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(20 men).	ACDE	hoglicis	1 Los Bos	k			[Executed 11	i Eight pages.
· @	AGRE	EMENT			JNT	OF	CREW	/.
	The term " Foreign-goin some place or pl	g Ship " means every acces situate beyond the	FOREIGN-GO Ship employed in trad Coasts of the United 1	lina ar aoina be	etween some plac	e or places	in the United	Kingdom and
Issued at Ins Board of TRade, In pursuance of 57 & 53 Vict., ch. 60.	Any Erasure, Interlined	of Europe, between the tion, or Alteration in t	River Elbe and Brest his Agreement will be	inclusive. void unless ma	de with the cons	ent of the g	persons interested	
	Name of Ship.	cd by some Superintend		inter P	ort No. and		ed Tonnage.	Nominal Horse Power
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	REGISTERED MANAGIN		AGER. Address. ouso, Street and Town.)		of Seamen for w			FOR
John	Hamilton	Punta Lour	la aurentine	Rep	5			LS TO E, SEE PAGE 3.
	veral Persons whose nations are contained herein, as		cribed, and	And it is als	so agreed, that [*]			1
are engaged a	is Sailors, hereby agree to se ties expressed against their res	rve on board the said						/
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	Crew agree to conduct themse nner, and to be at all times of				/			
and to be obec who shall law	dient to the lawful commands of fully succeed him, and of the said Ship and the Stores and	f the said Master, or of r Superior Officars, in	any Person everything		/			
in boats, or formed, the s	on shore; in consideration aid Master hereby agrees to pa their Names respectively exp	of which Services to b y to the said Crew as	e duly per- Wages the		/			
Provisions ace And it is	cording to the Scale on the oth hereby agreed that any Em f any part of the Ship's Cargo	er side hercof. bezzlement or wilful o	or negligent	/				
the Owner ou And it is	t of the wages of the Person g further agreed, that if any Se is incompetent, he is liable to	uilty of the same. aman enters himself in	A CONTRACTOR OF	/				
And it is	also agreed, that the Regula are printed herein and numb	tions authorized by th	ne Board of	/				
Agrooment	y the parties hereto, and shall And it is also agreed, that if a	ny Member of the Cre	w considers					cribed their Names
himself to be represent the	aggrieved by any breach of the same to the Master or Officer is ar who shall thereupon takes	e Agreement or otherw in charge of the Ship in wich steps as the case n	a quiet and	erein, on the da	ays mentioned a			natures.
and it is also a	atipulated that advances on a made as specified against the rovided for that purpose.	account and allotment	s of part of 1	igned by	day of	Tak		
Date of Commencement	Port at which	Date of		umps to be filled Date of Delivery	up at the end of			
of Voyage.	Voyage commenced.	Termination of Voyage.	Port at which oyage terminated. ula areas	of Lists to Superintendent.	I here	by declare Agreemen	to the truth of t t and Account of	the Entrics in this of Crew, &c
23/7/88	7. 2	112/38.	Chule.		-	0.	the	Master.
0 Here are, w 00 .	erted the nature, and as far as pract nearted the Numbers of any of the stimulations may be inserted to whi	ah the newtice arres and w	phich are not contrary to I	laur				
3. Here any bunch	must not be unstitched. No	leaves may be taken ou						and the second se
additional	Form Eng. 1 should be obtain	ed and used.						

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 Lime and Lemon Juice, and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts. Syrup Pickles њ 1Ъ. 1Ъ. lb. lb. pt. lbs. ... Sunday... Monday Tuesday Wednesday Thursday Friday ... Saturday 1 ii. ... \$ 1 2 2 2 1 8 12 4 11 1 1 1 4 3 5 2 3 1 1 3 ... 25 3 4 3 2 21 2 6 1 3 1 Weekly

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 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 crew entered into after the first day of January ninetcen hundred and eight; but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.

8. 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 move scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings. the above scale. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.

5. 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 pointees are not so issued, an equal amount of yars, 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, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound

of fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables. 7. 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.

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 enions 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 iresh onions must be issued. 10. In nort-

(a) soft bread shall be issued in lieu of biscuit; and

 (b) when procurable 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 CA

Fresh meat					1	13 lb. 1		TILLOUI NCASUAABL	L UAUS	iE.		
	***	•••	 					Split Peas				
Salt meat	***		 	•••	B	3 11	To be considered equal.				+ pt. 1	
Preserved n	ncat		 ***			2		Flour			# 1b.	To be considered equal when
Cotlee			 ***			1 OZ-		Calavances or haricot beans			1	issued with ment rations.
Cocoa			 				To be considered equal.	Rice			÷ 1. 1	issued with mene term
The							To be considered equal.	Marmalade		•••	🧌 1b. J	
Flour			 			1 1b.		Jam	1+1-		1]	
Biscuit			 				m)	Butter			1 ,	To be considered equal.
		•••	 				To be considered equal.		10.1		1]	
Rice	***		 ***		16.	L,,	•	Mustard	-	,		and the state of t
							1	Curry Powder				To be considered equal.
											··· ··· J	

BILL OF FARE.

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

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

LOAD-LINE AND DRAUGHT OF WATER. POSITION OF DISC.

* The centre of the disc is placed at____ deck-line marked under the provisions of the Merchant Shipping Act, 1894. ___feet___ inches below the * POSITION OF LINES USED IN CONNECTION WITH THE DISC. LING SHIP.

SA	I
Maximum load-line in fresh wat	e
Maximum load-line in winter, No	01
Si	C
Maximum load-line in fresh wate	eı
Maximum load-line in Indian su	n
Maximum load-line in summer t	h
Maximum load-line in winter	_
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re to be taken from the certificate of approval of the positi	io

In the Northern Hemisphere the Summor 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 spectruly. The additional free-board spectruly. sail to, or from, or call at, Ports in British North America, or castern Ports in the United States, North of Cape Hatteras, from October to March inclusive. The reduced free-board allowed for voyages in the Fine 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 Regula-tions, however, are not to apply to Certificated Officers.

* These particular

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 Agree-ment, 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 Superintendent of a Mercantile Marine Office, or Consular or Colonial 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, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at the same time be attested to be true by the signatures of the

No.	OFFENCE.	Amount of Fine or Punishment,	Signature of Superintendent or Officer Abroad.	
1 2 3 { 4 6	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise prosecuted) Bringing or having on Board intoxicating liquors Drunkenness. First Offence , Second and for each subsequent Offence Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung-shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument, with- out the concurrence of the Master, for every day during which a scaman retains such weapon or instrument Insolent or contemptuous language or behaviour to the Master or officers, or disobedience to lawful commands, if not otherwise dealt with according to law	Five Shillings. Five Shillings. Five Shillings. Ten Shillings. Five Shillings. Five Shillings. Five Shillings.	X	
A	CCOUNT OF APPRENTICES	ON BO	DARD.	

Christian and Surnames of the Apprentices at full longth.	Year of Birth.	Nationality.* [if British, state birthplaco].	Registry o	f Indenture	Date of Joining subsequent to Commencement of this	Date, Place, and Cause of leaving this ship, or of Dea If the Apprentice remains it should be stated. To be silled up by the Master.		
1.	2.	3.	Date of 4.	Port of 5.	Agreement. 6.	Date. 7	Place. S.	Cause. g.
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• If a British Subject, sta								

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on, or alteration of the position, of the dise, and the words which are not applicable should be erased.

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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 Offender. These entries must, upon discharge of the Offender, be shewn to the Super-intendent of a Mercantile Marine Office, or Consular or Colonial Officer, before whom the offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Officer. If, in consequence of subsequent Good Conduct, the Master thinks fit to

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

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SIGNATURES OF CHEW.

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Name of

Date and Place of Signing

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Ship M.V. Penelope.

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In what Capacity ongaged, t	No. of Certificate (if smy) and No of Reserve Commis- bion or IE V. 2 (if any).	Date and Hour at which he is to be on board.	Amount of Wiener or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment. I	Amount of Weekly or Monthly Allotment.	whom the Sea- man is engaged	Date, Pho Date,	:e, &
master	10 124 Shike	at one.	1 1 1	13,		CAR	49/38	200
Tricken	-		12	-	4	<u>CHR</u>	1/12/38	112
Sailor Sailor	-		9			<u>C#R</u>	6/1/25 1/12/08	9
Sector			8			CHR	11438	Ą
								-

" If a British Subject, state Town or Country of Birth, and if born in a foreign † 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, Refrigerating Engineers, § If any momber of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Cause of Caus

(1) Port of Engagement Address, and

N.B - Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Scanna.

1) Calle. Preques. 340

(2) Home Address.

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*Nationality (If British, state birthplace).

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Age.

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country, state if a natural born British Subject or naturalized. Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys, not merely as Boys. words "not conditional" should be inserted above the entry of the amount. the Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Deserted," "Left Sick," "Died."

PARTICULARS

Date.

Ship in which he last served, and Year of Discharge therefrom.

Jamas

1938 Yenelofe.

Year.

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1932.

State Name and Official No. or Port she belonged to.

West fullhand Stunky

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TLARS OF the Master : in of any M	DISOHARGE, upon the Dischar ember of his Cre	&o. rge, Dcati w.	h or	RELEASE	Wis Wis				
use of leavi of Death.	ng this Ship,	B dance of Waren paid ou Discharge.		We, the underlapted Members of the Crew of this Ship, the hereing release the Ship, and the Haster and Gware, or users it thereof, from all Chains for Wages, or of the Wester, do herein re- lease the side under speed Wenharsship the Crew from all Chains in respect of the sold Voyage.	In the of Official to fore with the bill of off We got Will we will and Rate up signed	tor which Insur- surve Art Contri- butions have been paid	Reference No.		
ace.	Cause.§			Signatures of Crew (such to be on the line on which he signed in Col. 1.)	Rile are signed and Date.				
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Name of

Ship

CHARGEABLE BY CONSULS. FEES

NOTICE.

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

Services required by Law.		
	8.	d.
(1.) For every seaman engaged before Consular		
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 Officers 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

s. d. (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 Crew 10 0

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

BRITISH CONSULATE PUNIA ARENAS, CHILE

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.

Shipping Office . . I hereby certify that I have sanctioned the engagement of the undermentioned seamen upon the berms of the within written agreement which has been signed in my presence with a full. unductanding of sume. 1-4 inclusive

Shipping Justi 23 hapely 1938

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Arheles deposited 11th August 1938.
Articles returned to cantacted 1/1 2/39 Average Rale of E. chargo
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Average Rale of E. char. (o
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Or Endorsements made by Consuls or by Officers in British Possessions Abroad. Now agreement has been opened at Sunta aremas on the 19th way 1939 ing Butish Consul BRITISH CONSULATE. PUNTA ARENAS, CHILE.

CERTIFICATES

Wages and effects of seamen 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. Nos

† Accounts of wages of those with reference Noa.

seamen have not been delivered ;

being exempted under Section 28 (12b), and those with reference Nos.

under Section 28 (12c)

Signature

T

Date.

+ These exemptions do not apply when the Master elects to deal with the accounts collectively {Eight pages,

INSTRUCTIONS TO MASTERS.

Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in the coasting trade, 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 Seamen 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) 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. Frandulently 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 100*l*., or by imprisonment with or without hard labour for any period not exceeding six months.

Engagement of Crews and Scamen in the United Kingdom.

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.

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 Engineers (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 Certificates to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with sub-section 115 (7) M.S.A. 1894, 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 Seamen to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penaly of 5*l*.

12. The Master of a foreign-going Ship incurs a Penalty of 5l., 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.

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 *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 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.

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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 endorsements.

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 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.)

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*l*.

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 Super-intendent 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, &c., of the payment of wages.

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 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.

21. 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 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.)

BRITISH CONSULATE, Punta Arenas, MAGALLANES, CHILE. 19th August,1939.

Sir,

19/1/3

I beg to transmit herewith the following documents relating to the m/v. "Penelope", registered at Stanley, 0.N.139450 :-

> a) Agreement - terminated. b) Copy of new Agreement.

I very much regret that these documents had not been forwarded to you before, as they had inadvertedly been filed away with other documents

I and/have only now found that they should have been sent to Stanley.

Apologising for this omission,

I am, Sir,

Your obedient Servant,

Thos Andy Acting British Consul.

The Shipping Master,

Stanley.-