.62 1000	Montevideo
2	12. 0	5. 6 $\frac{7}{8}$		<i>H. Schibald?</i>	<i>W. G. G. G.</i>	4.9.62 1330	Stanley
N/L	10. 6	7. 0 $\frac{7}{8}$		<i>H. Schibald?</i>	<i>W. G. G. G.</i>	14.9.62 1624	Montevideo
2	12. 00	5. 06 $\frac{3}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	26.9.62 0600	Stanley
N/L	10. 06	7. 00 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	5.10.62 1430	Montevideo
1 $\frac{1}{2}$	11. 09	5. 09 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	17.10.62 1300	Stanley
-	10. 04	7. 02 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	6.11.62 1400	Montevideo
1 $\frac{1}{2}$	12. 03	5. 03 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	13.11.62 2100	Stanley
-	10. 04	7. 02 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	23.11.62 2200	Montevideo
1 $\frac{1}{2}$	11. 10	5. 08 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	15.12.62 1330	Stanley
-	11. 06 $\frac{1}{2}$	6. 00 $\frac{3}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	31.12.62 1230	Montevideo
1 $\frac{1}{2}$	12. 02	5. 04 $\frac{7}{8}$		<i>F. W. White.</i>	<i>W. G. G. G.</i>	7.1.63 1945	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.

See Notes on page 23

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry IN LOG.	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
5.7.62 1100	Stanley	5.7.62	Opened new Articles this day! The said Agreement was read to the Seamen who had nothing to say. J. Archibald Master. <i>who goes mate.</i>	
17.7.62 1700	Stanley	17.7.62	Ivor H. Jones, S.O.E.R., signed on articles. J. Archibald Master. <i>who goes mate.</i>	
5.7.62 1130	Stanley	5.7.62	T. Halliday and A. Chisholm S.O.S. to the hospital for treatment. J. Archibald Master. <i>who goes mate.</i>	
6.7.62 1000	Stanley	6.7.62	A. Chisholm, S.O.S., visited hospital for treatment. J. Archibald Master. <i>who goes mate.</i>	
7.7.62 1000	Stanley	7.7.62	A. Chisholm, S.O.S., visited hospital for treatment. J. Archibald Master. <i>who goes mate.</i>	
9.7.62 1530	Stanley	9.7.62	B. Peck, O.D.H. and T. Halliday, J.O.S., visited Dentist for treatment. J. Archibald Master. <i>who goes mate.</i>	
10.7.62 1130	Stanley	10.7.62	B. Peck, O.D.H. visited Dentist for an injection. J. Archibald Master. <i>who goes mate.</i>	
11.7.62 1030	Stanley	11.7.62	P. Halliday, S.O.S., visited Hospital for an X-Ray of his hip. J. Archibald Master. <i>who goes mate.</i>	
12.7.62 1130	Stanley	12.7.62	B. Peck, O.D.H., visited Dentist for an injection. J. Archibald Master. <i>who goes mate.</i>	
12.7.62 1430	Stanley	12.7.62	U. Burrie, Steward, visited Dentist for treatment. J. Archibald Master. <i>who goes mate.</i>	
13.7.62 1530	Stanley	13.7.62	J. Harris, Chief Steward and P. Thain, 3 <sup>rd</sup> Mate, visited the Dentist for examination. J. Archibald Master. <i>who goes mate.</i>	
17.7.62 1030	Stanley	17.7.62	A. Chisholm, S.O.S. and T. Halliday, J.O.S., examined by Doctor aboard ship. J. Archibald Master. <i>who goes mate.</i>	

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

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

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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
17.7.62 1700	Stanley	17.7.62	Ivor H. Jones, S.O.E.R. signed on articles. J. Archibald Master. <i>who goes mate.</i>	
30.7.62 1700	Montevideo	30.7.62	P. Thain, 3 <sup>rd</sup> Mate, and W. Hills, A.B., visited British Hospital for examination and treatment. J. Archibald Master. <i>who goes mate.</i>	
30.7.62 1720	Montevideo	30.7.62	Ship inspected for Rats by De-Rat officials and found clear. Certificate issued. J. Archibald Master. <i>who goes mate.</i>	
2.8.62 1830	Montevideo	2.8.62	A. Chisholm, S.O.S., T. Halliday J.O.S. and H. Duncan J.O.S., visited British Hospital for examination and treatment. J. Archibald Master. <i>who goes mate.</i>	
3.8.62 1030	Montevideo	3.8.62	D. Lanson, 3 <sup>rd</sup> Eng., signed on Articles of British Consulate back-dated to 31.7.62. W. Hills, donkeyman, reports to Foreman. J. Archibald Master. <i>who goes mate.</i>	
3.8.62 1200	Montevideo	3.8.62	A. Chisholm, S.O.S., absent without leave at 0700 hrs. Absent at 0915 hrs. unfit for duty. This is the third consecutive morning on three successive voyages to Montevideo. I have no other alternative but to fine him and stop pay and discharge him at the earliest opportunity. Declining to report on his conduct. J. Archibald Master. <i>who goes mate.</i>	
4.8.62 1000	Montevideo	4.8.62	The above statement was read to Chisholm, who had nothing to say. J. Archibald Master. <i>who goes mate.</i>	
8.8.62 1215	Stanley	8.8.62	A. Chisholm, S.O.S., signed off Articles. J. Archibald Master. <i>who goes mate.</i>	
11.8.62 1130	Stanley	11.8.62	T. Halliday, J.O.S., signed on Articles. J. Archibald Master. <i>who goes mate.</i>	
22.8.62 1645	Stanley	22.8.62	L. Gallardo, Steward, signed off Articles: P. Jeffray, Boy, signed on Articles: J. Saxon, Boy, promoted Steward. J. Archibald Master. <i>who goes 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
29.8.62 0430 hrs	Montevideo	1.9.62	S.H. Amparo, Fireman, found asleep on watch with boiler safety valves operating. He is fined one day's pay for a First Offence and cautioned at the seriousness of the offence.	
31.8.62 0630 hrs	Montevideo	1.9.62	B. Peck, U.D.H., absent without leave when vessel shifted to Anti-port. He is fined one day's pay for a First Offence.	
1.9.62 1000 hrs	38.24° 56.30' W	1.9.62	The above statements were read to AMPARO and PECK who had nothing to say.	
5.9.62 1000 hrs	Stanley	5.9.62	K. Hittle, T.O.S., to Dentist for treatment and injection.	
10.9.62 1030 hrs	Stanley	10.9.62	B. Peck, U.D.H., attended K.E.M. hospital for treatment of throat infection.	
10.9.62 1600 hrs	Stanley	10.9.62	L. Hittle, T.O.S., signed off Articles. L.S. Hagar, T.O.S. signed on Articles. Supernumeraries - Grace Goss, Simon Goss, Gladys Thain and David Thain signed on Articles.	
21.9.62 1800	Montevideo	21.9.62	F.W. White took over command of vessel and signed Articles of Agreement. G.K. Archibald signed clear of Articles on being superseded. All ship's documents handed to Captain White.	
26.9.62 1900	Stanley	26.9.62	P. Halliday, S.O.S., T. Halliday, T.O.S., I. Jones, Fireman, and supernumeraries Grace Goss, Simon Goss, Gladys Thain, & David Thain signed off Articles.	

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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
11/10/62 1000	Stanley	2/10/62	K. Blethorne, SOS; N. Poole, JOS; D. Beutson, SOER; signed Articles.	
9.10.62 1015	Montevideo	9.10.62	The following attended British Hospital for examination:— R. Hills, Fireman, blood in sputum; J. McKenzie, 2nd Cook, rash on body; U. Baria, Steward, pains in shoulder.	
9.10.62 1430	Montevideo	9.10.62	J. McKenzie, 2nd Cook, attended skin specialist for further examination.	
10.10.62 0915	Montevideo	10.10.62	U. Baria, Steward, attended British Hospital for examination and analysis.	
10.10.62 1030	Montevideo	10.10.62	K. Lobban, Bk. Engineer, signed off Articles at British Consulate and A.T. Bole, Bk. Engineer, signed on.	
11.10.62	Montevideo	12.10.62	M. Lyse, Radio Officer, drunk and incapable of any duty this day.	
12.10.62	Montevideo	12.10.62	M. Lyse, Radio Officer, drunk and incapable of any duty this day.	
13.10.62	Montevideo	13.10.62	M. Lyse, Radio Officer, drunk and incapable of any duty this day. Vessel proceeded to sea at 1530 hours. Lyse failed to keep his lawful watch periods of 2000 to 2200 hours GMT and 2400 to 0200/1400 hours, GMT.	
14.10.62	Montevideo to Port Stanley	15.10.62	M. Lyse, Radio Officer, present in radio room, but incapable of handling any traffic this day. Traffic via VPC handled by Mr. W. Roberts, passenger to Port Stanley.	
15.10.62	Montevideo to Port Stanley	15.10.62	M. Lyse, Radio Officer, on duty in radio room for all watches, but incapable of personally handling VPC traffic at 1230 GMT and 2000 GMT schedules. This traffic handled by Mr. W. Roberts, passenger to Port Stanley.	
17.10.62 1120	Montevideo to Port Stanley	17.10.62	The foregoing entries read over to M. Lyse, Radio Officer. Lyse had nothing to say.	

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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
19/10/62 1530	Stanley.	19/10/62	B. Peck, U.D.H., attended K.E.M. Hospital for examination by Dentist. <i>White</i> <i>Master</i>	
19/10/62 1615	Stanley.	20/10/62	B. Peck, U.D.H., attended Dentist for treatment. <i>White</i> <i>Master</i>	
25/10/62 1945	For Bay.	25/10/62	B. Peck, U.D.H., attended resident M.O. for examination of throat condition. Peck taken of all duty and resting in bed pending arrival in Stanley. <i>White</i> <i>Master</i>	
25/10/62 1700	Stanley.	25/10/62	B. Peck, U.D.H., attended K.E.M. Hospital for treatment of throat condition. <i>White</i> <i>Master</i>	
29/10/62 0900	Stanley.	29/10/62	B. Peck, U.D.H. & N. Poole, J.O.S., attended K.E.M. Hospital for treatment of throat condition. Peck fit for duty & resumed same. Poole relieved of all duty & confined to bed. <i>White</i> <i>Master</i>	
29/10/62 1530	Stanley.	29/10/62	R. Jaffray, Cabin Boy, absent without leave. <i>White</i> <i>Master</i>	
30/10/62 0900	Stanley.	30/10/62	B. Peck, U.D.H., to K.E.M. Hospital for examination. <i>White</i> <i>Master</i>	
30/10/62 0915	Stanley.	30/10/62	R. Jaffray, Boy, deliberately absented himself from the ship without permission, having announced his intention of doing so to the Chief Steward. <i>White</i> <i>Master</i>	
30/10/62 1545	Stanley.	30/10/62	R. Jaffray, Boy, interviewed by Master and Shipping Master concerning his behaviour. He could offer no valid reason for his absence, but stated that he wished to leave the ship. He is hereby fined one day's pay for the first offence, and two day's pay for the second offence, making a total fine of three day's pay = £1.10.9. Jaffray	

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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
			was told to resume duties forthwith and also be on duty as scheduled on the 31 <sup>st</sup> . If this was done consideration would be given to paying him off on the evening of the 31 <sup>st</sup> , but in default a summons would be issued against him as a deserter and legal action would be taken. Jaffray resumed full duties. <i>White</i> <i>Master</i>	
31/10/62 1730	Stanley.	31/10/62	N. Poole, J.O.S., H. Duncan, J.O.S., attended K.E.M. Hospital for treatment of throat condition. <i>White</i> <i>Master</i>	
31/10/62 1630	Stanley.	31/10/62	R. Jaffray, Boy, signed off Articles. <i>White</i> <i>Master</i>	
1/11/62 1730	Stanley.	1/11/62	K. Halliday, J.O.S., attended K.E.M. Hospital for treatment of throat condition. <i>White</i> <i>Master</i>	
2-11-62 1000	Stanley.	2-11-62	P. Thain, 3 <sup>rd</sup> Mate, signed off Articles. J.E. Blifton, 3 <sup>rd</sup> Mate and D. Tarker, Mess Boy, signed Articles. <i>White</i> <i>Master</i>	
15-11-62 1750	Stanley.	15-11-62	H. Poole, J.O.S., examined by Dr. J. Ashmore on board. <i>White</i> <i>Master</i>	
19-11-62 1830	Stanley.	19-11-62	J.E. Blifton, 3 <sup>rd</sup> Mate, signed off Articles. P.S. Thain, 3 <sup>rd</sup> Mate, M. Anderson, Supernumerary, signed on Articles. <i>White</i> <i>Master</i>	
4-12-62 1630	Montevideo.	4-12-62	A. Cole, Chief Engineer, and H. Sarney, Steward, attended British Hospital for examination & treatment. Cole with severe influenza cold, Sarney with varicella skin on left leg. Sarney detained in hospital. <i>White</i> <i>Master</i>	
7-12-62	Montevideo.	7-12-62	H. Anderson, 2 <sup>nd</sup> Mate, throat infection; and A.J. Cole, Chief Engineer, severe cold; attended British Hospital for treatment. <i>White</i> <i>Master</i>	
11-12-62 0930	Montevideo.	11-12-62	H. Anderson, 2 <sup>nd</sup> Mate, attended British Hospital for examination. Anderson running high temperature and feeling unwell. <i>White</i> <i>Master</i>	

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

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



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.

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[illegible]

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[illegible]

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**towards**

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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.

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# AGREEMENT AND LIST OF THE CREW

## FOREIGN-GOING SHIP.

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

Name of Ship <sup>1</sup>	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. <sup>2</sup>
				Gross.	Net	
Dagwin.	156384	Port Stanley, Falkland Is.	2 in 1957	1742.96	738.55	174 H.P. 980
REGISTERED MANAGING OWNER OR MANAGER.						
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER <sup>3</sup>		
				Name.	Address	
Falkland Is. Trading Co. Ltd.	120 Pall Mall London S.W.1		23			

**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 from<sup>4</sup>

10/5  
Voyages between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ended 31st December, 1962, 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 on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered<sup>5</sup>

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

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

(a) Should any of the crew fail to join at 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.

10/5  
**In Witness** whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by [Signature] Master  
on the 10th day of July 1962

Date of Commencement of 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 Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.		
5.7.62	Port Stanley	9.1.63	Port Stanley	9.1.63	<u>[Signature]</u> Master.	

- Place S.S. before name if a Steamship, and M.S. 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 Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, 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.
- N.B.—This Form must not be unstitched. 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. 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 excepted) the Rating concerned shall be liable for the current cost of replacement.

Mattress  
Pillow  
Pillow Case  
Sheets  
Blankets  
Towels  
Soap.

(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 Ratings.

### CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACK 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 .. .. .	Condensed or Dried or Homogenised .. 14 oz.
Soft Bread .. .. .	7 lbs.	Butter .. .. .	10½ oz.
Smoked Ham or Bacon .. .. .	12 oz.	Suet .. .. .	2 oz.
Fresh Meat—See Note 1 below .. .. .	7 lbs. 4 oz.	Cooking Fat or Oil (other than Suet) or Margarine .. .. .	4 oz.
Fresh Fish .. .. .	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Marmalade, Jam or Syrup .. .. .	8 oz.
Eggs .. .. .	7 lbs.	Cheese .. .. .	5 oz.
Potatoes .. .. .	1½ lb.	Pickles .. .. .	3 oz.
Peas, Split or Lentils .. .. .	1 lb.	Bottled Sauces .. .. .	2 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables .. .. .	1½ lb.	Onions .. .. .	8 oz.
Flour .. .. .	1 lb.	Dried Fruit .. .. .	3 oz.
Rice .. .. .	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions) .. .. .	6 oz.
Oatmeal, Rolled Oats or breakfast cereals .. .. .	6 oz.	Fine Salt .. .. .	2 oz.
Tea .. .. .	4½ oz.	Mustard .. .. .	1 oz.
Coffee (containing not more than 25% Chicory) .. .. .	2 oz.	Pepper .. .. .	1 oz.
Cocoa (or chocolate) .. .. .	3 oz.	Curry Powder .. .. .	1 oz.
Sugar .. .. .	1½ lb.		

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 ½ lb. of salt meat or ¼ 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 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 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.

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

Salt Meat .. .. .	1 lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade .. .. .	1 lb.	To be considered equal.
Preserved Meat .. .. .	1 lb.		Jam .. .. .	1 lb.	
Coffee .. .. .	1 oz.	To be considered equal.	Syrup .. .. .	1 lb.	
Cocoa or Chocolate .. .. .	1½ oz.		Butter .. .. .	½ lb.	
Tea .. .. .	½ oz.		Cheese .. .. .	½ lb.	
Flour .. .. .	1 lb.	To be considered equal.	Condensed Milk .. .. .	9½ oz.	To be considered equal.
Biscuit .. .. .	1 lb.		Dried Milk .. .. .	4 oz.	
Rice .. .. .	1 lb.		Mustard .. .. .		To be considered equal.
Oatmeal, Rolled Oats or breakfast cereals .. .. .	1 lb.		Curry Powder .. .. .		
Split Peas .. .. .	1 lb.	To be considered equal when issued with meat rations.			
Flour .. .. .	1 lb.				
Green Peas, Haricot or Butter Beans .. .. .	1 lb.				
Rice .. .. .	1 lb.				





## 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		R 516007 Master <i>[Signature]</i> F. 101.	29	LIVERPOOL	(1) Mother: <i>[Signature]</i> (2) <i>[Signature]</i>	<i>[Signature]</i>	5/7/62 Standing
2		<i>[Signature]</i> F. 102.	51	Isle of Man	(1) W. Grace (2) <i>[Signature]</i>	- do -	- do -
3		<i>[Signature]</i> F. 169	43	- do -	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
4		<i>[Signature]</i> F. 104	32	Isle of Man	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
5		<i>[Signature]</i> F. 142	55	Isle of Man	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
6		<i>[Signature]</i> F. 189.	41	- do -	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
7		<i>[Signature]</i> F. 192.	53	- do -	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
8		<i>[Signature]</i> F. 191.	29	Kilmacshann	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
9		<i>[Signature]</i> R. 670774	26	Isle of Man	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
10		<i>[Signature]</i> F. 159.	18	- do -	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
11		<i>[Signature]</i> F. 193.	25	Isle of Man	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
12		<i>[Signature]</i> F. 176.	21	Isle of Man	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
13		<i>[Signature]</i> F. 168.	18	- do -	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
14		<i>[Signature]</i> F. 120.	17 1/2	- do -	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
15		<i>[Signature]</i> F. 119.	44	Isle of Man	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
16		<i>[Signature]</i> F. 176.	24	Isle of Man	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
17		<i>[Signature]</i> F. 168.	20	Liverpool	(1) E. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
18		<i>[Signature]</i> F. 117.	23	Isle of Man	(1) M. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
19		<i>[Signature]</i> F. 166.	22	Isle of Man	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
20		<i>[Signature]</i> F. 120.	33	Isle of Man	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
21		<i>[Signature]</i> F. 119.	50	- do -	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
22		<i>[Signature]</i> F. 177	47	- do -	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
23		<i>[Signature]</i> F. 166.	47	Isle of Man	(1) W. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
24		<i>[Signature]</i> F. 166.	39	Isle of Man	(1) F. <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- do -
25		<i>[Signature]</i>	25	Isle of Man	(1) <i>[Signature]</i> (2) <i>[Signature]</i>	- do -	- 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".

\*\* NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

## OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Duration of any Member of his Crew.				RELEASE		** Number of weeks for which National Insurance Contributions are payable	
In what capacity engaged.	No. or 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 week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	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 is signed in Col. 1.)	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.		Release No.
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.	20.	21.	
1 <sup>st</sup> Mate	Charter 83726	at 0748 hrs	24/12/62	-	-	1/1/63	21. 9. 62	MONTVIDEO	Superseded		[Signature]	[Signature]		1
1 <sup>st</sup> Mate	69474	-do-	7/12 6	-	-	1/1/63	9/1/63	Stanley	T.A.	-	[Signature]	[Signature]		2
2 <sup>nd</sup> Mate	Permit	-do-	56/17 6	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		3
3 <sup>rd</sup> Mate	-	-do-	53 15	-	-	1/1/63	21/12	Stanley	Leave	-	[Signature]	[Signature]		4
R.O.	157. 0765	-do-	53 7 6	-	-	1/1/63	9/1/63	-do-	T.A.	-	[Signature]	[Signature]		5
Boatman	-	-do-	48 2 6	-	-	1/1/63	27/12	Stanley	Leave	-	[Signature]	[Signature]		6
O.B.	-	-do-	40 12 6	-	-	1/1/63	9/1/63	-do-	T.A.	-	[Signature]	[Signature]		7
U.D.H.	-	-do-	35	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		8
U.D.H.	-	-do-	35	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		9
LAUNCH	-	-do-	48 5	-	-	1/1/63	24/9/62	Stanley	Dis	-	[Signature]	[Signature]		10
S.O.S.	-	-do-	28 5	-	-	1/1/63	9/1/62	Stanley	Dis	16 8	[Signature]	[Signature]		11
S.O.S.	-	-do-	24 2 6	-	-	1/1/63	24/9/62	Stanley	Dis	-	[Signature]	[Signature]		12
S.O.S.	-	-do-	24 2 6	-	-	1/1/63	19/9/62	Stanley	Dis	Leave	[Signature]	[Signature]		13
S.O.S.	-	-do-	24 2 6	-	-	1/1/63	9/1/63	-do-	T.A.	-	[Signature]	[Signature]		14
Chief Cook	1 <sup>st</sup> class 95427	-do-	64 1/2	-	-	1/1/63	10/1/62	MONTVIDEO	M.C.	-	[Signature]	[Signature]		15
2 <sup>nd</sup> Cook	Permit	-do-	62 5	-	-	1/1/63	27/12	Stanley	Leave	-	[Signature]	[Signature]		16
3 <sup>rd</sup> Cook	-	-do-	46 2 6	-	-	1/1/63	9/1/63	-do-	T.A.	-	[Signature]	[Signature]		17
Donkeyman	-	-do-	41 5	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		18
Trimmer	-	-do-	41	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		19
-do-	-	-do-	38	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		20
Chief Steward	-	-do-	63 10	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		21
Chief Cook	30046	-do-	58	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		22
2 <sup>nd</sup> Steward	-	-do-	42	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		23
Steward	-	-do-	39 12 6	-	-	1/1/63	-do-	-do-	-do-	-	[Signature]	[Signature]		24
-do-	-	-do-	41	-	-	1/1/63	31/1/63	MONTVIDEO	Dis.	-	[Signature]	[Signature]		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 conditions" 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.

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 Discharge Agreement.	
							Date.	Place.
26		<i>G. H. Ashby</i> F. 184	23	Chile	(1) W. Loma (2) 610 F.I.T.C.	Same	5/7/62	Stanley
27		<i>H. Larney</i> F. 203	56	Falkland Is.	(1) Sulu (2) 610 F.I.T.C.	- do -	- do -	- do -
28		<i>H. Larney</i>	20	Chile	(1) F. Loma Rio de Janeiro (2) Punta Arenas, Chile	- do -	- do -	- do -
29		<i>J. McKinnon</i>	40	Tain	(1) F. George Kimbark, Port Blair (2) 609 Hornfield, Devonport	- do -	- do -	- do -
30		<i>J. James</i>	47	Falkland Is.	(1) B. William 76, Davis Street (2) Stanley	- do	17/4/62	- do -
31		<i>D. James</i> F. 133	33	Falkland Is.	(1) W. Alder (2) 443 Montevideo	Same	31/4/62	Montevideo
32		<i>K. H. H. H. H.</i>	20	Falkland Is.	(1) F. John (2) 609 Hornfield, Devonport	Finic	12/8/62	Stanley
33		<i>Robert Gifford</i>	17	Falkland Is.	(1) F. Loma 11, Loma Street (2) Stanley	Finic	22/8/62	- do -
34		<i>L. S. Alagis</i>	31	Falkland Is.	(1) S. Loma Alagis (2) 609 Hornfield, Devonport	Finic	19/9/62	- do -
35		<i>L. S. Alagis</i>	49	Falkland Is.	(1) 609 Hornfield, Devonport (2) 610 F.I.T.C.	Same.	19/9/62	- do -
36		<i>L. S. Alagis</i>	6	Falkland Is.	(1) 609 Hornfield, Devonport (2) 610 F.I.T.C.	Same	- do -	- do -
37		<i>J. R. R.</i>	28	Falkland Is.	(1) J. S. B. Browning (2) 609 Hornfield, Devonport	- do -	- do -	- do -
38		<i>D. R. R.</i>	1	Falkland Is.	(1) 609 Hornfield, Devonport (2) 610 F.I.T.C.	- do -	- do -	- do -
39		<i>H. R. R.</i>	46	South Shetland	(1) W. Loma (2) 610 F.I.T.C. Port Stanley, Falkland Is.	Same	21/9/62	Montevideo
40		<i>H. R. R.</i>	24	Falkland Is.	(1) F. Stanley (2) 610 F.I.T.C. Port Stanley	Shackleton	11/10/62	Stanley
41		<i>H. R. R.</i>	7/12/34	"	(1) F. Stanley (2) 610 F.I.T.C. Port Stanley	Just.	26/9/62	"
42		<i>H. R. R.</i>	7/11/42	"	(1) F. Stanley (2) 610 F.I.T.C. Port Stanley	Same.	11/10/62	"
43		<i>H. R. R.</i> 1108401	61	Portsmouth	(1) N. Loma (2) 610 F.I.T.C. Port Stanley	(Ghanaian) VOLTA RIVER	10/10/62	Montevideo
44		<i>H. R. R.</i>	53	Falkland Is.	(1) W. Loma (2) 610 F.I.T.C. Port Stanley	Same	21/11/62	Stanley
45		<i>H. R. R.</i>	18	Falkland Is.	(1) M. Loma (2) 610 F.I.T.C. Port Stanley	Finic	- do -	- do -
46		<i>H. R. R.</i>	32	Albany	(1) W. Loma (2) 610 F.I.T.C. Port Stanley	Same	19/11/62	- do -
47		<i>H. R. R.</i>	45	Falkland Is.	(1) M. Loma (2) 610 F.I.T.C. Port Stanley	Same	19/11/62	- do -
48		<i>H. R. R.</i>	20	Falkland Is.	(1) F. Stanley (2) 610 F.I.T.C. Port Stanley	Finic	27/12/62	- do -
49		<i>H. R. R.</i> F. 130	25	Falkland Is.	(1) W. Loma (2) 610 F.I.T.C. Port Stanley	Same	27/12/62	- do -
50		<i>H. R. R.</i>	43	Falkland Is.	(1) F. Stanley (2) 610 F.I.T.C. Port Stanley	Same	27/12/62	- do -

51 *H. Larney* The capacities of Engineers not employed on the ship should be described here and in the Certificate of Discharge as Engineer, Driver, Donkeyman, Cabin Boy, or 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".  
\*\* NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

In what capacity engaged.	No. of Certificate (if any), and No. of P.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages payable on Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Signature of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE			Number of weeks for which National Insurance Contributions are payable and Release signed and Date.
						Date, Place and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge	Signature of Member of the Crew of this ship do hereby release the 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.	Signature of Crew member to be on the line on which he signed in Col. 13.	Signature of Master or Owner of this ship, and the Master and Owner or Owners thereof, in 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.	Signature of Crew member to be on the line on which he signed in Col. 13.	
Steward		10	37.10	-	1/5	22/1/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			26
- do -		10	37.10	-	1/5	10/12/62 PORTS/VIDEO Left sick	-	<i>H. R. R.</i>	<i>H. R. R.</i>			27
2nd Eng		10	15 7 6	-	1/5	9/1/63 Stanley T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			28
Book		10	37	-	1/5	- do - do - do -	-	<i>H. R. R.</i>	<i>H. R. R.</i>			29
So.E.R.		10	28.5	-	1/5	26/9/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			30
3rd Eng		10	53 2 6	-	1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			31
J.O.S.		10	24 2 6	-	1/5	- do - do - do -	-	<i>H. R. R.</i>	<i>H. R. R.</i>			32
Iron Boy		10	15 7 6	-	1/5	31/10/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			33
J.O.S.		10	24 2 6	-	1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			34
Steward		10	1	-	1/5	24/9/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			35
Steward		10	1	-	1/5	- do - do - do -	-	<i>H. R. R.</i>	<i>H. R. R.</i>			36
- do -		10	1	-	1/5	24/9/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			37
- do -		10	1	-	1/5	24/9/62 - do - Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			38
Master	52805	At once	As per separate agreement		1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			39
S.O.S.		"	28 5	-	1/5	27/12/62 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			40
J.O.S.		"	24 2 6	-	1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			41
S.O.E.R.		"	26 17 6	-	1/5	- do - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			42
Chief Engineer	142221 63068		As per separate agreement		1/5	- do - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			43
3rd Mate			53 15	-	1/5	9/1/63 Stanley Dis	-	<i>H. R. R.</i>	<i>H. R. R.</i>			44
Iron Boy			15 7 6	-	1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			45
3rd Mate		At once	53 15	-	1/5	- do - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			46
Steward		- do -	1	-	1/5	15/12/62 Stanley -	-	<i>H. R. R.</i>	<i>H. R. R.</i>			47
J.O.S.		- do -	24 2 6	-	1/5	9/1/63 - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			48
Boatman	002000	- do -	24 2 6	-	1/5	- do - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			49
Steward		7/12/62	37.10	-	1/5	- do - do - T.A.	-	<i>H. R. R.</i>	<i>H. R. R.</i>			50

seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.



# FEES CHARGEABLE BY CONSULAR OFFICERS.

## NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.

Services required by Law.		Services required by parties interested.	
	In all countries. £ s. d.		In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman	4 6	(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	3 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 £5 12s. 6d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.		with a minimum of	1 10 0
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6 0	and a maximum of	4 10 0
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4 6	(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	10 6
(13) Certifying desertions of seamen: for each seaman	6 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).	
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	6 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)	10 6		

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.

5<sup>th</sup> July, 1962.

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

The discharge books of the man engaged have been delivered to the Master, except where it is stated as discharge books. Dis. A. has been delivered.

*L. J. G. G. G.*  
SHIPPING MASTER,  
STANLEY, FALKLAND

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 27/7/1962  
Agreement deposited 30/7/1962  
- do - returned 3. 8. 62  
Average rate of exchange \$ 30.80 = £  
(for conversion of seamen's wages only)

*L. J. G. G. G.*  
H. B. M. CONSUL

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

*L. J. G. G. G.*  
H. B. M. CONSUL

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 28/8/1962  
Agreement deposited 28/8/1962  
- do - returned 31. 8. 62  
Average rate of exchange \$ 30.45 = £  
(for conversion of seamen's wages only)

*L. J. G. G. G.*  
H. B. M. CONSUL

Ship 'DARWIN'

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

*Shipping Office,  
Stanley.*  
I hereby certify that I have sanctioned the engagement of the seamen whose names appear on lines 34 to 38 of the Dis. A. not produced.

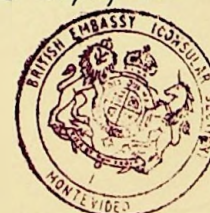
*L. J. G. G. G.*  
10/9/62



BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 14/9/1962  
Agreement deposited 14/9/1962  
- do - returned 21. 9. 62  
Average rate of exchange \$ 30.45 = £  
(for conversion of seamen's wages only)

I hereby certify that Frederick William WHITE, Certificate No. 52805, has been appointed Master.



*L. J. G. G. G.*  
H. B. M. CONSUL

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 5/10/1962  
Agreement deposited 5/10/1962  
- do - returned 11. 10. 62  
Average rate of exchange \$ 30.45 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line fourteen has been discharged at this port with my sanction on the ground of mutual consent and that the Dis. A. of being wages due to has been paid and that Dis. A. and Insurance Card have been delivered to him.

*L. J. G. G. G.*  
H. B. M. CONSUL

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

*L. J. G. G. G.*  
H. B. M. CONSUL



BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 6/11/1962  
Agreement deposited 7/11/1962  
- do - returned 9/11/1962  
Average rate of exchange \$ 30.45 = £  
(for conversion of seamen's wages only)



*L. J. G. G. G.*  
H. B. M. Vics-Consul

I hereby certify that I have sanctioned the engagement of the seamen whose names appear on lines 46 and 47 and also sanctioned the discharge of the seamen whose names appear on lines 4 and 44.

*L. J. G. G. G.*  
Shipping Master



## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 23/11/1962  
 Agreement deposited 24/11/1962  
 - do - returned 7.12.62  
 Average rate of exchange \$ 30.45 = £  
 (for conversion of seamen's wages only)



*[Signature]*  
 H. B. M. Vice-Consul

*Stanley*  
*Falkland Islands.*  
*27 Dec. 1962.*

*The engagements appearing on lines 48 to 50 have been made before me also the discharge on lines 6, 16, 40 and 47 have been sanctioned in accordance with the requirements of the U.S.A.\**

*[Signature]*

SHIPPING MASTER.  
 STANLEY, FALKLAND IS.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 31/12/1962  
 Agreement deposited 2/1/1963  
 - do - returned 14.1.63  
 Average rate of exchange \$ 30.45 = £  
 (for conversion of seamen's wages only)



I *heavily* certify that I have sanctioned the engagement of the Seaman on line *fiftyone* 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]*  
 H. B. M. CONSUL

I *heavily* certify that the Seaman on line *twenty five* has been *discharged* at this port with my sanction on the ground of *discharge* and that the *sum* of *being wages due to* has been paid and that *his* effects, Dis. A. and ~~Insurance Card~~ have been delivered to *him*



*[Signature]*  
 H. B. M. CONSUL

## 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.

[Fourteen Pages.]



# 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.)