Eng. 1. (20 men).			A SEC				(E3	secuted in	II/LOG/PE#1		
ISSUED BY	Ierm "Foreign-goin some place or place	g Ship" means s situale beyond	Superintende NT every Ship the Coasts	s of the United	ile Marine ( ACC) GOING ling or going Kingdom, lh	Office, or Consult OUNT SHIP. a between some :	or Colonia OF	CREV	V.		
in pursuance of 57 & 59 Vict., ch. 60	and the Continent of Name of Ship.	f Europe, hetween	Official No.	Elbe and Brest in Port of Reg	nclusive.	Port No. and		ed Tonnage.	Nominul Horse Pow		
0000	Penelope			Stanley, 7		Date of Register.	Gross. H6.11.				
	REGISTERED MANAG		OR MANAG			No. of Scamen for accommodation is c					
John	Hamilton	0	rgentine Rep.	ublic.	5.		A	YOULARS AS TO E, SEE PAGE 3.			
The Feveral Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom <u>four</u> are engaged as Sailors, hereby agree to serve on board the suid Ship, in the several capacities expressed against their respective Names, on a voyage from' Meagallanes to Falkland Islands and South American Ports, Not exceeding six months' duration.											
and solier man be obedient to lawfully succee said Ship and shore; in com- hereby agrees respectively ex- on the other si- And it i Destruction of Owner out of 1 And it is which he is ind And it is which are prin	s hereby agreed that any E any part of the Ship's Cargo the wages of the Person guilty further agreed, that if any Sca competent, he is liable to be diss also agreed, that the Regulation ted herein and numbered *	ent in their respected Master, or of a Difficers, in everyt), whether on board be duly perform Yages the Sums a the Provisions accumbeztlement or or Stores shall b of the same. Insan enters bimserated, as authorized by (	etive Dutie ny Person w bing relating ned, in boat hed, the said gainst their bording to t wilful or r be made goo elf in a cap the Board o	a, and to sho shall g to the s, or on d Master r Names he Scale negligent od to the macity for of Trade,		litures		Parties have only	escribed their Nan		
Agreement. 2 bimself to be represent the se orderly manner	And it is also agreed, that if aggrieved by any breach of i ame to the Master or Officer in r, who shall therenpon take such ated that advances on account a coffied against the names of t	any Member of the Agreement or a charge of the S h steps as the cas and allotments of	the Grew of r otherwise, Ship in a qui e may requi	considers he shall b uiet and ire; and ges shall Si		days mentioned a					
Dute of Commencement of Voyage.	Fort at which Voyage commenced.	Date of Termination of		These Co Fort at which age terminated.	Date of De of Lists Superinten	to I h	ereby declare	to the truth of	the Entries in thi		
3/5/35.	Magallanes,	Voyage. 30/5/36	Port -	stephens land to.			Bun	auding b	Gutemaster		
2 Here are to be in 3 Here any other a N.B.—This for of Engag	orted the nature, and as far as pro- sected the Numbers of any of the tripulations may be inserted to which m must not be unstitched. The sector of the sector of the sector deed in this Form, an add -68. 1000. 6/10. W.H.S. & S. N	No leaves ma arge Form is us itional Form E	and which are	e not contrary to law	none may b	a added or sub	etituted (	Pare should be	taken at the ti		

# SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT 1906 TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

NOTE .- The scale agreed upon is in addition to the Lume and Lemon Juice, and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

	-		 	Water.	Soft Bread.	Biscuit.	Salt Boof.	Salt Pork	Prouvrod Mont.	Fish.	2	Dried or Compromod	Pons, Split.	Peas, Green.	Caluyances or Haricot Beans	Flour.	Rice.	Ontmeal.	Ton.	Coffee.	Sugar.	Milk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses	Suet.	Piokles.	Dried Fruits.	Fine Salt.	Mustord.	Pepper	Curry Powder	Onion#.
			 1	1		-						lb.	pt.	pt.	pt.	lba.	lb.	οΣ.	OĽ.	o <b>z</b> .	lb.	lb.	lb.	lb.	lb.	0z.	pt.	oz.	oz.	oz.	oz.	oz.	01
			- 1	qts.	lba.	lbs.	lba.	lbs.	lba.	lb.	ibs.	10.	1		100	1				in.					100			***	***				
Sanday				4	1		\$		1		111	-117					1		- 40						175			***					
Monday	in an	-		4	141	1		1								1		4	1.11		.,.												
Fuesday				4	1		14					-		115													***	***					
Wednesday	-			4	120	1		4.91	4					100	-		+																
Fhursday				4	1		140	1								-											- 44		1.9.0				
Friday	***	-		4		1		in	4	*		***		100		1		4											105				
Saturday				4	-	1	14							1	- 10	3		_	-	-						-	-	-	-	-	-		-
Weekly				28	3	4	3	2	21	ž	6	1	1	ł	ł	2	ŝ	8	12	4	14	3	ł	1	ł	4	4	5	2	ł	4	ŧ	2

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.

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

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

(a) in a ship of less than one thousand tons gross registered tonnage: or
(b) if rough weather renders the making of the bread impracticable; or
(c) in any ship until the date of the first agreement with the erew entered into after the first day of January nineteen hundred and eight;

but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.
3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under the above scale.
The fish issued whether under the scale or as a substitute, must be fresh fish, which fish, or canned solven or canned horizont. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.

4.

Within the tropics, a pound and a half of preserved ment or three pounds of fresh ment may be substituted for two pounds of salt pork. Fresh potatoes 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 yams, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables, in the proportion of one pound to six pounds of fresh potatoes, must be issued in their place.

6. Fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables or vegetables in the proportion of half a pound of fresh

A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of five ounces of the mixture to four ounces of coffee.

8. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.

The onions to be issued under the above scale must be fresh onions when in season ; and, when fresh onions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued. 10. In port-

( $\sigma$ ) soft bread shall be issued in lieu of biscuit; and

 (b) when productible at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meat and dried or compressed vegetables need not be issued. 11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

Fresh meat Salt meat	• •	 		-	 11 lb.	To be considered equal.	Split peas
Preserved m	eat	 			 1	)	Calavances or haricot beans
Coffee		 		++1	 t OZ.	)	Rice a b
Cocos		 •••			 1 11	> To be considered equal.	Marmalade
Tea		 			 1	)	Jam 1 To be considered equal
Flour					 1 lb.	)	Botter
Biscuit	144	 		**	 1	To be considered equal.	Winstard
Rice	- 40	 	540		 1 ,,	)	Curry Powder To be considered equal
							( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
					•		

# BILL OF FARE.

Nore .- The Act does not require these particulars to be given, but the Table may be filled up if desired.

	BREAKFAST.	DINNER.	SUPPER.
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			
Articles sup- plied daily			

# LOAD-LINE AND DRAUGHT OF WATER.

deck-line marked under the provisions of the Merchant Shipping Act, 1891. \* The centre of the disc is placed at\_\_\_\_ · POSITION OF LINES USED IN CONNECTION WITH THE DISC. LING SHIP.

	1001	1101	01	SAL
	Maximum	load-lin	e in	fresh water,
	Maximum	load-lin	e in	winter, North
'				ST
-	Maximum	load-lin	e in	fresh water
	Maximum	load-lin	e in	Indian summer
	Maximum	load-lin	e in	summer the cen

Maximum load-line in North Atlantic winter feet, inches below the centre of the disc. \* These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be erased. In the Northern Hemisphere the Summer months are April to September inclusive, and the Winter Months October to March inclusive. In the Southern Hemisphere the Summer and Winter freeboards should be used during the corresponding or recognised Summer and Winter months respectively.

The additional free-board specified for the North Atlantic trades is to apply to vessels shilling to, or from, the Mediterranean or any British er European Port, which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, North of Cape Hatteras, from October to March inclusive The reduced free-board allowed for voyages in the Fire Season in the Indian Seas only applies to vessels trading between the limits of Suez and Singapore

### REGULATIONS FOR MAINTAINING DISCIPLINE. SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

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

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. The signature or initials of the Consular Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

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

No.	OFFENCE
1 2	Striking or assaulting any person on Board or belongin Bringing or having on Board spirituous liquors Drunkenness. First Office
3	<ul> <li>Necond and for each subsequent Offence,</li> <li>Second and for each subsequent Offence.</li> <li>Taking on Board and keeping possession of any forearr sword-stick, bowie knife, dagger, or any other offensi the concurrence of the Master, for every day duri</li> </ul>
5	Instrument

# ACCOUNT OF APPRENTICES ON BOARD.

Christian and Surnames of the Apprentices at full length.	Year of Birth.	Nationality* (if British, state birthplace).
1.	2.	3.
		/
		/
		/
	/	
	/	

. If a British Subject, state Town or Country of Birth, and if born in a Foreign Country, state if a natural born British subject or unturalised.

2

POSITION OF DISC.

\_feet\_\_\_\_ inches above the centre of the disc.

Atlantic feet inches below the centre of the disc.

#### EAM SHIP.

feet \_\_\_\_\_inches above the centre of the disc.

er feet inches above the centre of the dise.

entre of the disc.

Maximum load-line in winter feet inches below the centre of the disc.

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

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

E .	Amount of Fine or Punishment.	Signature of Superintendent or Officer abroad.
ing to the Ship (if not otherwise prossented)	Five Shillings.	
	Five Shillings,	
144 - 144 - 144 - 144	Five Shillings.	
new rms, knuckle-daster, loaded cane, slung-shot, isise weapon or offonsive instrument, without ring which a seaman retains such weapon or	Ten Shillinge.	
the Master or officers, or disobedience to	Five Shillings,	
rding to law	Five Shillings.	

Indenture.	Date of Joining subsequent to commencement	Date, Place If the	Date, Place, and Cause of leaving this ship, or of Death. If the Apprentice remains it should be stated. To be filled up by the Master.										
Port of ö.	Agreement. 6,	Date. 7.	Place. 8.	Cause. 9.									
1													
~													
	Port of	Indenture. Port of Agreement.	Port of Agreement. Date.	Port of Agreement. Date, Place.									

3

4

Name of Ship Senelope.

PARTICULARS

OF ENGAGEMENT.

renco No.				(1) Port of Engagement Address, and (2) Home Address.	Ship it Year	a which he last served, and r of Discharge therefrom.	Date and this	Place of Signing Agreement.
Rete	SIGNATURES OF CREW	Age.	*Nationality (H British, state birthplace).	N.B.—Hoth to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Vear.	State Name and Official No. or Port she belonged to.	Date.	Place.
	1	2	3	4	5	6	7	
1	Masterke eigi Brasch mith	28	German	1. Magallanes. Betherm, Bavaria, Garmany.	1935	Genelope Stanley	3/5/35	Magallanes
		-		1 magallanes				
2	Bunading Uguto	33	letilean	11 magallanes	"	**	do	do
3	Elgneta	39	do	1 m magallares, tehile. 1221 de Nayo 1429 - magallanes		u	80	20
4	le Parteer	17	British	Bart Stephens I Jalkland Is.		*	85	80
5	Roman Mariz	30	Chilean	111 Post Stephens 12 majollanes	.,		20	80
6	Walter Tetlath	47	American	11 Magallanes 12 O'Higgins 532 - Magallanes	¥.	wist	4/5/35	Magallanes
7	Miller	53	Falkland Irlands	11 Estancia Coyola, 12 argenture	1934	Lovart.	6/5/35	do.
8	Bunardino Elguto		· khilean	11 Latorre 265	1935	Penelope	1/10/35	magallanes
9	alleburgh	25	Argentine	111 C/o Hamilton & Samders, 121 Magallanes	Firs	t' ship	3/10/35	du.
10	Otto Repp.	62	Dangig	(a) Peoro Montt III.		Moracn	1/10/35	do.
11	Support fillour	34	lehilean	(1) Seoro Moutt (2) Magallanes.	1935	Senelope	1/10/35	80.
12	Romay Pring	20	<i>do.</i>	(1) Petro Mautt	80	08	1/10/35	50.
13.	a. Heanson	57	Monuegian	10 Go Hamilton & Samders 12 Magallanes	1935	Presidente alersandos	4/10/35	n -
14					-			
15				(2)	-			
16				(1)				
17				(2)	-		-	
18				(1)	_			
19								
20				(2)	_			

	No. of Certificate				Amount of Wages		Signature	D
In what Capacity engaged.f	itf any) and No, of Reserve Commis- sion or K.V. 2 (if any).	Date and Hour at which Le is to De on board.	An per J	alendar lonth.	Advanced npon or at the time of Engage- ment.2	Amount of Workly or Monthly Allotment.	or Initials of Official before whom the Seaman is engaged.	1
	German	11	_	12	13	14	15	
Naster	20999	atouce	Lo				286	6/
Cook Sailor	-	.,	9				2fb	6/0
Bowen.	_		9	10 -			28B	4
Sailor	-	4 14	8				2PB	36
Sailor	-		8	1			H.	6/
teward		"	1	1-			1AS	6
etu kmere	7-	"	-	1/-			the	
Bosum	-	d	<u>8</u>				290	30
echanic	-		610				MS,	
ailor	-	đ	67		2182		all.	
look	Pr.		£7	1			28S	13
Sailor			67			-	2H	3
Nastér	Normely Tomster 8866.	11 	25				40	12/
								-
	-							-
							-	-

country, state if a natural born British Subject or naturalized. Electrical Engineers, or Wincomen, and not merory as Engineers. Boys entirely employed in connection with the work of Gooks and Stewards enough be des words "not conditional" enough be inserted above the entry of the annount. the Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be drived thus "Discharged," "Deserted," "Left Sick," "Discharged," " Boys entirely employed in connection with the work of Cooks and Stewards enough be described as Cohn Boys, not meraly as Boys,

• If a British Subject, state Town or Connery of Birth, and if born in a foreign ayed on the Propetling Engines and Boilers should be described nero and in the Cortificate of Discharge us Engine Drivers. Donkoymon, Refrigerating Engineers, If the advance of wages in not conditions on going to sea, the If the advance of wages in not conditions on going to sea, the Solutions of the King's Shin into which he enters is to be stated under the head of "Cause of Learning" \* The capacities of Engineers not employed on the Properling Engines and Boilers should out

PARTICULARS OF DISCHARGE. &c. To be filled in by the Master ubon the Discharge, Death of Desertion of any Member of his Creto. RELEASE. 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 or Wares, or otherwise in respect of this Voyage, and i, the Master, do hereby re-lease the statis undersigned Members of the Crew from all Claims in respect of the said Voyage. Place, and Cause of leaving this Ship, or of Death Signature or Initials of Official before whom be balance of Wages was raid and kelease signed and Date. Inlance of Wages paid on Discharge Cause. I Signatures of Crew leach to be on the line on which he signed in Col. 1). Place. 18 17 19 21 Juagallances Dis Ho yosel 245 10.0 Shm 11 magallows Dis. 16,149 Mubert : de Cuc Magallants Dis. 18 8 Bernarchino Uque Port ind of Hugh mo marge Magallanes Dis. 848-2 10 aster Tolile met 12 10 Roman Chi 5 Magallanes Liv Valler do h the Pertshiple Endoy Voyuge. 42.16.9. Penardi " 50.0 " 47-16-6 10 11 Part Stephens Sich " Undof " Undof " Undof CHR. Out fillon oll 11. 8.9. 12 A min ansur CHR. Stephen 14 -15  $\bullet$ 2 16 17 18 19 20

[Eight pages.

5

Name of Ship Senelope.

FEES CHARGEABLE BY CONSULS.

### NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers :--

## Services required by Law. (1.) For every seaman engaged before Consular

(i) ist official solution of the solution of t		
Officers	2	0
(2.) For every alteration in agreements with		
seaman made before Consular Officers	2	0
(3.) For every seaman discharged or left behind		
with the Consular Officer's sanction	2	0
(4.) For every desertion certified by Consular		
Officers	2	0
(5.) For making endorsement on ship's papers as		
required by Section 257 of the Merchant Shipping		
Act, 1894.—(To include the fee for the inspection		
of ship's papers.—See No. 7)	2	6

(6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the 10 0 Crew ... ... ... ... ...

Services required by parties interested.

(7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.-This fee is not to be charged when Fee No. 5 is leviable) ... 2 6

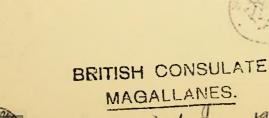
NOTE.-Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 6. the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

# CERTIFICATES

Or Endorsements made by Consuls or by Officers in British Possessions Abroad.

Agreement spened and provisions of the Merchant Shipping Acts complied with J. V. 1935. Thoss Boys Acting British Concul

I hereby certify that thave sanctioned the engagement of the undermentioned seamed Infon the terms of the within written agreement which has been signed in my presence with ful moestruding of same mall stort Hos. 6 and 7 (two men mall stort 6/5/35. Acting Prilish teonsul



I hereby certify that I have this

the termination of his voyage.

day disingaged Seamon 24. at

Vessel arrived 3rd June 1935. Articles deposited # June 1935. Articles returned In a Deloler 1935 Average Rate of Exchange Internal State (for conversion of seamen's wages only).

H. B. M. CONSUL

30/5/35 Ches HRobertson. Shepping Officer



BRITISH CONSULATE MAGALLANES, CHILE

I hereby certify that the seamen whose homes appear on lines Nos. 1, 2, 3, 5, 6, and 7 (sie men in all) have been discharged with my sanction. The lealances of wages one as appear against their names in the respective column have been paid in my presence, this bit day of fune, 1935. The Monte Thos shout

I hereby certify that I have sanctioned the engagement of the undermentioned seamen upon the terms of the within agreement which has been signed in my presence with full understanding of same: Hos. 8, 9, 10, 11. 12 and 13 (six menors all) Those Donty

Acting British Friends

acting Britisle 6

I hereby certify that about Honor holder of Master Certificate 16.8866 insued m Tonchergs, Morway on the 18th June 1914, has taken charge, as marter, of this versel on the 14th Debolur 1933 Master's Certificate suboked. I hoss

# CERTIFICATES

Or Endorsements made by Consuls or by Officers in British Possessions Abroad.

I hereby certify that the seamen whose names appear on lines hos 11+13 have been descharged with my sametion. Ro 11 is buch of a 18 terminates his woyage. 13/12/35 Chast Roho how Shipping man Acting British Courses I hereby certify that the seamen whose names appear on line V.8, 9, 10, 1 12. have been discharged with my sanction. The balance of wages due ac appear against their names in the reportion colum 30/5/36 Chur Militer Shipping master Wages and effects of scamen left behind abroad by reason of desertion, neglect to join, etc. (Section 28, Merchant Shipping Act, 1906). Endorsement to be made by the proper Officer on the termination of the voyage. The wages and effects of seamen with the following reference numbers in this Agreement have been duly accounted for to me. uen have not been delivered ; † Accounts of wages of those with reference Nos being exempted under Section 28 (12b), and those with references Nos. under Section 28 (12c)

Signature

Date

† These exemptions do not apply when the Master elects to deal with the account collectively.

**Bight** pages

#### Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less then eightly tens exclusively employed in the coasting trade, to enter into an Agreement with every Seman when he carries to sea as one of his Crew. The term "Semann" 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 Seamen to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 51, to have a legible copy (omitting the signatures) placed in an accessible part of the ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent, Justice, Officer of Customs, or other public functionary, or 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 an act, may be punished by the infliction of a Penalty not exceeding 1002, or by imprisonment with or without hard labour for any period not exceeding six months.

5. The crews of all British foreign-going Ships must be engaged (in the United Kingdom) in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to the Seamen before they are allowed to sign it.

### Engagement of Crews and Seamen in the United Kingdom.

6. Whenever a Master of a Ship is desirous of making use of the Mercantile Marine Office for the purpose of *selecting* his Crew, he must inform the Superintendent so that a notice may be published for the information of those men who are seeking employment.

7. 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 Certificates for himself, his Mates, and his Engineer (if any), and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.

8. 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.

9. Superintendents will give the like Certificate to Masters of Ships who have entered into ranning Agreements with their Crews, upon their complying with the Regulation (6) above, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

10. 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.

11. Carrying any Scamen to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of 51.

12. The Master of a foreign-going Ship incurs a Penalty of 5*l*, if he does not report to the nearcs 6 Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

#### Poris Abroad.

13. Upon the Arrival of the Ship at any foreign Port where there is a British Consular Officer, or at any port in any British Possession abroad, the Master is bound under a *Penally of Twenly 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 Chief Officer of Customs,

the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep them during the Ship's stay at the Port, and will within a reasonable time before the Ship's departure, return them to the master with a Certificate stating when they were delivered and returned.

14. If the Ship remains at any port for a period less than 48 hours, and the Consular Officer, or the Chief Officer of Customs 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 inspected before the Certificate is issued, and the fee of 2s. 6d. (as provided in Clause 7 relating to the Fees chargeable by Consuls), for the performance of a specific duty on the Ship's behalf, should be charged. The fee stamp is to be affixed to the Agreement with the crew in the part reserved for indorsements.

15. The engagement or discharge of any Seamen abroad must be made before the British Consul in a foreign port, or before the Customs Officer in a British Possession, who will indorse 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.)

#### Return to the United Kingdom.

16. The Crew of every British foreign-going Ship 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/.

17. In all cases in which Crews are 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.

18. 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 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 vessel, 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 Consul or Colonial Officer on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or Naval Reserve) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

19. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*l*. for noncompliance. Deductions for fines, forfeitures, &c., which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

20. Upon paying off or discharging any seaman, the Master is bound under a Penalty of 10*l*, to give the Scaman 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.

21. A statement of the conduct, character and qualification 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 Look Book as required by the Act.

22. Upon payment of wages and settlement 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 5, cols. 20 and 21.)