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# OFFICIAL LOG-BOOK

(O 4) (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		
DARWIN	156384	PORT STANLEY FALKLAND Is.	1792 '86	938 '55	R. N. MILLER	92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port STANLEY FALKLAND Is. Date 5TH JAN. 1968	FALKLAND ISLANDS AND SOUTH AMERICA	Port Stanley Falkland Is. Date 8th July 1968

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of Port Stanley on 9th day of July 1968.

Countersigned

Superintendent.

Master

P.O. Box 177.  
Stanley

Falkland Is. Address

NOTE.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship, the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within Forty-eight hours after the termination of the Agreement.



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	Richard Nigel MILLER	Master	-	-	
2	Robert Victor HARTLEY	Chief Officer	V.G.	V.G.	34, 35, 37.
3	Peter Smith THAIN	1st Mate	V.G.	V.G.	33.
4	Neil JENNINGS	2nd Mate	V.G.	V.G.	
5	Jerald JENNINGS	3rd Mate	V.G.	V.G.	37.
6	José M. QUINTANA	Radio Officer	V.G.	V.G.	30, 32.
7	Barry Marwood NIELSON	BOSUN	V.G.	V.G.	30, 32, 34.
8	Randolph McRAE	D.H.U.	V.G.	V.G.	30, 31.
9	John RANKES	D.H.U.	V.G.	V.G.	28.
10	Hendrick Peter SMIT	AB	V.G.	V.G.	32.
11	Pedro XAVIER	AB	V.G.	V.G.	28.
12	Jorge O. CARRO	S.O.S.	V.G.	V.G.	33.
13	Stirling J. ALDRIDGE	S.O.S.	V.G.	V.G.	30, 34.
14	Richard E. DICKSON	T.O.S.	V.G.	V.G.	29, 33, 34.
15	Harry SARNEY	Messman	V.G.	V.G.	
16	James HARKISS	Chief Engineer	V.G.	V.G.	
17	Malcolm George Stanley BINNIE	2nd Engineer	V.G.	V.G.	35.
18	Dennis Bertram LARSEN	3rd Engineer	V.G.	V.G.	37.
19	Richard Alexander HILLS	4th Engineer	V.G.	V.G.	
20	Severo Humberto AMPUERO	Fireman	V.G.	V.G.	28.
21	Terence Darwin HANSEN	Fireman	V.G.	V.G.	32, 35, 36.
22	Ruben BONINI	Fireman	V.G.	V.G.	35.
23	Rafael SABATER	Fireman	V.G.	V.G.	28.
24	William Charles Henry George HARRIS	Chief Steward	V.G.	V.G.	
25	Rubelindo Nephtali BOZDRINI	2nd Steward	V.G.	V.G.	34.

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	William John REYNOLDS	Cook	V.G.	V.G.	36.
27	Hermann Oswald SERON	Steward	V.G.	V.G.	28.
28	José Del Carmen MONTIEN	Steward	V.G.	V.G.	34.
29	Ruben BONANNI	Steward	V.G.	V.G.	30, 31, 32.
30	Abraham SANOSKY	Steward	V.G.	V.G.	
31	Martin FERNANDEZ	Steward	V.G.	V.G.	31, 32.
32	James MCKENZIE	2nd Cook	V.G.	V.G.	
33	Gladyes THAIN	Supernumary	-	-	28, 29.
34	Fernando IRIARTE	AB	V.G.	V.G.	28, 29.
35	Victor GONZALEZ	Fireman	V.G.	V.G.	28, 29.
36	Kevin MAHER	Steward	V.G.	V.G.	29, 32.
37	John Allen HOWARTH	Radio Officer	V.G.	V.G.	30, 31.
38	Alexander McGILL	T.O.S.	V.G.	V.G.	31, 35.
39	Felix E. May MILLER	Supernumary	-	-	31, 33.
40	Stuart James MILLER	Supernumary	-	-	31, 33.
41	Hermann Oswald SERON	Steward	V.G.	V.G.	32.
42	Polando Amerigo CROCE	Steward	V.G.	V.G.	32, 36.
43	David PARRIN	T.O.S.	V.G.	V.G.	33.
44	Ruben BONANNI	Supernumary	V.G.	V.G.	33.
45	Mary JENNINGS	-	-	-	33, 34.
46	Marcelino NAVARRO	Steward	V.G.	V.G.	34.
47	Sydney SMITH	T.O.S.	V.G.	V.G.	36.
48	Helmut DIHLMANN	Fireman	V.G.	V.G.	36, 37.
49	Nerysualberto SILVEIRA	Steward	V.G.	V.G.	36.
50					



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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51					
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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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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

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

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
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107					
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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 every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

When the death of a person at sea is assumed by the Master to have taken place because the person in question is reported "**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 occur otherwise than on board or does not come within the exceptions stated in the previous paragraph should not be recorded in the tabular statement or on Form B & D.1; **Form B. & D.2 should be used for reporting such deaths.** The Master should, however, record in the narrative section of the official log book full particulars of the circumstances relating to the death.

When the death of a "missing" person is assumed by a Master the entry in the tabular statement should read: "missing at sea supposed killed or drowned".

Expressions such as "murder" or "suicide" should not be used to record the cause of death. The Master should, to the best of his ability, record the actual cause of death e.g. "knife wounds in chest", "gun shot wounds in head", "strangulation".

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



\* 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 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 1958

Note.—The practise of the crew in boat and fire drills should take place at interval of not more than 7 days in Passenger vessels, and, 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

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
5.1.68	Passengers mustered, wearing life-jackets, at Boat Stations, and instructed in procedure.		8.1.68	<i>R. Miller</i> <i>P. Hartley</i>
6.1.68	Ship's Company mustered, wearing life-jackets, at Boat Stations and instructed in procedure. Subsequently exercised at Fire Drill. Emergency dynamo and fire pump operated. All fire-fighting apparatus tested. All in good order and condition. Steam smothering in holds tested.		8.1.68	<i>R. Miller</i> <i>P. Hartley</i>
12.1.68	Passengers and Ship's Company mustered, wearing life-jackets, at Boat Stations and instructed on wearing of jackets and procedure. Fire Alarms tested. Emergency generator and lifeboat engine run. Hand steering and W/T door operated. All in good order and condition.		13.1.68	<i>R. Miller</i> <i>P. Hartley</i>
19.1.68	No drills this week, vessel in port and coastwise.		20.1.68	<i>R. Miller</i> <i>P. Hartley</i>
23.1.68	Port lifeboat lowered and away under power to recover motor launch and later to run passengers and cargo ashore while launch under repair.		24.1.68	<i>R. Miller</i> <i>P. Hartley</i>
29.1.68	No drills this week, vessel in port and coastwise.		29.1.68	<i>R. Miller</i> <i>P. Hartley</i>
5.2.68	No drills this week, vessel in port and coastwise.		5.2.68	<i>R. Miller</i> <i>P. Hartley</i>
12.2.68	No drills this week, vessel in port coastwise.		12.2.68	<i>R. Miller</i> <i>P. Hartley</i>
18.2.68	Passengers and Ship's Company mustered at Boat Stations and passengers instructed on correct wearing of life-jackets. Ship's Company then exercised at Fire Drill, fire being assumed on No. 2 hatch. All fire-fighting equipment tested, examined and in good order.		18.2.68	<i>R. Miller</i> <i>P. Hartley</i>
23.2.68	Passengers and Ship's Company mustered at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Emergency steering, diesel generator, fire alarms and W/T door operated. All in good order and condition.		23.2.68	<i>R. Miller</i> <i>P. Hartley</i>
1.3.68	No drills this week, vessel in port coastwise.		1.3.68	<i>R. Miller</i> <i>P. Hartley</i>

\* 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 practiced 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 1958

Note.—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

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
8.3.68	Passengers and Ship's Company mustered at Boat Stations. Passengers instructed in wearing of life-jackets. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator operated. All in good order and condition.		9.3.68	<i>R. Miller</i> <i>P. Hartley</i>
11.3.68	Ship's Company exercised at Fire Drill. All fire-fighting equipment tested and found in good order.		11.3.68	<i>R. Miller</i> <i>P. Hartley</i>
17.3.68	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Lifeboat engine, emergency generator run. W/T door operated remote and local. Fire Alarms tested. Emergency steering tested. All in good order and condition.		18.3.68	<i>R. Miller</i> <i>P. Hartley</i>
24.3.68	No drills this week, vessel in port and coastwise.		25.3.68	<i>R. Miller</i> <i>P. Hartley</i>
31.3.68	No drills this week, vessel coastwise.		1.4.68	<i>R. Miller</i> <i>P. Hartley</i>
5.4.68	<sup>5.4.68</sup> Port lifeboat lowered to embarkation level, part filled with water to test for tightness, no leaks. Port (motor) lifeboat lowered in to water and exercised under power for one hour, no leaks. Both re-hoisted and resecured. All in good order.		6.4.68	<i>R. Miller</i> <i>P. Hartley</i>
6.4.68	Emergency generator, hand steering and W/T door tested, all in good order and condition.		6.4.68	<i>R. Miller</i> <i>P. Hartley</i>
9.4.68	Passengers and Ship's Company mustered at Boat Stations wearing life-jackets. Passengers instructed in correct wearing of jackets.		10.4.68	<i>R. Miller</i> <i>P. Hartley</i>
17.4.68	Passengers and Ship's Company mustered at Boat Stations wearing life-jackets. Passengers instructed in correct wearing of jackets. Ship's Company subsequently exercised at Fire Drill. All fire-fighting apparatus tested.		19.4.68	<i>R. Miller</i> <i>P. Hartley</i>
	Emergency generator, diesel fire pump, lifeboat engine, W/T door and alarms operated. All in good order and condition.			
27.4.68	No drills this week, vessel in port or coastwise.		28.4.68	<i>R. Miller</i> <i>P. Hartley</i>
5.5.68	No drills this week, vessel in port or coastwise.		5.5.68	<i>R. Miller</i> <i>P. Hartley</i>
11.5.68	Ship's Company mustered and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured.		12.5.68	<i>R. Miller</i> <i>P. Hartley</i>
12.5.68	No Emergency Drills possible for passengers, due to very bad weather.		12.5.68	<i>R. Miller</i> <i>P. Hartley</i>

\* 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 practiced 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 1958

Note.—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

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
18.5.68.	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers instructed in correct wearing of jackets. Emergency steering, emergency generator and life door operated, Fire Alarms tested. All in good order and condition.		19.5.68	R. Miller P. Hartley
20.5.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus examined and tested. All portable foam fire extinguishers in Engine/Boiler room discharged and refilled. Two found suspect, for renewal. All other equipment in good order and condition.		20.5.68	R. Miller P. Hartley
25.5.68	No drills, vessel in port and coastwise. Suspect extinguishers replaced.		25.5.68	R. Miller P. Hartley
31.5.68.	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Drill. Passengers instructed in correct wearing of jackets. Both boats lowered to embarkation level, hoisted and resecured.		1.6.68.	R. Miller P. Hartley
7.6.68	Ship's Company and Passengers mustered and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Passengers instructed on correct wearing of life jackets. Emergency steering, diesel generator, life door, Fire Alarms tested. All in good order and condition.		7.6.68	R. Miller P. Hartley
9.6.68	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested working. All in good order.		10.6.68	R. Miller P. Hartley
13.6.68	Ship's Company and Passengers mustered at Boat Stations, wearing life-jackets. No boats swung out due to bad weather.		14.6.68	R. Miller P. Hartley
17.6.68.	Motor life-boat lowered into water, canopy erected and used to land inspection parties at both and Stromness Harbours in South Georgia. Some seven miles covered under power with boat performed very well, at one time having almost full complement on board. Hoisted and secured.		18.6.68	R. Miller P. Hartley
25.6.68	No drills this week. Vessel in port.		25.6.68	R. Miller P. Hartley
30.6.68	No drills this week. Vessel in port.		30.6.68	R. Miller P. Hartley
7.7.76.	No drills this week. Vessel in port.		8.6.68	R. Miller P. Hartley

\* 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 practiced 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 1958**

**Note.**—The practise of the crew in boat and fire drills should take place at interval of not more than 7 days in Passenger vessels, and, 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships a Statement of the reasons should be entered in the first three columns of the table.

[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 practiced 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 1958

Note.—The practise of the crew in boat and fire drills should take place at interval of not more than 7 days in Passenger vessels, and, 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships a Statement of the reasons should be entered in the first three columns of the table.

[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 practiced 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 7. 1. 68.	R. N. Miller. Master. P. S. Thain. 1st Mate. J. Harris. Chief Steward	None	8. 1. 68	<u>R. N. Miller</u> R. V. Hartley
1100 14. 1. 68	R. N. Miller. Master. P. S. Thain. 1st Mate. J. C. Harris. Ch. Steward.	None	14. 1. 68	<u>R. N. Miller</u> R. V. Hartley
1030 21. 1. 68	— do —	None	23. 1. 68	<u>R. N. Miller</u> R. V. Hartley
1130 28. 1. 68	— do —	None	28. 1. 68	<u>R. N. Miller</u> R. V. Hartley
1030 4. 2. 68	R. N. Miller. Master. T. Harkiss. Chief Engineer. J. Harris. Chief Steward	None	5. 2. 68	<u>R. N. Miller</u> R. V. Hartley
1130 11. 2. 68	R. N. Miller. Master. J. Harris. Chief Steward. R. V. Hartley. Chief Officer	None	12. 2. 68	<u>R. N. Miller</u> R. V. Hartley
1100 18. 2. 68	R. N. Miller. Master. J. Harris. Chief Steward. R. V. Hartley. Chief Officer. P. Thain. 1st Mate	None	18. 2. 68	<u>R. N. Miller</u> R. V. Hartley
1100 25. 2. 68	— do —	None	25. 2. 68	<u>R. N. Miller</u> R. V. Hartley
1145 3. 3. 68	R. N. Miller. Master. J. Harris. Chief Steward.	None	4. 3. 68	<u>R. N. Miller</u> R. V. Hartley
1100 10. 3. 68	R. N. Miller. Master. P. S. Thain. 1st Mate. J. C. Harris. Ch. Steward	None	11. 3. 68	<u>R. N. Miller</u> R. V. Hartley
1000 17. 3. 68	R. N. Miller. Master. R. V. Hartley. Ch. Officer. J. C. Harris. Ch. Steward	None	18. 3. 68	<u>R. N. Miller</u> R. V. Hartley
1000 24. 3. 68	— " —	None	25. 3. 68	<u>R. N. Miller</u> R. V. Hartley
1050 31. 3. 68	— " —	None	1. 4. 68	<u>R. N. Miller</u> R. V. Hartley
1100 7. 4. 68	— " —	None	9. 4. 68	<u>R. N. Miller</u> R. V. Hartley
1030 14. 4. 68	R. N. Miller. Master. R. V. Hartley. Mate.	None	16. 4. 68	<u>R. N. Miller</u> R. V. Hartley



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 21.4.68	R.N. Miller Master. R.V. Hartley. Mate. J.C. Harris. Ch. Steward	None.	21.4.68	R.N. Miller R.V. Hartley
1500 28.4.68	R.N. Miller. Master. J.C. Harris. Ch. Steward.	None.	29.4.68	R.N. Miller R.V. Hartley
1100 5.5.68	R.N. Miller. Master. J.C. Harris. Ch. Steward.	None.	5.5.68	R.N. Miller R.V. Hartley
1100 12.5.68	R.N. Miller. Master. R.V. Hartley. Mate. J.C. Harris. Ch. Steward	None.	12.5.68	R.N. Miller R.V. Hartley
19.5.68	R.N. Miller Master. R.V. Hartley. Mate. J.C. Harris Ch. Steward	None	19.5.68	R.N. Miller R.V. Hartley
26.5.68	R.N. Miller. Master. J.C. Harris. Ch. Steward.	None	26.5.68	R.N. Miller R.V. Hartley
2.6.68.	R.N. Miller. Master. R.V. Hartley. Mate. J.C. Harris. Ch. Steward	None.	3.6.68	R.N. Miller R.V. Hartley
9.6.68	R.N. Miller. Master. R.V. Hartley. Mate. J.C. Harris. Ch. Steward	None.	9.6.68	R.N. Miller R.V. Hartley
16.6.68	" "	None	16.6.68	R.N. Miller R.V. Hartley
23.6.68	R.V. Hartley. Mate. J.C. Harris. Ch. Steward. T. Harkins. Ch. Engineer.	None.	23.6.68	R.N. Miller R.V. Hartley
30.6.68	R.V. Hartley. Mate. J.C. Harris. Ch. Steward. T. Harkins. Ch. Engineer	None.	30.6.68	R.N. Miller R.V. Hartley
7.7.68.	" "	" "	8.7.68	R.N. Miller R.V. Hartley

[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.**

[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.**

[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.

[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, 1959.)

- |  |         |
|--|---------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey                               | £2 10 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 | £1 0 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.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	Four (4)	feet	Nought & Three-Eighths ( $0\frac{3}{8}$ )	inches.	(T) — inches above S.
Summer	Four (4)	feet	Nought & Three-Eighths ( $0\frac{3}{8}$ )	inches.	(S) Upper edge of line through centre of disc.
Winter	Four (4)	feet	Nought & Three-Eighths ( $0\frac{3}{8}$ )	inches.	(W) — inches below S.
Winter North Atlantic (if assigned)	—	feet	—	inches.	(WNA) — inches below S.
Allowance for fresh water for all freeboards:—		Three and one-half ( $3\frac{1}{2}$ )		inches.	
The upper edge of the deck line from which these freeboards are measured is		Steel Upper		deck at side.	
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer		Thirteen (13)		feet.	Six & one-half ( $6\frac{1}{2}$ ) 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 the 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 the 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*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									Weight  (10)	Ins.	Distance  (11)	Ins.
5. 1. 68 2000	Stanley	Ft. Ins. 8 10	Ft. Ins. 12 06	Ft. Ins. 6 10 $\frac{3}{8}$	Ft. Ins. 6 10 $\frac{3}{8}$	Ft. Ins. 6 10 $\frac{3}{8}$	1025	Ins. -	Weight -	Ins. -	Distance -	Ins. -
12. 1. 68 1445	Montevideo <del>Stanley</del>	10 06	14 00	5 3 $\frac{3}{8}$	5 3 $\frac{3}{8}$	5 3 $\frac{3}{8}$	1020	-	-	-	-	-
16. 2. 68 2000	Stanley	8 06	14 06	7 00 $\frac{3}{8}$	7 00 $\frac{3}{8}$	7 00 $\frac{3}{8}$	1025	-	-	-	-	-
23. 2. 68 1750	Montevideo	10 08	14 02	5 0 $\frac{3}{8}$	5 0 $\frac{3}{8}$	5 0 $\frac{3}{8}$	1020	-	-	-	-	-
8. 3. 68 1700	Stanley	8 00	12 04	7 04 $\frac{3}{8}$	7 04 $\frac{3}{8}$	7 04 $\frac{3}{8}$	1025	-	-	-	-	-
17. 3. 68 1400	Montevideo	11 07	13 09	4 10 $\frac{3}{8}$	4 10 $\frac{3}{8}$	4 10 $\frac{3}{8}$	1020	-	-	-	-	-
6. 4. 68 2200	Stanley	8 00	14 00	6 06 $\frac{3}{8}$	6 06 $\frac{3}{8}$	6 06 $\frac{3}{8}$	1025	-	-	-	-	-
17. 4. 68 0900	Montevideo	9 10	13 09	5 09 $\frac{3}{8}$	5 09 $\frac{3}{8}$	5 09 $\frac{3}{8}$	1020	-	-	-	-	-
11. 5. 68 1200	Stanley	9 05	12 09	6 05 $\frac{3}{8}$	6 05 $\frac{3}{8}$	6 05 $\frac{3}{8}$	1025	-	-	-	-	-
18. 5. 68 1620	Montevideo	11 00	15 00	4 06 $\frac{3}{8}$	4 06 $\frac{3}{8}$	4 06 $\frac{3}{8}$	1020	-	-	-	-	-
31. 5. 68 1100	Stanley	6 00	14 00	7 06 $\frac{3}{8}$	7 06 $\frac{3}{8}$	7 06 $\frac{3}{8}$	1025	-	-	-	-	-
7. 6. 68 2030	Montevideo	10 04	14 06	5 01 $\frac{3}{8}$	5 01 $\frac{3}{8}$	5 01 $\frac{3}{8}$	1020	-	-	-	-	-
13. 6. 68 2200	Stanley	8 06	13 02	6 08 $\frac{3}{8}$	6 08 $\frac{3}{8}$	6 08 $\frac{3}{8}$	1025	-	-	-	-	-
19. 6. 68 1500	South Georgia	7 06	13 10	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	1025	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE  
the  
OF THE SHIPS 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 Amidships in salt water as calculated after making the appropriate allowances (14)	Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.					
-	10 08	6 10 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	9.1.68 1810	Montevideo
-	12 03	5 03 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	16.1.68 1420	Stanley
-	10 06	7 06 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	21.2.68 1158	Montevideo
-	12 05	5 01 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	29.2.68 2130	Stanley
-	10 02	7 04 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	12.3.68 1825	Montevideo
-	12 08	4 10 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	21.3.68 1545	Stanley
-	11 00	6 06 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	11.4.68 0240	Montevideo
-	11 07 $\frac{1}{2}$	5 09 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	21.4.68 1432	Stanley
-	11 07	6 05 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	15.5.68 1922	Montevideo
-	13 00	4 06 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	23.5.68 1114	Stanley
-	10 00	7 06 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	4.6.68 1715	Montevideo
-	12 05	5 01 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	12.6.68 0030	Stanley
-	10 10	6 08 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	17.6.68 0615	South Georgia
-	10 08	6 10 $\frac{3}{8}$	-	<i>R. Miller</i>	<i>P. Hartley</i>	24.6.68 2112	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.

[illegible]



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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	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
5.1.68 1530	Stanley	6.1.68	Articles renewed before Colonial Shipping Master on board. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
5.1.68 1930	Stanley	6.1.68	Mrs J. Thain, Supernumary, signed Articles before Colonial Shipping Master. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
10.1.68 0700	Montevideo	12.1.68	F. Iriarte, AB, rejoined vessel from sick leave and resumed duties. V. Jorgaly, Fireman, rejoined from leave and resumed duties. Art. 9, J. Rawles, DHU, transferred by request and agreement to Fireman. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
10.1.68 1000	Montevideo	12.1.68	Art. 20, S. Ampuero, Fireman, signed off before Consul by Mutual Consent returning to Chile. Art. 23, R. Sabatel, Fireman, discharged before Consul. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
10.1.68 1400	Montevideo	12.1.68	Art. 11, P. Xavier, AB, ceased work. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
11.1.68 1100	Montevideo	12.1.68	Art. 11, P. Xavier, AB, Art. 27, H. Seron, Stwd, signed off before Consul. H. Seron proceeding on leave w.o.p. 13/1/68. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	

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

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

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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
11.1.68 1130	Montevideo	12.1.68	Art. 34, F. Iriarte, AB, Art. 35, V. Jorgaly, Fireman, Art. 36, K. Maher, Steward, signed Articles before Consul. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
11.1.68 1500	Montevideo	12.1.68	Art. 14, R. Dickson, J.O.S, attended British Hospital. Fit for duty. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
13.1.68 0600	37 41 S 56 24 W	14.1.68	Art. 36, K. Maher, Steward, swollen testicles, suspected rupture while handling cases butter in ship's storerooms on evening of 12th. Placed off duty, confined to bed. poultards lotion compresses applied to reduce inflammation pending medical attention on arrival Stanley. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
16.1.67 1500	Stanley	17.1.67	Art. 36, K. Maher, Steward, taken to King Edward VII Memorial Hospital and taken in, provisional diagnosis of sunstroke. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	
16.1.67 1500	Stanley	17.1.67	Mrs J. Thain, Supernumary, signed off Articles before Colonial Shipping Master. <i>R. Miller</i> Master. <i>R. Hartley</i> Mate	

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

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



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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
18.1.68 1100	Stanley	19.1.68	J. A. Howarth, Radio Officer, joined vessel, to take over from Mr J. Quintana when latter goes on next arrival Montevideo. <i>R. Miller Master. R. Hartley, Mate.</i>	
23.1.68 1445	Roy Cove	25.1.68	R. McRae, D.H.U. and launch driver, injured his arm while assisting in recovery of launch with engine failure by motor lifeboat. Arm rested. <i>R. Miller Master. R. Hartley, Mate.</i>	
24.1.68 1430	Hill Cove	25.1.68	R. McRae, D.H.U. and launch driver, flown to Stanley for attention to arm, now swollen and painful. <i>R. Miller Master. R. Hartley, Mate.</i>	
27.1.68 1000	Stanley	30.1.68	B. Nielsen, Braun, attended KEMH with boils on neck. Treatment prescribed. <i>R. Miller Master. R. Hartley, Mate.</i>	
27.1.68 1000	Stanley	30.1.68	S. Alchridge, J.O.S., attended KEMH with ear trouble. Treatment prescribed. <i>R. Miller Master. R. Hartley, Mate.</i>	
27.1.68 1000	Stanley	30.1.68	R. Bonanni, Steward, attended KEMH for attention to foot. <i>R. Miller Master. R. Hartley, 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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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
29.1.68 0700	Stanley	30.1.68	R. McRae, DHU and launch driver, rejoined vessel. <i>R. Miller Master. R. Hartley, Mate.</i>	
5.2.68 1745	Pebble Island	6.2.68	While mv "Malvinas" berthing alongside N°3 hatch, starboard side, F. Cault's deckhand on mv "Malvinas", had his left hand jammed momentarily between "Malvinas" and "Darwin", causing severe laceration. Hand dressed on board "Darwin" and Cault subsequently sent ashore, and later flown to Stanley for medical attention. <i>R. Miller Master. R. Hartley, Mate.</i>	
7.2.68 0700	Stanley	8.2.68	A. McFell, J.O.S., joined vessel and commenced duty. Articles signed before Shipping Master. <i>R. Miller Master. R. Hartley, Mate.</i>	
8.2.68 1000	Stanley	8.2.68	R. Bonanni, Steward, attended K.E.M. Hospital at Stanley for attention to foot. <i>R. Miller Master. R. Hartley, Mate.</i>	
10.2.68 1030	Stanley	10.2.68	Mrs J.E.M. Miller and Master S.T. Miller, Supernumeraries, signed Articles before Shipping Master. <i>R. Miller Master. R. Hartley, Mate.</i>	
13.2.68 0230	North Arm	14.2.68	R. Bonanni, Steward, complaining of acute pains in stomach. Chlorodyne drops given. <i>R. Miller Master. R. Hartley, 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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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
13.2.68 1415	North Arm.	14.2.68	R. Bonanni Steward, flown to K.E.M. Hospital, Stanley, for treatment. <i>R. Muller</i> Master. R. Hartley, Mate	
15.2.68 0800	North Arm.	16.2.68	While loading wood from scows to ship, H. Smit, AB, injured left hand with bale hook. Wound dressed, on light duties. <i>R. Muller</i> Master. R. Hartley, Mate	
16.2.68 1700	Stanley	16.2.68	K. Maher Steward, rejoined vessel from K.E.M. Hospital for transfer to British Hospital in Montevideo on arrival. R. Bonanni Steward, unfit and detained in K.E.M. Hospital, Stanley, recuperating from appendix operation. Signed off on Form ENG, which landed in for transmission to Shipping Master with other papers. <i>R. Muller</i> Master. R. Hartley, Mate	
16.2.68 1000	Stanley	16.2.68	H. Smit AB attended K.E.M. Hospital for attention to hand injury. Remains on light duties. <i>R. Muller</i> Master. R. Hartley, Mate	
21.2.68 1400	Montevideo	23.2.68	B. Nielsen, Brown, and T. Hansen, Firemen, attended British Hospital. Both fit. <i>R. Muller</i> Master. R. Hartley, Mate	
22.2.68 1030	Montevideo	23.2.68	J. Quintana Radio Officer, H. Smit, AB and M. Fernandez, Steward, signed off before Consul. K. Maher Steward, who signed off in absence before Consul, having entered British Hospital for treatment and observation. <i>R. Muller</i> Master. R. Hartley, Mate	
22.2.68 1030	Montevideo	23.2.68	H. Leran, Steward, rejoins and signed Articles before Consul. R. Croce, Steward, engaged for voyage and signed Articles before Consul. <i>R. Muller</i> Master. R. Hartley, Mate	

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

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

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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
5.3.68 1130	Stanley	6.3.68	Mrs J.E.M. Miller and Martin S.T. Miller, Supernumeraries, signed off before Shipping Master. <i>R. Muller</i> Master. R. Hartley, Mate	
8.3.68 1600	Stanley	8.3.68	D. Parvin, J.O.S., signed Articles before Shipping Master. <i>R. Muller</i> Master. R. Hartley, Mate	
8.3.68 1640	Stanley	8.3.68	R. Bonanni, Steward, rejoined from K.E.M. Hospital for voyage to Montevideo. Certificate from doctor stating that he will be able to resume duties from 23rd March, 1968. Bonanni signed Articles as Supernumerary. <i>R. Muller</i> Master. R. Hartley, Mate	
12.3.68 2000	Montevideo	13.3.68	R. Bonanni, signed off Articles on form M before Consul on board vessel. Wages paid up to and including 22nd March 1968 in accord with certificate above. <i>R. Muller</i> Master. R. Hartley, Mate	
13.3.68 1030	Montevideo	13.3.68	P.S. Thain, 1st Mate, signed off before Consul for leave. <i>R. Muller</i> Master. R. Hartley, Mate	
13.3.68 1000	Montevideo	13.3.68	R. Dickson, J.O.S., J. Curro, S.O.S., attended British Hospital for treatment. Both fit for duty. <i>R. Muller</i> Master. R. Hartley, Mate	
17.3.68 1200	Montevideo	18.3.68	Advice received from vessel's Agents that R. Bonanni was in British Hospital for attention and observation. <i>R. Muller</i> Master. R. Hartley, Mate	
2130 6.4.68	Stanley	7.4.68	Art 45, Mrs M. Jennings, Seag, signed on before Colonial Shipping Master. <i>R. Muller</i> Master. R. Hartley, Mate	

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OFFICIAL LOG of the  
from

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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
1. 4. 68 1000	Stanley	7. 4. 68	R.V. Hartley, Chief Officer, attended R.E.M. Hospital. Treatment prescribed, high blood pressure and lack of energy. <i>R. V. Hartley, Master.</i>	
11. 4. 68 1000	Montevideo	17. 4. 68	The following attended British Hospital, all found fit for duty: - R.V. Hartley, Ch. Off., check up on blood pressure and physical check. B. Nielsen, Bosun, and R. Dickson, JOS, for strain. S. Aldridge, JOS, for boils on neck and face. <i>R. V. Hartley, Master.</i>	
12. 4. 68 0930	Montevideo	17. 4. 68	R.V. Hartley, Ch. Off., attended British Hospital for further examination. <i>R. V. Hartley, Master.</i>	
12. 4. 68 1630	Montevideo	17. 4. 68	M. Navarro, Stwd, joined vessel and resumed duties. Subsequently signed Articles before Consul. <i>R. V. Hartley, Master.</i>	
15. 4. 68 1000	Montevideo	17. 4. 68	The following attended British Hospital for examination and treatment, all fit for duty: - R.V. Hartley, Ch. Officer; R. Baldovini, 2nd Steward; J. Montell, Steward; B. Nielsen, Bosun; R. Dickson and S. Aldridge, Ord. Seamen; J. Howarth, Radio Officer. <i>R. V. Hartley, Master.</i>	
16. 4. 68 1000	Montevideo	17. 4. 68	S. Aldridge attended British Hospital for further treatment. <i>R. V. Hartley, Master.</i>	
21. 4. 68 1500	Stanley	21. 4. 68	Art. 45, Mrs M. Jennings, Supernumery signed off before Colonial Shipping Master. <i>R. V. Hartley, Master.</i>	

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1000 22. 4. 68	Stanley	25. 4. 68	R.V. Hartley, Chief Officer, attended R.E.M. Hospital for further check. <i>R. V. Hartley, Master.</i>	
25. 4. 68 2345	52° 06' S 60° 53' W	26. 4. 68	M. Binnie, 2 <sup>nd</sup> Engineer, reported that T. Hansen, fireman, Art. 21, was not on board and had apparently joined vessel at Port Stephens. <i>R. V. Hartley, Master.</i>	
26. 4. 68 0815	Weddell Is.	26. 4. 68	Contact with Port Stephens by radio. Telephone arrangements made to re-embark T. Hansen by boat from Turn Point, Smyth Channel. <i>R. V. Hartley, Master.</i>	
28. 4. 68 1300	51° 59' S 60° 50' W	28. 4. 68 1300	T. Hansen, fireman, rejoined vessel. On being interviewed by Master reported: "I thought the ship was just pulling off to anchor for the night off Stephens." He was informed that he would be liable to a forfeiture of pay. <i>R. V. Hartley, Master.</i>	
28. 4. 68 1015	Caracas Is.	28. 4. 68	The above entries were read over to T. Hansen, fireman, and he was informed that he would forfeit one half day's pay. He is also hereby cautioned to ensure that he is informed of the intended times of departure of vessel before going ashore in future. <i>M. Binnie, 2<sup>nd</sup> Engineer. R. V. Hartley, Master.</i>	FORFEIT: - £0-18-46
10. 5. 68 1700	Stanley	11. 5. 68	Art 37, A. Mcfill, ceased work and subsequently signed off before Colonial Shipping Master. <i>R. V. Hartley, Master.</i>	
1100 17. 5. 68	Montevideo	18. 5. 68	R. Binnie, Fireman, ceased duties and signed off Articles before Consul. <i>R. V. Hartley, Master.</i>	

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24.5.68 0700	Stanley.	24.5.68.	S.F. Smith, J.S. and H. Dillmann, Firemen commenced duty. Later signed Articles before Colonial Shipping Master. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
24.5.68 1000	Stanley	24.5.68.	T. Hansen, Fireman, attended and detained at KEM Hospital with sore throat and fever. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
28.5.68 1630	free Patch	29.5.68	J. Booth, Company Electrical Engineer, fell in to motor launch at jetty, breaking right leg above ankle. Brought to ship where leg dressed and splinted. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
28.5.68 2345	Stanley	29.5.68	J. Booth, Company Electrical Engineer, landed to K.E.M. Hospital by ambulance. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
30.5.68 0700	Stanley	31.5.68	T. Hansen, Fireman, resumed duties. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
5.6.68 0700	Montevideo	7.6.68	R.A. Crocce, Steward, reported his wife ill with heart trouble and ceased duties by mutual consent, subsequently signed off on compassionate grounds before Consul. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
5.6.68 0700	Montevideo	7.6.68.	N. J. Silveira, Steward, commenced duties as replacement for above. Subsequently signed on before Consul. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
7.6.68 0800	Montevideo	7.6.68	W. Rowlands, Cook, attended British Hospital for attention to pains in right leg. Treatment prescribed. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	

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25.6.68 1000	Stanley	27.6.68	P.V. Hartley, Mate, attended Hospital with pain in side, troubling for some days. One broken and one cracked rib found by X-ray. On light duty. <i>R. Muller Master.</i> Pneumonia injury incurred by fall in chart room during rough weather on 23rd. <i>P. Hartley Mate.</i>	
25.6.68 1000	Stanley	27.6.68	J. Jennings, 3rd Mate, attended Hospital. Muscle strain, off duty. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
26.6.68 1000	Stanley	27.6.68	H. Dillmann, Fireman, attended Hospital with foreign body in left eye while cleaning boilers. Medicament supplied. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
28.6.68 1000	Stanley	28.6.68	H. Dillmann, Fireman, attended Hospital for further attention to eye. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
29.6.68 1000	Stanley	30.6.68	P.V. Hartley, Mate, attended Hospital for further attention. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
6.7.68 0700	Stanley	8.7.68	J. Jennings, 3rd Mate, rejoined and resumed work, on light duty only. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
8.7.68 1700	Stanley	8.7.68	D. Larsen, 3rd Engineer, attended KEM Hospital. Former ulcer trouble active again, unfit for duty. To attend British Hospital in Montevideo for treatment. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	
8.7.68 1700	Stanley	8.7.68	Articles terminated with effect from midnight tonight. <i>R. Muller Master.</i> <i>P. Hartley Mate.</i>	

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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>
DARWIN	156384	STANLEY, FALKLAND IS.	2-1957	Gross 1792.86	Net 738.55	144-1150-980
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.	
DARWIN SHIPPING LTD.	STANLEY, FALKLAND ISLANDS		30			

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

Voyage between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ending 30th June, 1968 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>

- Should any of the crew fail to join at any time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform No 1 and working uniform when and where required, and in event of the uniform not being returned in good condition (fair wear and tear accepted) the cost price of such uniform will be deducted from wages.
- The crew shall complete with thirty hands all told of whom not less than five shall be sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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 Fifth day of January 1968

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
5.1.68	PORT STANLEY	-8. JUL. 1968	Stanley Falkland Is.	9th JULY, 1968.	<u>[Signature]</u> Master.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.  
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.  
3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.  
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.  
5. 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.  
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, a continuation sheet or sheets should be obtained and used.



# ADDITIONAL CLAUSES.

(h) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection of the Master or Officer deputed by him. Further, it is agreed that the time when the crew or any individual member finally leaves the ship at termination of the contract, they shall leave the quarters in a clean and orderly condition to the satisfaction of the Master (or his authorised deputy). When crew are ready to leave the ship they may request the Master (or his authorised deputy) for a certificate that the quarters are clean.

For each breach of the foregoing the Master may, at his entire discretion, impose on each member of the crew concerned a fine not exceeding two days' pay.

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 accepted) the Rating concerned shall be liable to the current cost replacement.

Mattress  
Pillow  
Pillow Case  
Sheets  
Blankets  
Towels  
Soap

(j) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillow case to be changed weekly.

This Agreement shall be applied in a reasonable way. With sudden changes in crew or when time between voyages is very short, it may be impracticable to supply clean bedding. Where Articles do not exceed two months, crew signing on for the next voyage may be supplied with the same mattress cover (if provided) pillow and blankets as the previous crew, without changing.

(k) REGULATION OF HOURS. The ordinary hours of duty of ratings shall not exceed:-

(a) At Sea - 8 hours per day, Saturday and Sundays included.

(b) On Sailing and Arrival Days. - 8 hours per day Monday to Friday.

On Saturday, Sunday and applicable Public Holidays

(i) Arrival Days. - all hours in excess of 8 at sea and all hours worked in port, to be overtime hours except as provided in Clause (L).

In port (except in cases of emergency) ordinary hours of actual duty shall not exceed 8 hours daily on Monday to Friday inclusive.

(ii) Sailing Days - all hours worked in port and all hours worked in excess of 8, calculated from the commencement of duty irrespective of whether in port or at sea, to be overtime hours, except as provided in Clause (L). No hour to be paid overtime rate more than once.

(L) OVERTIME. (a) If overtime is required in a case of emergency affecting the safety of the vessel, passengers, crew and cargo, of which the Master shall be the sole judge, or for safety or boat drill, or for normal cleaning and tidying the crews quarters, no compensation shall be required.

(m) CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKENDS - SPECIAL PAYMENT.

(a) Sweeping Tubes and Cleaning Backendts provided that this entails entering and working from inside - the sum of 10s per man per boiler (in addition to any payments due under (b), (c) and (d) below, when those services are carried out).

(b) Washing out only, involving no scraping or brushing the sum of £1 per man per boiler.

(c) Hosing down and scraping off deposits on the waterline and brushing down heating surfaces when the boiler has feed water treatment - the sum of £4 per boiler total.

(d) Full chipping and scaling operation - a payment per boiler according to the heating surfaces of the boiler, on the following scales:-

Heating surfaces	Total payment per boiler
Up to 1,000 sq. ft.	£4
1,001 to 2,000 sq. ft.	£6
2,001 to 3,000 sq. ft.	£8
3,001 to 4,000 sq. ft.	£10
4,001 to 5,000 sq. ft.	£12
5,001 to 6,000 sq. ft.	£14
6,001 sq. ft. and over	£16

(n) PUBLIC HOLIDAYS.

At Sea and Abroad.

New Years Day; Good Friday; Queens Birthday; Battle Day; Christmas Day;

In Port, Falkland Islands.

New Years Day; Good Friday; Queens Birthday; Battle Day; Christmas Day; Stanley Sports two days.



# 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
Water .. .. .	28 quarts
Soft Bread .. .. .	7 lbs.
Smoked Ham or Bacon .. .. .	12 oz.
Fresh Meat—See Note 1 below .. .. .	7 lbs. 4 oz.
Fresh Fish .. .. .	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.
Eggs .. .. .	
Potatoes .. .. .	7 lbs.
Peas, Split or Lentils .. .. .	$\frac{1}{2}$ lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables .. .. .	$1\frac{1}{2}$ lb.
Flour .. .. .	1 lb.
Rice .. .. .	6 oz.
Oatmeal, Rolled Oats or breakfast cereals .. .. .	6 oz.
Tea .. .. .	$4\frac{1}{2}$ oz.
Coffee (containing not more than 25% Chicory) .. .. .	2 oz.
or	
Cocoa (or chocolate) .. .. .	3 oz.
Sugar .. .. .	$1\frac{1}{2}$ lb.

Article	Allowance per week
Milk .. .. .	Condensed .. .. . 14 oz.
	Dried .. .. . 6 oz.
	Homogenised .. .. . $1\frac{1}{2}$ pts.
Butter .. .. .	10 $\frac{1}{2}$ oz.
Suet .. .. .	2 oz.
Cooking Fat or Oil (other than Suet) or Margarine .. .. .	4 oz.
Marmalade, Jam or Syrup .. .. .	8 oz.
Cheese .. .. .	5 oz.
Pickles .. .. .	3 oz.
Bottled Sauces .. .. .	2 oz.
Onions .. .. .	8 oz.
Dried Fruit .. .. .	3 oz.
Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions) .. .. .	6 oz.
Fine Salt .. .. .	2 oz.
Mustard .. .. .	$\frac{1}{2}$ oz.
Pepper .. .. .	$\frac{1}{2}$ oz.
Curry Powder .. .. .	$\frac{1}{2}$ oz.

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

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

## CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

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

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

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

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

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

4. **Meat.** The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking.

When fresh meat is not available, salt or preserved meat may be substituted in the proportion of  $\frac{3}{8}$  lb. of salt meat or  $\frac{1}{2}$  lb. of preserved meat for 1 lb. of fresh meat.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Salt Meat .. .. .	$\frac{3}{8}$ lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat .. .. .	$\frac{1}{2}$ lb.	
Coffee .. .. .	1 oz.	To be considered equal.
Cocoa or Chocolate .. .. .	$1\frac{1}{2}$ oz.	
Tea .. .. .	$\frac{1}{2}$ oz.	To be considered equal.
Flour .. .. .	1 lb.	
Biscuit .. .. .	1 lb.	
Rice .. .. .	1 lb.	
Oatmeal, Rolled Oats or breakfast cereals .. .. .	$\frac{1}{2}$ lb.	To be considered equal when issued with meat rations.
Split Peas .. .. .	$\frac{1}{2}$ lb.	
Flour .. .. .	$\frac{1}{2}$ lb.	
Green Peas, Haricot or Butter Beans .. .. .	$\frac{1}{2}$ lb.	
Rice .. .. .	$\frac{1}{2}$ lb.	

Marmalade .. .. .	1 lb.	To be considered equal.
Jam .. .. .	1 lb.	
Syrup .. .. .	1 lb.	
Butter .. .. .	$\frac{1}{2}$ lb.	
Cheese .. .. .	$\frac{1}{2}$ lb.	To be considered equal.
Condensed Milk .. .. .	9 $\frac{1}{2}$ oz.	
Dried Milk .. .. .	4 oz.	To be considered equal.
Mustard .. .. .		
Curry Powder .. .. .		



## POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.			Load Line.	
Tropical	4	feet $\frac{3}{8}$ inches.	(T)	..... inches above S.
Summer	4	feet $\frac{3}{8}$ inches.	(S)	Upper edge of line through centre of disc.
Winter	4	feet $\frac{3}{8}$ inches.	(W)	..... inches below S.
Winter North Atlantic (if assigned)	4	feet $\frac{3}{8}$ inches.	(WNA)	..... inches below S.
Allowance for fresh water for all freeboards:—			$\frac{3}{2}$	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.)

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. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

## REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE MINISTRY OF TRANSPORT AND CIVIL AVIATION IN PURSUANCE OF  
S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

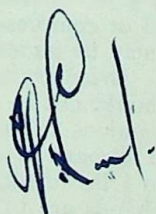
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

No.	OFFENCE.	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted). .. ..	
2	Bringing or having on board intoxicating liquors. . . . .	
3	Drunkenness. . . . .	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument. . . . .	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted). . . . .	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs. . . . .	
Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion. . . . .		



## 5

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.

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.**

[illegible]

[Fourteen Pages]



Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
1		<i>R. Miller</i> RS90610 Master to sign first	1/10/36	Stanley Falkland Is.	(1) W. Jell. P.O. Box 177. (2) Stanley. Falkland Islands.	Same	5/1/68	Stanley Falkland Is.
2		<i>R. H. H. H.</i> R 140712 <i>R. H. H. H.</i>	2/9/15	Blackburn	(1) W. Jorgus. 32 Elms Lane (2) Sudbury. Nr. Wembley. Mx. England	" "	" "	" "
3		<i>W. H. H.</i> F 169 <i>W. H. H.</i>	1/6/30	Aberdeen	(1) W. Gladys (2) 1. Philomet Place. Stanley	" "	" "	" "
4		<i>W. H. H.</i> F 130 <i>W. H. H.</i>	5/8/37	Stanley Falkland Is.	(1) W. Mary P.O. Box 216 (2) Stanley	" "	" "	" "
5		<i>W. H. H.</i> F 131 <i>W. H. H.</i>	29/3/33	Stanley Falkland Is.	(1) W. Nancy. P.O. Box 54 (2) Stanley	" "	" "	" "
6		<i>W. H. H.</i> UR 15450 <i>W. H. H.</i>	9/3/33	Uruguay	(1) W. Gloria Dalmine Costa 4296 (2) Montevideo Uruguay	" "	" "	" "
7		<i>W. H. H.</i> F 215 <i>W. H. H.</i>	5/8/44	Stanley Falkland Is.	(1) S/F. Leslie Biggs (2) 2 Aldridge St. Stanley	" "	" "	" "
8		<i>W. H. H.</i> <i>W. H. H.</i>	24/1/45	Stanley Falkland Is.	(1) B. Richard (2) Port Stanley. Falkland Islands	" "	" "	" "
9		<i>W. H. H.</i> <i>W. H. H.</i>	27/1/41	Bristol	(1) M. Ella (2) Yeovil. Somerset.	" "	" "	" "
10		<i>W. H. H.</i> Dated 73034 <i>W. H. H.</i>	21/2/47	Holland	(1) W. Blanca Teresa Perez. (2) Colon 1521. Montevideo	" "	" "	" "
11		<i>W. H. H.</i> UR 11124 <i>W. H. H.</i>	23/1/31	Uruguay	(1) W. Maria. Solar 5. Mangana 37. (2) El Dorado. Las Piedras. Uruguay	" "	" "	" "
12		<i>W. H. H.</i> UR 22196 <i>W. H. H.</i>	22/4/42	Uruguay	(1) W. Maria. (2) Chile 3388. Montevideo	" "	" "	" "
13		<i>W. H. H.</i> S J Aldridge <i>W. H. H.</i>	27/9/49	Stanley Falkland Is.	(1) M. Mrs M. Curran (2) Southampton. England.	" "	" "	" "
14		<i>W. H. H.</i> R E Dickson <i>W. H. H.</i>	23/12/16	Stanley Falkland Is.	(1) F. Charles Dickson (2) Seal Inlet. Falkland Islands.	First	" "	" "
15		<i>W. H. H.</i> F 203 <i>W. H. H.</i>	30/3/06	Stanley Falkland Is.	(1) Sister. Mrs J. Barnes. (2) Dairy Paddock Rd. Stanley.	Same	" "	" "
16		<i>W. H. H.</i> R 066216 <i>W. H. H.</i>	19/6/09	Renton Scotland	(1) W. Mary. 16 Castle Avenue (2) Balloch Scotland	" "	" "	" "
17		<i>W. H. H.</i> F 159 <i>W. H. H.</i>	12/3/38	Stanley Falkland Is.	(1) W. Yolanda (2) 32 Fitzroy Rd. Stanley	" "	" "	" "
18		<i>W. H. H.</i> F 123 <i>W. H. H.</i>	25/7/29	Stanley Falkland Is.	(1) W. Rida (2) Jaribaldi 2387. Montevideo	" "	" "	" "
19		<i>W. H. H.</i> F 176 <i>W. H. H.</i>	26/6/39	Stanley Falkland Is.	(1) W. Maria Teresa (2) Jose L. Terra 2673. Ap 10. Montevideo	" "	" "	" "
20		<i>W. H. H.</i> F 168 <i>W. H. H.</i>	30/3/40	Chile	(1) M. Virginia (2) Quemichil Chiloi Chile.	" "	" "	" "
21		<i>W. H. H.</i> F 162 <i>W. H. H.</i>	30/5/35	Stanley Falkland Is.	(1) W. Mildred (2) 4 Pioneer Row. Stanley	" "	" "	" "
22		<i>W. H. H.</i> UR 12747 <i>W. H. H.</i>	1/1/23	Uruguay	(1) W. Audrey (2) Juan Jose de Herrera 1470. Montevideo	" "	" "	" "
23		<i>W. H. H.</i> UR 20270 <i>W. H. H.</i>	5/5/18	Uruguay	(1) W. Clara (2) Isla de Flores 1460. Ap 11. Montevideo	" "	" "	" "
24		<i>W. H. H.</i> F 117 <i>W. H. H.</i>	27/5/12	Stanley Falkland Is.	(1) W. Rida (2) Medanos 1519. Ap 207. Montevideo	" "	" "	" "
25		<i>W. H. H.</i> F 119 <i>W. H. H.</i>	2/12/15	Chile	(1) <del>W. D. Leonor</del> (2) Humachi 4061. Montevideo	" "	" "	" "

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, etc.

§ 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 Desertion of any Member of his Crew.				RELEASE		Number of weeks for which National Insurance Contribu- tions are payable	Reference No.
In what capacity engaged.†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement. ‡	Amount of Weekly, Halfmonthly or Monthly Allotment.	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.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause. §	18.	19.	20.	21.	
Master	css 92140	At Once	Separate Agreement				8-7-68	Port Hardy	T/A					1
Chief Officer	css 56500	"	"				"	"	"					2
1st Mate		"	"				12/3/68	MONTEVIDEO	Leave					3
2nd Mate	AB 002500	"	83		30		8-7-68	Port Hardy	T/A					4
3rd Mate	AB 034754	"	67		30		"	"	"					5
Radio Officer	Uruguayan 2nd Class	"	95		45		2/2/68	MONTEVIDEO	Dis					6
Boatman		"	63				8-7-68	Port Hardy	T/A					7
DHU		"	52				"	"	"					8
DHU		"	52				6-7-68	"	"					9
A.B.		"	61		50		2/2/68	MONTEVIDEO	Dis					10
A.B.		"	61				10.1.68	MONTEVIDEO	Mutual Consent					11
S.O.S.		"	43		30		8-7-68	Port Hardy	T/A					12
S.O.S.		"	43				"	"	"					13
J.O.S.		"	37				"	"	"					14
M/Man		"	60				"	"	"					15
Chief Engineer	80781	"	Separate Agreement				"	"	"					16
2nd Engineer		"	93		35		"	"	"					17
3rd Engineer		"	77		40		"	"	"					18
4th Engineer		"	67		35		"	"	"					19
Fireman		"	62				9.1.68	MONTEVIDEO	Mutual Consent					20
Fireman		"	55		20		8-7-68	Port Hardy	T/A					21
Fireman		"	62				14.5.68	MONTEVIDEO	Mutual Consent					22
Fireman		"	62				9.1.68	MONTEVIDEO	Mutual Consent					23
Chief Steward	28498	"	Separate Agreement				8-7-68	Port Hardy	T/A					24
2nd Steward		"	68		30		"	"	"					25

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys. the words "not conditional" should be inserted above the entry of the amount. this Ship" thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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



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.
26		<i>W. L. Rowlands</i> F 120	4 1/2 / 16	Stanley Falkland Is.	(1) <i>W. Katherine</i> (2) 3 Hebe St. Stanley	Same	5/1/68	
27		<i>[Signature]</i> F 226	6 1/11 / 45	Chile	(1) <i>F. Jose</i> (2) <i>Juan Williams</i> 107. Rio Seco. Chile.	" "	" "	" "
28		<i>[Signature]</i> F 227	18 7/1 / 45	Chile	(1) <i>F. Liberto</i> (2) <i>Los Leones Puerto Montt. Chile</i>	" "	" "	" "
29		<i>[Signature]</i> UR 20924	3 7/1 / 27	Uruguay	(1) <i>M. Dolores</i> (2) <i>Reconquista 598. Montevideo</i>	" "	" "	" "
30		<i>[Signature]</i> Arg PP 28578	31 10/1 / 16	Argentine	(1) <i>Fr. Ira Milla Tiscornia Astol</i> (2) <i>Rosendo 857. Ap. 7. Puz. 3. Montevideo</i>	" "	" "	" "
31		<i>[Signature]</i> UR 146149	11 3/1 / 49	Uruguay	(1) <i>F. Martin</i> (2) <i>Camino Santos 5376. Montevideo</i>	" "	" "	" "
32		<i>[Signature]</i> F 205	12 3/1 / 22	Tain Scotland	(1) <i>Br. Robert Caravan</i> (2) <i>Dunbucht Rd. Inverness. Scotland</i>	" "	" "	" "
33		<i>[Signature]</i>	11 1/1 / 83	Island	(1) <i>David [Signature]</i> (2) 2 P. [Signature] Place	" "	" "	" "
34		<i>[Signature]</i> UR 18494	11 1/1 / 28	Spanish	(1) <i>W. Edu</i> (2) <i>Caravalla 3461. Montevideo</i>	Same	10/1/68	MONTEVIDEO
35		<i>[Signature]</i> Ch 45/962	21 8/1 / 14	Chilean	(1) <i>W. Juliana</i> (2) <i>Rivera 2869, Apto. 603. Montevideo</i>	Same	10/1/68	MONTEVIDEO
36		<i>[Signature]</i> PR 652495	18 12/1 / 22	British (Melbourne)	(1) <i>W. Dino</i> (2) <i>New York 3150, Buenos Aires</i>	" ROYSTON GRANGE "	4/1/68	MONTEVIDEO
37		<i>A. M. Gill</i>	7 1/1 / 46	Falkland Islands	(1) <i>M. Mrs W. Hogarth</i> (2) <i>Ross Road E. Stanley</i>	First	7/2/68	Stanley
38		<i>[Signature]</i>	30 6/1 / 40	Bury. English.	(1) <i>M. Mrs O. Howarth</i> (2) <i>10 Heath Ave. Summerseat. Bury. Lancs.</i>	First	7/2/68	Stanley
39		<i>[Signature]</i>	21 1/1 / 34	New Zealand	(1) <i>H. R.N. Miller</i> (2) <i>P.O. Box 177. Stanley</i>	Same.	10/2/68	" "
40		<i>[Signature]</i> F. 226	26 7/1 / 64	Falkland Is.	(1) <i>F. R.N. Miller</i> (2) <i>P.O. Box 177. Stanley</i>	Same.	" "	" "
41		<i>[Signature]</i>	6 1/1 / 45	Chilean	(1) <i>W. Jeannette</i> (2) <i>Laguna Merin 4595. Montevideo</i>	Same	21/2/68	MONTEVIDEO
42		<i>[Signature]</i> UR 21515	21 5/1 / 26	Uruguay	(1) <i>W. Juana</i> (2) <i>Guarani 1362. Montevideo</i>	Same	22/2/68	MONTEVIDEO
43		<i>[Signature]</i>	26 3/1 / 45	Falkland Is.	(1) <i>M. Mrs T. Binnie</i> (2) <i>Kelvin Store. Stanley</i>	First	8/3/68	Stanley
44		<i>[Signature]</i> UR 20924	3 7/1 / 27	Uruguay	(1) <i>M. Dolores</i> (2) <i>Reconquista 598. Montevideo</i>	Same	8/3/68	" "
45		<i>[Signature]</i>	14 1/1 / 41	Falkland Is.	(1) <i>S. [Signature]</i> (2) <i>% F. Ferguson. [Signature]</i>	Same	6/4/68	" "
46		<i>[Signature]</i> Ch. P. 05069	11 10/1 / 39	Chilean	(1) <i>M. Blanca</i> (2) <i>Williams 435, Rio Seco. Punta Arenas</i>	Same	12/4/68	MONTEVIDEO
47		<i>[Signature]</i>	4 10/1 / 46	Falkland Islands	(1) <i>W. Alana. 11 Allardgrye St.</i> (2) <i>Stanley</i>	First	24/5/68	Stanley
48		<i>[Signature]</i>	16 3/1 / 65	Germany.	(1) <i>F. W. [Signature] Paso Flores</i> (2) <i>Prov. Rio Negro. Argentina.</i>	First	24/5/68	Stanley
49		<i>[Signature]</i> UR CI 659.561	31 10/1 / 29	Uruguay	(1) <i>W. Aurora Antila</i> (2) <i>Agustini Alca 2466-45. Montevideo</i>	First	4/6/68	MONTEVIDEO
50					(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, etc.

‡ 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

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

## RELEASE

In what capacity engaged.†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is 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, Halfmonthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which National Insurance Contributions are payable	Reference No.
							Date.	Place.	Cause. §					
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Cook	30046	At Once	Separate Agreement			Off	8-7-68	Port Hardy	T/A		W. G. Rowlands	Off		26
Steward	-	"	55	-	-	Off	12-1-68	MONTVIDEO	Leave	-	Form M	Off	-	27
Steward	-	"	55	-	-	Off	8-7-68	Port Hardy	T/A		J. M. M. M.	Off		28
Steward	-	"	55	-	-	Off	16/2/68	STANLEY	Sick	-	Eng. 2 A.	-	-	29
Steward	-	"	55	-	-	Off	8-7-68	Port Hardy	T/A		A. Lawrence	Off		30
Steward	-	"	42	-	-	Off	21/2/68	MONTVIDEO	Dis	-	Form M	Off		31
2nd Cook	-	"	60	-	-	Off	8-7-68	Port Hardy	T/A		J. M. M. M.	Off		32
Supy	-	"	-	1	-	Off	14/8	Port Hardy	Dis		J. Phain	Off		33
P.B.	-	At Once	61	-	-	Off	8-7-68	Port Hardy	T/A		Diamonds Trioste	Off		34
Fireman	-	-	62	-	-	Off	6-7-68	Port Hardy	T/A		J. E. P. M.	Off		35
Steward	-	-	55	-	-	Off	21/2/68	MONTVIDEO	Sick	-	Form M	Off	-	36
J.O.S.	-	-	37	-	-	Off	10/5/68	Stanley	Dis	-	A. M. Gell	Off		37
Radio Officer	-	-	95	-	-	Off	8-7-68	Port Hardy	T/A		W. H. M. M.	Off		38
Supy	-	-	-	1	-	Off	5/3/68	Port Hardy	Dis	-	J. E. P. M.	Off		39
"	-	-	-	1	-	Off	7/3/68	Port Hardy	Dis	-	X. J. M. M.	Off		40
Stwd.	-	At Once	55	-	-	Off	8-7-68	Port Hardy	T/A		W. H. M. M.	Off		41
Stwd.	-	-	42	-	-	Off	4/6/68	MONTVIDEO	M.C.	-	Form M	Off	-	42
J.O.S.	-	-	37	-	-	Off	8-7-68	Port Hardy	T/A		D. Parrin	Off		43
Supy	-	-	-	1	-	Off	12/3/68	MONTVIDEO	Dis.	-	Form M	Off	-	44
"	-	-	-	1	-	Off	21/4/68	PORT STANLEY	Dis	-	W. H. M. M.	Off		45
Stwd.	-	At Once	55	-	-	Off	8-7-68	Port Hardy	T/A		W. H. M. M.	Off		46
J.O.S.	-	At Once	37	-	-	Off	-	-	-		S. E. S. M. M.	Off		47
Fireman	-	-	55	-	-	Off	-	-	-		W. H. M. M.	Off		48
Stwd.	-	At Once	42	-	-	Off	-	-	-		W. H. M. M.	Off		49
														50

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



# 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.

	In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman .. .. .	4 6
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.	
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of .. .. .	6 0 6 0 0
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10) .. .. .	4 6
(13) Certifying desertions of seamen: for each seaman .. .. .	6 0
(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

### Services required by parties interested.

	In all countries. £ s. d.
(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 .. .. . with a minimum of .. .. . and a maximum of .. .. .	3 0 1 10 0 4 10 0
(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
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).	

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.

5d January, 1968

I hereby certify that I have sanctioned the Agreement and that the seamen whose names appear therein on lines numbered from ONE to THIRTY-TWO both inclusive, were present before me and signed the said Agreement in my presence and that the same has been made accessible to the Merchant Shipping Act.

The discharge of the said seamen engaged have been given to the Master, except in cases where it is stated otherwise (see Fee 12) have been produced.

SHIPPING MASTER,  
STANLEY, FALKLAND

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 9. 1. 1968  
Agreement deposited 10. 1. 1968  
- do - returned 12. 1. 1968  
Average rate of exchange \$ 482.00 = £.  
(for conversion of seamen's wages only)

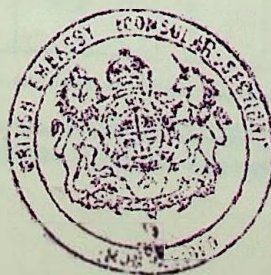
H. B. M. Vice-Consul

I hereby certify that the Seamen on line 5 11, 20, 23 and 24 have been discharged at this port with my sanction on the ground of Mutual Consent (11, 20, 23) leave (27) and that the sum of wages due to them has been paid by Agents and that their Dis. A's and Insurance Card have been delivered to them (20, 23) to me (11, 27)

I hereby certify that I have sanctioned the engagement of the Seamen on line 5 34, 35 and 36 on the terms of this agreement which they have signed in my presence.

Dis. A's have been delivered to the Master except where it is otherwise stated.

H. B. M. Vice-Consul





Ship 'DARWIN'

11

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

16th January, 1968

I certify that the seamen whose names appear at line 32 of this agreement was today discharged in my presence.

Officer.

7th February, 1968.

I certify that I have sanctioned the engagement of the seamen whose names appear at lines 37, 38, 39 & 40 of this agreement and that the seamen in question signed said agreement in my presence.

Officer.

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 21. 2. 1968

Agreement deposited 22. 2. 1968

- do - returned 23. 2. 68

Average rate of exchange \$ 480. 50 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 6, 10, 31 and 36 have been discharged at this port with my sanction on the ground of discharge (6, 10, 31) sickness (36) and that the sum of                      being wages due to them has been paid by Agents and that their effects, Dis. A's and Insurance Card have been delivered to them (6, 10, 31) to me (36)

I hereby certify that I have sanctioned the engagement of the Seamen on lines 41, 42 on the terms of this agreement which they have signed in my presence.

Dis. A's have been delivered to the Master except where it is otherwise stated.

H. B. M. Vice-Consul

8th March, 1968

I certify that the seamen whose names appear at lines 39 and 40 were discharged in my presence and the seamen at lines 43 and 44 were engaged in my presence.

Officer.  
Superintendent Master.

### BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 12. 3. 1968

Agreement deposited 13. 3. 1968

- do - returned 15. 3. 68

Average rate of exchange \$ 448. 00 = £  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 13 and 44 have been discharged at this port with my sanction on the ground of leave (3) discharge (44) and that the sum of                      being wages due to them has been paid, and that their effects, Dis. A's and Insurance Card have been delivered to them.

H. B. M. Vice-Consul

6th April, 1968

I certify that the seamen whose names appear at line 45 of this agreement were engaged in and signed said agreement in my presence.

Officer.  
Superintendent Master.



## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 11. 4. 1968  
 Agreement deposited 15. 4. 1968  
 - do - returned 16. 4. 68  
 Average rate of exchange \$ 480.00 = £  
 (for conversion of seamen's wages only)

I hereby certify that I have  
 sanctioned the engagement of the  
 Seaman on line 46  
 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.

H. B. M. Vice-Consul

Port Mably.

I certify that the seaman whose name appears  
 at line 45 of this agreement was today  
 discharged in my presence.

H. B. M. Vice-Consul

21-4-68.

Port Mably.

I certify that the seaman whose name  
 appears at line 32 of this agreement was  
 today discharged in my presence.

H. B. M. Vice-Consul

10-5-68.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 15. 5. 68  
 Agreement deposited 16. 5. 68  
 - do - returned 17. 5. 68  
 Average rate of exchange \$ 596.00 = £  
 (for conversion of seamen's wages only)

H. B. M. Vice-Consul

I hereby certify that the Seaman on  
 line twenty two  
 has been discharged at this  
 port with my sanction on the ground of  
 mutual consent  
 and that the sum of \_\_\_\_\_  
 being wages due to him has been paid  
 by Agents, and that his  
 effects, Dis. A. and Insurance Card  
 have been delivered to him

H. B. M. Vice-Consul

Port Mably.

I certify that the seaman whose  
 names appear at lines 47 and 48 have  
 today signed this agreement in my  
 presence.

H. B. M. Vice-Consul

24-5-68.

BRITISH EMBASSY  
CONSULAR SECTION  
MONTEVIDEO

Vessel arrived 4. 6. 1968  
 Agreement deposited 5. 6. 1968  
 - do - returned 7. 6. 68  
 Average rate of exchange \$ 595.00 = £  
 (for conversion of seamen's wages only)

I hereby certify that the Seaman on  
 line 42  
 has been discharged at this  
 port with my sanction on the ground of  
 mutual consent  
 and that the sum of \_\_\_\_\_  
 being wages due to him has been paid  
 by Agents, and that his  
 effects, Dis. A. and Insurance Card  
 have been delivered to him

I hereby certify that I have  
 sanctioned the engagement of the  
 Seaman on line 49  
 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.

H. B. M. Vice-Consul



Ship

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## 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.)



(231/67)



Form Eng.2A - in respect of seamen  
Federico BARAS,  
Hector GARCIA,  
Nesthor A. OLIVERA,  
Roque BELTRAN,  
Juan CONSTANTIN,  
ex R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO.

The Shipping Master,  
Port Stanley,  
Falkland Islands.

12 April, 1967.



Eng. 2A.



Masters are requested to fill up one of these forms and return it without delay to the proper authority at any Port abroad where changes have taken place in their crews without official sanction. It is especially important that particulars of men who have left through sickness or deserted should be sent to the proper authority as early as possible. Failure to do this may cause inconvenience, hardship to the seamen concerned, and extra expense to the shipowners. If it is quite impossible to report the changes at the port at which they have taken place they should be reported at the next port of call.

The attention of Masters is called to the sections of the M.S. Acts, printed on the back of this form.

ACCOUNT of CHANGES made in the CREW  
of a FOREIGN-GOING or HOME TRADE SHIP  
at a port out of the United Kingdom but not  
before a Consular or Colonial Officer

Name of Ship		Official Number	Port of Registry	Registered Tonnage	
R.M.S. "DARWIN" PORT OF REGISTRY: PORT STANLEY FALKLAND ISLANDS. OFF No. 156384 GROSS TONS 1782.88 NET TONS 723.88 N.H.P. 144		156384	PORT STANLEY FALKLAND ISLANDS.	Gross	Net
Name and Address of Master and No. of his Certificate					
R. N. MILLER No 92140 % DARWIN SHIPPING LTD. STANLEY, FALKLAND ISLANDS.					
Port at which the agreement was first opened, and the date			Description of Voyage or Employment		
Date	Place		FALKLAND ISLANDS AND SOUTH AMERICA		
6 <sup>TH</sup> JAN 1967	PORT STANLEY FALKLAND IS.				
I hereby declare to the truth of the entries in this account of changes in crew.					
(Signed) <i>R. N. Miller</i> Master,					
this <i>Eleventh</i> day of <i>April</i> 1967,					
at <i>MONTVIDEO</i>					

Shipping Master, Port Stanley, Falkland Islands.  
Forwarded to the ~~Registrar General of Shipping and Seamen~~

this *twelfth* day of *April* 1967.

Signature and Title.....*H. B. M. Vice-Consul*





NOTICE.—The Discharge Books (Dis. A.) and National Insurance Cards of men referred to in Part I should, if in the Master's possession, be returned with this form.

No entries or marks of any kind should be made in the Discharge Books.

(Part I.)—Seamen who have failed to join, deserted, or otherwise left the Ship.

NOTICE.—Care must be taken to give full particulars in columns 8, 11, 12 and 13 in order that arrangements may be made to continue allotments where payable.

Reference No.	Name and Surname and Dis. A. No. (Note.—Age and birthplace should be added if Dis. A. No. is not available).	Date and Place of Signing Agreement.			Capacity.	PARTICULARS OF LEAVING THE SHIP.			Report of Character		Particulars of Allotment (if any).			Reference No.
		Date	Place	Date and hour to be on board.		Date.	Place.	Cause. In cases of Failure to Join, Masters are requested to state fully the cause of failure if this information is available.	Ability	Conduct	Amount	State whether Weekly (W) Half monthly (HM) or Monthly (M)	Dates payable (if known).	
1	UR. 17420 FREDERICO BARAS	6 <sup>th</sup> JAN 67	PORT STANLEY.	AT ONCE.	A.B.	11. 4. 67	MONTEVIDEO	M.C. & undergo treatment for nervous disorder. Medically fit to work but must undergo treatment.	V.G.	V.G.	None	—	—	1
2	40. MONTEVIDEO HECTOR GARCIA	20. 3. 67	MONTEVIDEO	—	STEWARD	—	MONTEVIDEO	Mutual Consent.	V.G.	V.G.	None	—	—	2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10

(Part II.)—Deaths of Members of the Crew.

(See Footnote)\*

Date and Place of Death.		Name and Surname of Deceased.	Sex.	Age.	Rating.	Nationality (stating Birthplace).	Last Place of Abode.	Cause of Death.
Date	Place.							
1.	2.	3.	4.	5.	6.	7.	8.	9.

(Part III.)—Seamen engaged.

Reference No.	Income Tax Code	Name and Surname and Dis. A. No.	Age.	Nationality (if British, state Birthplace).	ADDRESSES. (1) Port of Engagement Address, and (2) Home Address and Next-of-kin 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 a Seaman.	Ship in which he last served, and year of Discharge therefrom.		Date and Place of Signing the Agreement.		In what capacity engaged†	No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any)	Date and Hour at which he is to be on board.	Amount of Wages per Calendar Month.	Amount of Wages advanced upon or at the time of engagement‡	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Witness before whom the Seaman is engaged.	Reference No.
						Year	State Name with Official No. or Port of Registry.	Date	Place								
1		UR. 16748 NESHOR A. OLIVERA	33	URUGUAYAN	(1) <del>PAISANDU 1016</del> MARTIN BERIN DUAGUE 236 (2) W/ LIDIA A. QUINTANA	1966	ANCAP TERCERO MONTEVIDEO	10. 4. 67	MONTEVIDEO	A.B. <del>STEWARD</del>	—	AT ONCE	£58/10/-	NONE	NONE	—	1
2		<del>HEBER SANTANA</del>	<del>24</del>	<del>URUGUAYAN</del>	(1) <del>SANTANA MARIA RIVERA 1016</del> (2) —												2
3		UR 13465 ROQUE BELTRAN	53	URUGUAYAN	(1) <del>SANTANA MARIA RIVERA 1016</del> SANTIAGO CERA 3195 Bis (2) W/ CLORMANDA ROSARIO	1965	ALFREDO LABADIE MONTEVIDEO	10. 4. 67	MONTEVIDEO	FIREMAN	—	AT ONCE	£59-0-0	NONE	NONE	—	3
4		26/10/23 JUAN CONSTANTIN	23	ROMANIAN	(1) BUENOS AIRES 233 (2) W/ REBELA ESKINARI		First	11. 4. 67	MONTEVIDEO	STEWARD	—	AT ONCE	£40	NONE	NONE	—	4
5					(1) — (2) —												5
6					(1) — (2) —												6
7					(1) — (2) —												7
8					(1) — (2) —												8

\* Every entry in Part II must be an exact copy of the entry in the Tabular form in the Official Log Book if the facts relating to the death have been recorded therein.

† 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, 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.

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



Special provisions as to agreements with crew of foreign-going ships.

Engagement of seamen in colonial and foreign ports.

Certificate of proper authority required where a seaman is left behind abroad.

#### Merchant Shipping Act, 1894.

115. The following provisions shall have effect with respect to the agreements with the crew made in the United Kingdom in the case of foreign-going ships registered either within or without the United Kingdom:—

- (1). The agreement shall (subject to the provisions of this Act as to substitutes) be signed by each seaman in the presence of a superintendent:
- (4). Where a substitute is engaged in the place of a seaman who duly signed the agreement, and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion, or other unforeseen cause, the engagement shall, when practicable, be made before a superintendent, and when not practicable, the master shall, before the ship puts to sea, if practicable, and if not as soon afterwards as possible, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the presence of a witness, and the witness shall attest the signature:

124. (1).—With respect to the engagement of seamen abroad, the following provisions shall have effect:—

Where the master of a ship engages a seaman in any British possession other than that in which the ship is registered or at a port in which there is a British consular officer, the provisions of this Act respecting agreements with the crew made in the United Kingdom shall apply subject to the following modifications:—

- (a) in any such British possession the master shall engage the seaman before some officer being either a superintendent or, if there is no such superintendent, an officer of customs;
  - (b) at any such port having a British consular officer, the master shall, before carrying the seaman to sea, procure the sanction of the consular officer, and shall engage the seaman before that officer;
  - (c) the officer shall endorse upon the agreement an attestation to the effect that the agreement has been signed in his presence and otherwise made as required by this Act, and also, if the officer is a British consular officer, that it has his sanction, and if the attestation is not made the burden of proving that the engagement was made as required by this Act shall lie upon the master.
- (2). If a master fails to comply with this section he shall be liable for each offence to a fine not exceeding five pounds.

#### Merchant Shipping Act, 1906.

36.—(1). The master of a British Ship shall not leave a seaman behind at any place out of the United Kingdom, ashore or at sea (except where the seaman is discharged in accordance with the Merchant Shipping Acts), unless he previously obtains, endorsed on the agreement with the crew, the certificate of the proper authority as defined for the purpose in this Part of this Act, stating the cause of the seaman being left behind, whether the cause be unfitness or inability to proceed to sea, desertion, or disappearance or otherwise.

(2). The authority to whom an application is made for a certificate under this section may, and, if not a merchant, shall, examine into the grounds on which the seaman is to be left behind, and for that purpose may, if he thinks fit, administer oaths, and may grant or refuse the certificate as he thinks just, but the certificate shall not be unreasonably withheld.

(3). If the master of a ship fails to comply with this section, he shall (without prejudice to his liability under any other provision of the Merchant Shipping Acts) be guilty in respect of each offence of a misdemeanour, and in any legal proceedings for the offence it shall be on the master to prove that the certificate was obtained or could not be obtained without unreasonable delay to the ship or was unreasonably withheld.



(231/67)



Form Eng.2 - in respect of  
supernumeraries Neil  
MARSDEN, Keith HOLMES  
and Peter BIRD ex  
R.R.S. "SHACKLETON".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO.

The Shipping Master,  
Port Stanley,  
Falkland Islands.

14 April, 1967.



Eng. 2.



NOTICE.—The Master of every foreign-going ship whose crew has been engaged before a superintendent shall, before leaving any port in the United Kingdom, sign and send to the nearest superintendent, a full and accurate statement, in a form approved by the Board of Trade, of every change which takes place in his crew before leaving that port, and if the ship has previously left any port in the United Kingdom, since leaving the last such port, and that statement shall be admissible in evidence in manner provided by this Act. (Sec. 117 of M.S. Act, 1894, as amended by Sec. 2 of the M.S. Act, 1950.)

This section, as amended, applies to a sea-going Home-Trade ship of 200 tons or more gross tonnage, as it applies in the case of a foreign-going ship.

Failure to comply with this section renders the Master liable to a penalty not exceeding five pounds.

ACCOUNT of CHANGES in the CREW of a  
FOREIGN-GOING SHIP  
OR A SEA-GOING HOME TRADE SHIP OF 200 TONS OR MORE  
GROSS TONNAGE.

DISCHARGES

Name of Ship		Official Number	Port of Registry	Registered Tonnage	
				Gross	Net
R.R.S. Shackleton		186328	Port Stanley F.I.	1103	287.56
Name and Address of Master and No. of his Certificate					
D. H. TURNBULL Ex. C. 78547 C/o British Antarctic Survey, Port Stanley					
Mercantile Marine Office at which the Agreement was first opened, and the date			Description of Voyage or Employment		
Date	Place				
4 <sup>th</sup> April 1967	Port Stanley		Foreign		
I hereby declare to the truth of the entries in this account of changes in crew.					
(Signed) <u>D. H. Turnbull</u> Master,					
this <u>14<sup>th</sup></u> day of <u>April</u> 1967					
at <u>Montevideo</u>					
This form is to be sent by the Master to a Superintendent of a Mercantile Marine Office					

To be forwarded at once.

\* Forwarded to the ~~Registrar General of Shipping and Seamen.~~

Shipping Master, Port Stanley, Falkland Islands.

\* ~~Forwarded to the Superintendent~~

(where the Seamen were engaged)

this fourteenth day of April, 1967

\*Strike out  
words which  
do not apply

H. B. M. Vice-Consul

~~Signature of Superintendent  
and Mercantile Marine Office at  
which the Ship was received.~~





### Seamen who have been discharged from the Ship

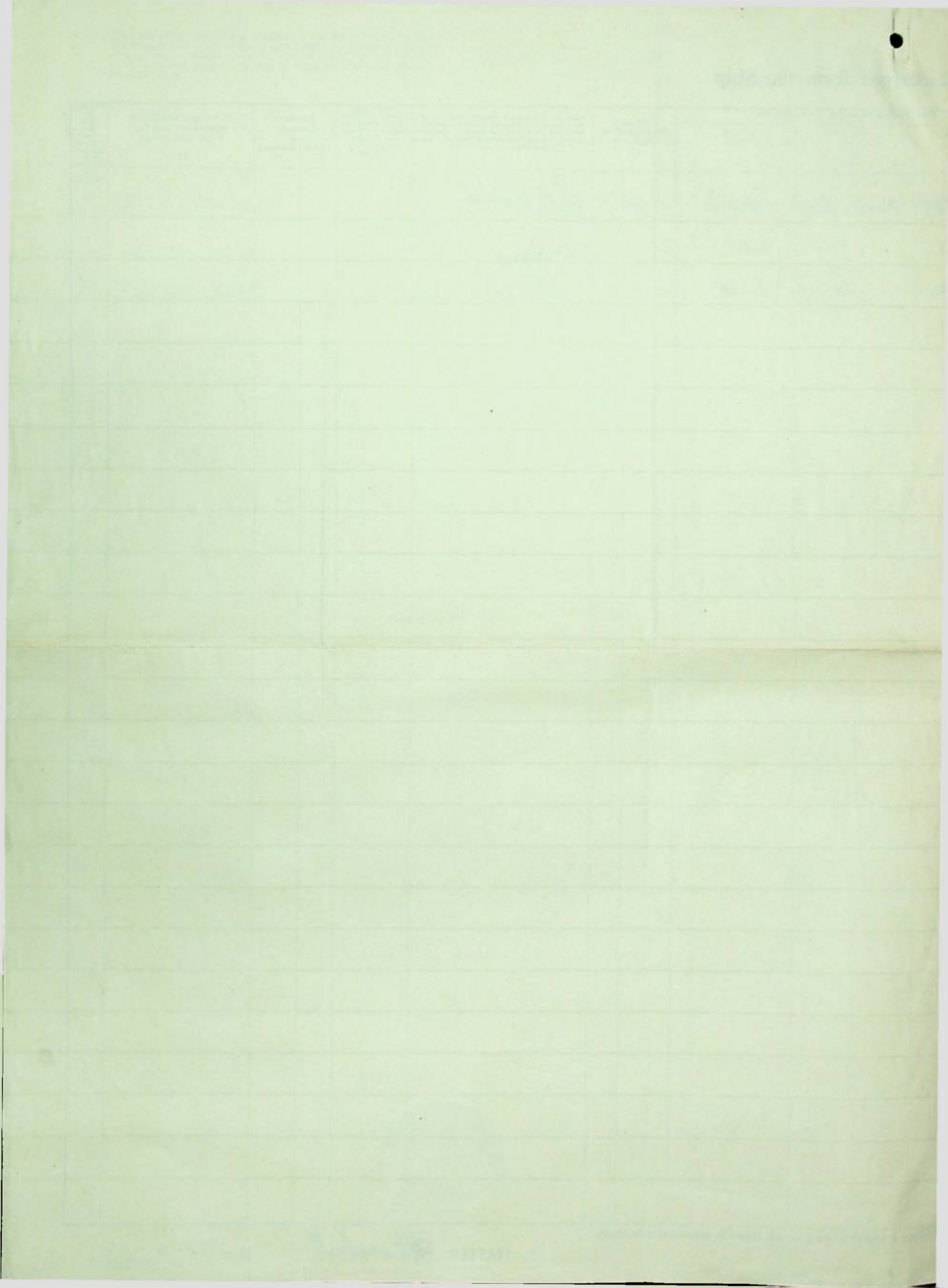
Number in Agreement	Name in full 1.	Dis. A No. or date and place of birth 2.	Place of Signing Agreement 3.	Date wages commenced 4.	Rank or Rating 5.	No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any) 6.	Date, Place and Cause of leaving this Ship			Balance of Wages paid on Discharge 10.	If We the undersigned Member/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. 11.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date. 12.	Report of Character		If Voyage Card (S) not surrendered with this Form, state reason. 15.	Number of weeks for which National Insurance Contributions are payable. 16.
							Date 6.	Place 8.	Cause 9.				Ability 13.	Conduct 14.		
40	NEIL MARSDEN	1943 Balton P.P. 866836	Port Stanley	8/4/67	Superannuated		14/4/67	Montevideo	Dis	/ / -	Neil Marsden.					
41	KEITH HOLMES		- do -	- do -	- do -		- do -	- do -	- do -	/ / -	KD Holmes					
33	PETER BIRD	P.P. 767444	- do -	- do -	- do -		- do -	- do -	- do -	/ / -	P.P. Bird.					

MASTER

W. Lumbert

Date. 14-4-69







(231/67)



Form Eng. 2A - in respect of seaman  
Ulises BARRIA ex  
R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

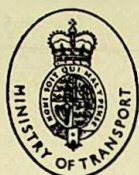
BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO

The Shipping Master,  
Port Stanley,  
Falkland Islands.

23 May, 1967.



# Eng. 2A.



Masters are requested to fill up one of these forms and return it without delay to the proper authority at any Port abroad where changes have taken place in their crews without official sanction. It is especially important that particulars of men who have left through sickness or deserted should be sent to the proper authority as early as possible. Failure to do this may cause inconvenience, hardship to the seamen concerned, and extra expense to the shipowners. If it is quite impossible to report the changes at the port at which they have taken place they should be reported at the next port of call.

The attention of Masters is called to the sections of the M.S. Acts, printed on the back of this form.

## ACCOUNT of CHANGES made in the CREW of a FOREIGN-GOING or HOME TRADE SHIP at a port out of the United Kingdom but not before a Consular or Colonial Officer

Name of Ship		Official Number	Port of Registry	Registered Tonnage	
DARWIN		156384	PORT STANLEY FALKLAND Is.	Gross	Net
				1792.86	738.55
Name and Address of Master and No. of his Certificate					
R. N. MILLER % DARNIN SHIPPING LTD STANLEY, FALKLAND ISLANDS.					
Port at which the agreement was first opened, and the date			Description of Voyage or Employment		
Date	Place		FALKLAND ISLANDS AND SOUTH AMERICA		
6 <sup>TH</sup> JAN 1967	PORT STANLEY, FALKLAND ISLANDS.				
I hereby declare to the truth of the entries in this account of changes in crew.					
(Signed) ..... Master.					
this 22 <sup>ND</sup> day of MAY 1967.					
at MONTVIDEO					

Shipping Master, Port Stanley, Falkland Islands.  
Forwarded to the ~~Registrar General of Shipping and Seamen~~

this twentythird day of May 1967.

Signature and Title.....  
H. B. M. Vice-Consul

OFFICE STAMP





NOTICE.—The Discharge Books (Dis. A.) and National Insurance Cards of men referred to in Part I should, if in the Master's possession, be returned with this form.

No entries or marks of any kind should be made in the Discharge Books.

(Part I.)—Seamen who have failed to join, deserted, or otherwise left the Ship.

NOTICE.—Care must be taken to give full particulars in columns 8, 11, 12 and 13 in order that arrangements may be made to continue allotments where payable.

Reference No.	Name and Surname and Dis. A. No. (Note.—Age and birthplace should be added if Dis. A. No. is not available). 1.	Date and Place of Signing Agreement.			Capacity. No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any). 5.	PARTICULARS OF LEAVING THE SHIP.			Report of Character		Particulars of Allotment (if any).			Reference No.
		Date 2.	Place 3.	Date and hour to be on board. 4.		Date. 6.	Place. 7.	Cause. In cases of Failure to Join, Masters are requested to state fully the cause of failure if this information is available. 8.	Ability 9.	Conduct 10.	Amount 11.	State whether Weekly (W) Half monthly (M) or Monthly (M) 12.	Dates payable (if known). 13.	
1														1
2														2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10

(Part II.)—Deaths of Members of the Crew.

(See Footnote)\*

Date and Place of Death.		Name and Surname of Deceased. 3.	Sex. 4.	Age. 5.	Rating. 6.	Nationality (stating Birthplace). 7.	Last Place of Abode. 8.	Cause of Death. 9.
Date 1.	Place. 2.							

(Part III.)—Seamen engaged.

Reference No.	Income Tax Code	Name and Surname and Dis. A. No. 1.	Age. 2.	Nationality (if British, state Birthplace). 3.	ADDRESSES. (1) Port of Engagement Address, and (2) Home Address and Next-of-kin 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 a Seaman. 4.	Ship in which he last served, and year of Discharge therefrom.		Date and Place of Signing the Agreement.		In what capacity engaged†	No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any) 10.	Date and Hour at which he is to be on board. 11.	Amount of Wages per week or Calendar Month. 12.	Amount of Wages advanced upon or at the time of engagement‡ 13.	Amount of Weekly, Half-Monthly or Monthly Allotment. 14.	Signature or Initials of Witness before whom the Seaman is engaged. 15.	Reference No.
						Year 5.	State Name with Official No. or Port of Registry. 6.	Date 7.	Place 8.								
1		Uises BARRIA F. 166	10/1/36	CHILEAN	(1) SA. JORDAN SHIPPING LTD. (2) F. AXEL CARAB. CLUB MEXICO, PUNTA ARENAS	67	Same.	20/5/67	MONTEVIDEO	STEWARD	—	At Once	\$ 3 of 57.10.0.	—	—		1
2					(1) ..... (2) .....												2
3					(1) ..... (2) .....												3
4					(1) ..... (2) .....												4
5					(1) ..... (2) .....												5
6					(1) ..... (2) .....												6
7					(1) ..... (2) .....												7
8					(1) ..... (2) .....												8

\* Every entry in Part II must be an exact copy of the entry in the Tabular form in the Official Log Book if the facts relating to the death have been recorded therein.  
† 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, 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.

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



Special provisions as to agreements with crew of foreign-going ships.

Engagement of seamen in colonial and foreign ports.

Certificate of proper authority required where a seaman is left behind abroad.

*Merchant Shipping Act, 1894.*

115. The following provisions shall have effect with respect to the agreements with the crew made in the United Kingdom in the case of foreign-going ships registered either within or without the United Kingdom:—

- (1). The agreement shall (subject to the provisions of this Act as to substitutes) be signed by each seaman in the presence of a superintendent:
- (4). Where a substitute is engaged in the place of a seaman who duly signed the agreement, and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion, or other unforeseen cause, the engagement shall, when practicable, be made before a superintendent, and when not practicable, the master shall, before the ship puts to sea, if practicable, and if not as soon afterwards as possible, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the presence of a witness, and the witness shall attest the signature:

124. (1).—With respect to the engagement of seamen abroad, the following provisions shall have effect:—

Where the master of a ship engages a seaman in any British possession other than that in which the ship is registered or at a port in which there is a British consular officer, the provisions of this Act respecting agreements with the crew made in the United Kingdom shall apply subject to the following modifications:—

- (a) in any such British possession the master shall engage the seaman before some officer being either a superintendent or, if there is no such superintendent, an officer of customs;
  - (b) at any such port having a British consular officer, the master shall, before carrying the seaman to sea, procure the sanction of the consular officer, and shall engage the seaman before that officer;
  - (c) the officer shall endorse upon the agreement an attestation to the effect that the agreement has been signed in his presence and otherwise made as required by this Act, and also, if the officer is a British consular officer, that it has his sanction, and if the attestation is not made the burden of proving that the engagement was made as required by this Act shall lie upon the master.
- (2). If a master fails to comply with this section he shall be liable for each offence to a fine not exceeding five pounds.

*Merchant Shipping Act, 1906.*

36.—(1). The master of a British Ship shall not leave a seaman behind at any place out of the United Kingdom, ashore or at sea (except where the seaman is discharged in accordance with the Merchant Shipping Acts), unless he previously obtains, endorsed on the agreement with the crew, the certificate of the proper authority as defined for the purpose in this Part of this Act, stating the cause of the seaman being left behind, whether the cause be unfitness or inability to proceed to sea, desertion, or disappearance or otherwise.

(2). The authority to whom an application is made for a certificate under this section may, and, if not a merchant, shall, examine into the grounds on which the seaman is to be left behind, and for that purpose may, if he thinks fit, administer oaths, and may grant or refuse the certificate as he thinks just, but the certificate shall not be unreasonably withheld.

(3). If the master of a ship fails to comply with this section, he shall (without prejudice to his liability under any other provision of the Merchant Shipping Acts) be guilty in respect of each offence of a misdemeanour, and in any legal proceedings for the offence it shall be on the master to prove that the certificate was obtained or could not be obtained without unreasonable delay to the ship or was unreasonably withheld.



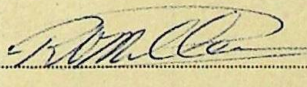
Eng. 2A.



Masters are requested to fill up one of these forms and return it without delay to the proper authority at any Port abroad where changes have taken place in their crews without official sanction. It is especially important that particulars of men who have left through sickness or deserted should be sent to the proper authority as early as possible. Failure to do this may cause inconvenience, hardship to the seamen concerned, and extra expense to the shipowners. If it is quite impossible to report the changes at the port at which they have taken place they should be reported at the next port of call.

The attention of Masters is called to the sections of the M.S. Acts, printed on the back of this form.

ACCOUNT of CHANGES made in the CREW  
of a FOREIGN-GOING or HOME TRADE SHIP  
at a port out of the United Kingdom, but not  
before a Consular or Colonial Officer

Name of Ship		Official Number	Port of Registry	Registered Tonnage	
				Gross	Net
DARWIN		156384	PORT STANLEY FALKLAND ISLANDS	1792.86	738.55
Name and Address of Master and No. of his Certificate					
R.N. MILLER 92140 % DARWIN SHIPPING LTD STANLEY.					
Port at which the Agreement was first opened, and the date			Description of Voyage or Employment		
Date	Place				
5TH JAN '68	STANLEY FALKLAND ISLANDS				
I hereby declare to the truth of the entries in this account of changes in crew.					
(Signed)  Master,					
this 16th day of February 1968,					
at STANLEY					

Forwarded to the Registrar-General of Shipping and Seamen

this ..... day of ..... 195 ..

Signature and Title.....

OFFICE STAMP



NOTICE.—The Discharge Books (Dis. A.) and National Insurance Cards of men referred to in Part I should, if in the Master's possession, be returned with this form.

No entries or marks of any kind should be made in the Discharge Books.

(Part I.)—Seamen who have failed to join, deserted, or otherwise left the Ship.

NOTICE.—Care must be taken to give full particulars in columns 8, 11, 12 and 13 in order that arrangements may be made to continue allotments where payable.

Reference No.	Name and Surname and Dis. A. No. (Note.—Age and birthplace should be added if Dis. A. No. is not available).	Date and Place of Signing Agreement.			Capacity. No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any).	PARTICULARS OF LEAVING THE SHIP.			Report of Character.		Particulars of Allotment (if any)			Reference No.
		Date	Place.	Date and hour to be on board.		Date.	Place.	Cause. In cases of Failure to join, Masters are requested to state fully the cause of failure if this information is available.	Ability.	Conduct.	Amount.	State whether Weekly (W) Half monthly (HM) or Monthly (M)	Dates payable (if known).	
1	UR. 20924 RUGEN BONANNI	5/1/68	STANLEY	At Once	Steward	16-2-68	Stanley	Hospitalised-appendicitis	v.g.	v.g.	£33/-	M	last day of month	1
2														2
3														3
4														4
5														5
6														6
7														7
8														8
9														9
10														10

(Part II.)—Deaths of Members of the Crew.

(See Footnote)\*

Date and Place of Death.		Name and Surname of Deceased.	Sex.	Age.	Rating.	Nationality (stating Birthplace).	Last Place of Abode.	Cause of Death.
Date.	Place.							
1.	2.	3.	4.	5.	6.	7.	8.	9.

(Part III.)—Seamen engaged.

Reference No.	Income Tax Code	Name and Surname and Dis. A. No.	Age.	Nationality (if British, state Birthplace).	ADDRESSES. (1) Port of Engagement Address, and (2) Home Address and Next-of-kin 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 a Seaman.	Ship in which he last served, and year of Discharge therefrom.		Date and Place of Signing the Agreement		In what capacity engaged†	No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any)	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages advanced upon or at the time of engagement‡	Amount of Weekly, Half-monthly or Monthly Allotment.	Signature or Initials of Witness before whom the Seaman is engaged.	Reference No.
						Year.	State Name with Official No. or Port of Registry.	Date.	Place.								
1					(1) _____ (2) _____												1
2					(1) _____ (2) _____												2
3					(1) _____ (2) _____												3
4					(1) _____ (2) _____												4
5					(1) _____ (2) _____												5
6					(1) _____ (2) _____												6
7					(1) _____ (2) _____												7
8					(1) _____ (2) _____												8

\* Every entry in Part II must be an exact copy of the entry in the Tabular form in the Official Log Book if the facts relating to the death have been recorded therein.

† If a British subject state town or country of birth, and if born in a foreign country, state whether a natural-born British subject or naturalised.

‡ 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, 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.

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



*Merchant Shipping Act, 1894.*

Special provisions as to agreements with crew of foreign-going ships.

115. The following provisions shall have effect with respect to the agreements with the crew made in the United Kingdom in the case of foreign-going ships registered either within or without the United Kingdom:—

- (1). The agreement shall (subject to the provisions of this Act as to substitutes) be signed by each seaman in the presence of a superintendent:
- (4). Where a substitute is engaged in the place of a seaman who duly signed the agreement, and whose services are within twenty-four hours of the ship's putting to sea lost by death, desertion, or other unforeseen cause, the engagement shall, when practicable, be made before a superintendent, and when not practicable, the master shall, before the ship puts to sea, if practicable, and if not as soon afterwards as possible, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the presence of a witness, and the witness shall attest the signature:

Engagement of seamen in colonial and foreign ports.

124. (1).—With respect to the engagement of seamen abroad, the following provisions shall have effect:—

Where the master of a ship engages a seaman in any British possession other than that in which the ship is registered or at a port in which there is a British consular officer, the provisions of this Act respecting agreements with the crew made in the United Kingdom shall apply subject to the following modifications:—

- (a) in any such British possession the master shall engage the seaman before some officer being either a superintendent or, if there is no such superintendent, an officer of customs;
  - (b) at any such port having a British consular officer, the master shall, before carrying the seaman to sea, procure the sanction of the consular officer, and shall engage the seaman before that officer;
  - (c) the officer shall endorse upon the agreement an attestation to the effect that the agreement has been signed in his presence and otherwise made as required by this Act, and also, if the officer is a British consular officer, that it has his sanction, and if the attestation is not made the burden of proving that the engagement was made as required by this Act shall lie upon the master.
- (2). If a master fails to comply with this section he shall be liable for each offence to a fine not exceeding five pounds.

*Merchant Shipping Act, 1906.*

Certificate of proper authority required where a seaman is left behind abroad.

36.—(1). The master of a British Ship shall not leave a seaman behind at any place out of the United Kingdom, ashore or at sea (except where the seaman is discharged in accordance with the Merchant Shipping Acts), unless he previously obtains, endorsed on the agreement with the crew, the certificate of the proper authority as defined for the purpose in this Part of this Act, stating the cause of the seaman being left behind, whether the cause be unfitness or inability to proceed to sea, desertion, or disappearance or otherwise.

(2). The authority to whom an application is made for a certificate under this section may, and, if not a merchant, shall, examine into the grounds on which the seaman is to be left behind, and for that purpose may, if he thinks fit, administer oaths, and may grant or refuse the certificate as he thinks just, but the certificate shall not be unreasonably withheld.

(3). If the master of a ship fails to comply with this section, he shall (without prejudice to his liability under any other provision of the Merchant Shipping Acts) be guilty in respect of each offence of a misdemeanour, and in any legal proceeding for the offence it shall be on the master to prove that the certificate was obtained or could not be obtained without unreasonable delay to the ship or was unreasonably withheld.





**Release on termination of Service with Note  
of excepted claims (if any).**

Port STANLEY, FALKLAND Is.

Name of Ship	Official No.	Date of Commencement of Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement
DARWIN	156384	5th Jan '68	16th Feb. '68	Stanley, F.I.s.

We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.

*Am. Clem.* Master

Dated this Sixteenth day of February 19 08.

[illegible]

*I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).*

*Signed.*

{ Signature of Official before  
whom Release was signed,  
with Official Seal.

**NOTE**—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.



Note of specified claims or demands excepted from and entered by the respective Seamen,  
whose signatures appear below, upon signing the Release on the front hereof.

[illegible]



(38/1)



Forms M and C.21a - in respect of  
seamen José María  
QUINTANA, Hendrik  
Pieter SMIT and  
Martin FERNANDEZ  
ex R.M.S. "DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO.

Shipping Master,  
Port Stanley,  
Falkland Islands.

23 February, 1968.





RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,  
DEAD, &c. at *British Embassy, Consular Section, Montevideo*

C. 21a

Name of Ship } *R.M.S. "DARWIN"*

Official Number } *156384*

(For Directions, see the cover)



Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
<i>QUINTANA</i>	<i>José María</i>	<i>34</i>	<i>Argentine</i>	<i>Radio Officer (a) UR 15450</i>	<i>21.2.68</i>	<i>V.G.</i>	<i>V.G.</i>	<i>Discharge</i>
<i>SMIT</i>	<i>Kenneth Peter</i>	<i>20</i>	<i>Dutch</i>	<i>A.B. Kutch 73034</i>	<i>21.2.68</i>	<i>V.G.</i>	<i>V.G.</i>	<i>Discharge</i>
<i>FERNANDEZ</i>	<i>Martin</i>	<i>40</i>	<i>Argentine</i>	<i>Steward UR Passport 146149</i>	<i>21.2.68</i>	<i>V.G.</i>	<i>V.G.</i>	<i>Discharge</i>

The Registrar General of Shipping  
and Seamen

*Shipping Master, Port Stanley,  
Falkland Is.*

Initials and Date

*22.2.68*









# Release on termination of Service with Note of excepted claims (if any).

Port Montevideo

Name of Ship	Official No.	Date of Commencement of Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement
Darwin	156394	5th January '68	21st February '68	Montevideo

We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.

*R. Miller*

Master.

Dated this 22nd day of February, 19 68

Reference Number in agreement	Balance of Wages Paid	Signatures of Seamen	Date of Signing Release	Signature or Initials of Official before whom the balance of Wages was Paid and Release Signed
6.	Paid by Agents.	(J.M. Quintana)	22.2.68	
10.	---do---	(H.P. Smit)	22.2.68	
31.	---do---	(M. Fernandez)	22.2.68	
36.	---do---	(K.F. Maher)	23.2.68	

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).



H. B. M. Vice-Consul

{ Signature of Official before  
whom Release was signed,  
with Official Seal.

NOTE—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.



Note of specified claims or demands excepted from and entered by the respective Seamen, whose signatures appear below, upon signing the Release on the front hereof.

[illegible]



(38/1)



Forms M, C.21a - in respect of seaman  
and C.21b Rolando Américo  
CROCCE and Nery  
Gualberto SILVEIRA  
- R.M.S. "DARWIN".

WITH THE COMPLIMENTS  
OF THE  
BRITISH EMBASSY,  
Consular Section,  
MONTEVIDEO

The Shipping Master,  
Port Stanley,  
Falkland Islands.

7 June, 1968.





RETURN OF SEAMEN REPORTED AS DISCHARGED, DESERTED,  
DEAD, &c. at *British Embassy, Consular Section,*

C. 21a



Name of Ship } *R.M.S. DARWIN* Official Number } *156384*

(For Directions, see the cover)

Name of Master, Seaman or Apprentice		Age (3)	Nationality (if British state Birth- place) (4)	Rank or Rating with No. of (a) Dis. A. (b) Certificate (5)	Date of Discharge (6)	Report of Character		Cause of leaving and Disposal of Continuous Discharge Book (See Direction No. 4) (9)
Surname (Block letters) (1)	Christian Name in full if Dis. A. not available (2)					For Ability (7)	For Conduct (8)	
EROCCE	Rolando Américo	42	Uruguayo  UR 21515	Stood.	4. 6. 68	V.G	V.G	Mutual consent N
Form 17 attached								





## RETURN OF SEAMEN

Engaged at *British Embassy, Consular Section,*
 Name of Ship } *R.M.S. "DARWIN"* }  
 } *Montevideo* }  
 Official Number } *156384*

(For directions see page 2 of cover)



Name of Master, Seaman or Apprentice		Age	Nationality (if British state Birth- place)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2 if any	Date of engage- ment	Home Address and Name of Next of Kin (and relationship) or Friend	Name of Last Ship
Surname (in BLOCK Letters)	Christian Name in full if Dis. A not available						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<i>SILVEIRA</i>	<i>key Gualberto</i>	<i>38</i>	<i>Arguays</i>	<i>Stwd.</i>	<i>4.6.68</i>	<i>Agustin Abes 2466-95 Montevideo</i>	<i>First</i>
				<i>UR.CI 659561</i>		<i>Wife: Aurora Antila address as above</i>	

*The Shipping Master,*  
 The Registrar-General of Shipping and Seamen, *Post Stanley,*  
 Llandaff, Cardiff. *Falkland Islands*

Initials and Date

*S* *4.6.68*





Release on termination of Service with Note  
of excepted claims (if any).

Port.....Montevideo

Name of Ship	Official No.	Date of Commencement of Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement
DARWIN	I56384	22nd Feb. 1968	4th June. 1968	Montevideo

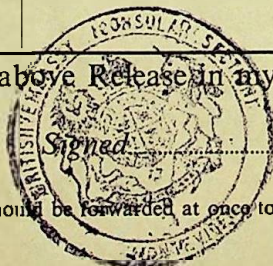
We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.

.....*[Signature]*.....Master.

Dated this.....Seventh.....day of.....June.....19<sup>68</sup>.

Reference Number in agreement	Balance of Wages Paid	Signatures of Seamen	Date of Signing Release	Signature or Initials of Official before whom the balance of Wages was Paid and Release Signed
42.	Paid by Agents (45-17-3)	(R. Crocce) <i>[Signature]</i>	7.6.68	<i>[Signature]</i>

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).



Signed.....*[Signature]*.....  
H. D. M. Vice-Consul

{ Signature of Official before  
whom Release was signed,  
with Official Seal.

NOTE—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.



U

[illegible]