

Eng. 1.  
(40 Men).

*The Shippary Master - Stanley.*  
OFFICE COPY (to be forwarded to the Registrar-General of Shipping and Seamen).  
[Original Executed in Twelve Pages.]

SHI/LOG/PE#13

# 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 Irish Free State.



ISSUED BY  
THE BOARD OF TRADE  
in Pursuance of  
57 & 58 Vict. ch. 61

Name of Shp. <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.	
<i>M. V. Genelope</i>	<i>139450</i>	<i>Stanley, Falkland Islands</i>	<i>1. 1929</i>	<i>46. 11.</i>	<i>25. 11</i>	<i>50.</i>
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. <sup>3</sup>		
Name.	Address (State No. of House, Street and Town).			Name.	Address.	
<i>John Hamilton</i>	<i>Punta Loyola, Argentine Republic</i>		<i>5.</i>	<i>—</i>	<i>—</i>	

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom..... 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 *Magallanes to Falkland Islands & South American Ports, not exceeding six months duration.*



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

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 to 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 disgraced.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed herein and numbered<sup>4</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.

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

Signed by *[Signature]* Master *[Signature]*  
on the *19<sup>th</sup>* day of *May* 19*29*

Port at which Voyage commenced.	I hereby certify the above to be a true copy of the Agreement entered into by the Persons whose signatures or marks are herein subscribed, and that the entries contained in this Office Copy are the same in every respect as those contained in the original Agreement entered into before me.
<i>Punta Arenas, Chile.</i>	<i>[Signature]</i> Superintendent or Consular Officer.



1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.  
 2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.  
 3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and crew, and who for the time being has the whole control of the ship.  
 4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.  
 5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.  
 6. 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, an additional Form Eng. 1 should be obtained and used.



### LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

The centre of the disc is placed at ... feet ... inches below the deck-line marked under the provisions of the Merchant Shipping Act, 1894.

POSITION OF LINES USED IN CONNECTION WITH THE DISC.

#### SAILING SHIP.

Maximum load-line in fresh water ... feet ... inches above the centre of the disc.  
Maximum load-line in winter, North Atlantic ... feet ... inches below the centre of the disc.

#### STEAM SHIP.

Maximum load-line in fresh water ... feet ... inches above the centre of the disc.  
Maximum load-line in Indian summer ... feet ... inches above the centre of the disc.  
Maximum load-line in summer the centre of the disc.  
Maximum load-line in winter ... feet ... inches below the centre of the disc.  
Maximum load-line in winter, North Atlantic ... 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.

For voyages from European and Mediterranean ports, the summer months are April to September inclusive, and the winter months October to March inclusive. For voyages in other parts of the world, the summer and winter load-lines apply during the corresponding or recognized summer and winter months respectively. The winter North Atlantic load-line applies to ships, up to and including 330 feet in length, sailing to or from the Mediterranean or any United Kingdom or other European ports, 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 Indian summer load-line applies only to ships trading between the limits of Suez and Singapore in the fine weather season, which is defined as prevailing east or Tuticorin from the 15th December to the 30th April, and west of Tuticorin from the 1st December to the 30th April.

## 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 or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Table with columns for various food items (Water, Soft Bread, Biscuit, Salt Beef, etc.) and rows for days of the week (Sunday to Saturday) and a weekly total.

#### 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...
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.
4. 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.
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.
8. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.
9. 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—
(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 meats 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.

Table listing substitutes and equivalents for various food items, such as Fresh meat, Split Peas, Flour, etc., with their respective quantities.

### 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 Superintendent or Consular Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, 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 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 shown to the Superintendent or Consular Officer, before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and 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 Section 234.

Table with columns: No., OFFENCE, Amount of Fine or Punishment, Signature of Superintendent or Consular Officer. Contains 6 rows of offenses and their corresponding fines.

### Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.

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

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

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with dates of their birth. This summary must be included in every agreement with the crew.

#### List of Young Persons under 18 years of age and account of all Apprentices employed on board during the voyage.

Table for listing young persons and apprentices, with columns for Name in full, Date of Birth, Nationality, Capacity, Date of Issuance, Place of Signing, Date of Issuance for the voyage, and Particulars of Leaving.

\* In the case of Young Persons (other than Apprentices) only the name and date of birth need be inserted here. † 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 naturalized.

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	Nationality. (If British state Birthplace - see footnote).	ADDRESSES OF MASTER AND CREW.	
				(1) Port of Engagement Address.	(2) Home Address.
	1.	2.	3.	4.	
1	<i>O. Oliva</i> Master to sign first	56	Naturalised Chilean	(1) <i>Paraguaya 340</i>	(2) <i>Punta Arenas Chile</i>
2	<i>Ruperto Bohannon de</i>	43	Chilean	(1) <i>Boliviana 446</i>	(2) <i>Punta Arenas, Chile</i>
3	<i>Luis Piquelme</i>	30	do.	(1) <i>Talca 498</i>	(2) <i>Punta Arenas, Chile.</i>
4	<i>Luan Alayo 1949</i>	49	do.	(1) <i>Chilena 1496</i>	(2) <i>Punta Arenas, Chile.</i>
5	<i>Ramón F. ...</i>	28	do.	(1) <i>Progreso 542</i>	(2) <i>Punta Arenas, Chile.</i>
6				(1)	(2)
7				(1)	(2)
8				(1)	(2)
9				(1)	(2)
10				(1)	(2)
11				(1)	(2)
12				(1)	(2)
13				(1)	(2)
14				(1)	(2)
15				(1)	(2)
16				(1)	(2)
17				(1)	(2)
18				(1)	(2)
19				(1)	(2)
20				(1)	(2)

† 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 Boys, not merely as Boys.

\* 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 naturalized.

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

OF ENGAGEMENT.

Reference No.	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.		In what Capacity engaged.†	No. of Contracts (if any), and No. of R.N.R. Commissions (if any).	Date and Hour at which he is to be on board	Amount of Wages per week or Calendar Month.	Amount of Wages advanced upon or at the time of Engagement.‡	Amount of Weekly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Reference No.
		Date.	Place.								
	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	
1	<i>Genelope, Stanley</i> <i>O.N. 139450</i>	<i>19/5/39</i>	<i>Punta Arenas, Chile.</i>	<i>Master</i>	<i>127 Chile</i>	<i>At once</i>	<i>As per Agreement</i>			<i>[Signature]</i>	1
2	<i>Juanito - Chilean</i>	<i>do.</i>	<i>do.</i>	<i>Sails</i>	<i>-</i>	<i>do.</i>	<i>\$1000. - Chilean exp. for voyage to the Falkland Islands, return passage paid</i>			<i>[Signature]</i>	2
3	<i>Ariles - Chilean</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>-</i>	<i>do.</i>	<i>do</i>			<i>[Signature]</i>	3
4	<i>Lovart - Chilean</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>-</i>	<i>do.</i>	<i>do</i>			<i>[Signature]</i>	4
5	<i>First</i>	<i>27/5/39</i>	<i>do.</i>	<i>Mechanic</i>	<i>-</i>	<i>do.</i>	<i>\$1200. - Chilean exp. for voyage to the Falkland Islands, return passage paid</i>			<i>[Signature]</i>	5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13											13
14											14
15											15
16											16
17											17
18											18
19											19
20											20

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PARTICULARS

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				(1) Port of Engagement Address.	(2) Home Address.
				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 Seaman.	
	1.	2.	3.	4.	
21				(1)	
				(2)	
22				(1)	
				(2)	
23				(1)	
				(2)	
24				(1)	
				(2)	
25				(1)	
				(2)	
26				(1)	
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28				(1)	
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30				(1)	
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31				(1)	
				(2)	
32				(1)	
				(2)	
33				(1)	
				(2)	
34				(1)	
				(2)	
35				(1)	
				(2)	
36				(1)	
				(2)	
37				(1)	
				(2)	
38				(1)	
				(2)	
39				(1)	
				(2)	
40				(1)	
				(2)	

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		Date.	Place.								
	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	
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											40

country, state if a natural born British subject or naturalized. Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin as Boys.

words "not conditional" should be inserted above the entry of the amount.



