

Eng. 1.
(20 Men).



ISSUED BY
THE BOARD OF TRADE,
in pursuance of
57 & 58 Vict., ch. 60.



SHI/LOG/GE#1

[Executed in Eight Pages.]

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

The term "Foreign-going Ship" means every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.

Any Erasure, Interlineation, or Alteration in this Agreement will be void unless made with the consent of the persons interested, and attested by a Superintendent or Consular Officer.

Name of Ship. ¹		Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any).
M.V. GENTOO		-	Port Stanley	-	Gross. 55.	Net. 21.	N.H.P. I.H.P. B.H.P.* 90.
REGISTERED MANAGING OWNER OR MANAGER.				CHARTERER. ³			
Name.		Address (State No. of House, Street and Town).		No. of Seamen for which accommodation is certified.	Name.		Address.
Dean Brothers		Peppel Islands Falkland		8			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom three 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 from⁴

Punta Arenas, Chile to the Falkland Islands.

And it is also agreed, that⁵

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be disrated.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed herein and numbered⁶

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

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

Signed by *John Smith* Master.
on the 8th day of August 1955.

Date of Commencement of Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the Voyage.				I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
		Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.		
8/8/55.	Punta Arenas, Chile.	14 th August, 1955.	PORT STANLEY FALKLAND IS.	14 th AUGUST 1955.	<i>J. Smith</i> Master.	

- Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.
 - Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 - Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.
 - Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.
 - Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.
 - Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
- N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

LOAD-LINE AND DRAUGHT OF WATER.

The centre of the disc is placed at 44 feet 2 inches below the deck-line marked under the provisions of the Merchant Shipping Act, 1894.

Maximum load-line in fresh water 10 feet 6 inches above the centre of the disc.
Maximum load-line in winter, North Atlantic 10 feet 6 inches below the centre of the disc.

Maximum load-line in fresh water 10 feet 6 inches above the centre of the disc.
Maximum load-line in Indian summer 10 feet 6 inches above the centre of the disc.
Maximum load-line in summer the centre of the disc.
Maximum load-line in winter 10 feet 6 inches below the centre of the disc.
Maximum load-line in winter, North Atlantic 10 feet 6 inches below the centre of the disc.

These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be erased.

In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to March inclusive. In the Southern Hemisphere the Summer and Winter freeboards should be used during the corresponding or recognised Summer and Winter Months respectively.

SCALE OF PROVISIONS

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

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

Table with columns for various provisions (Water, Soft Bread, Biscuit, Salt Beef, Salt Pork, Preserved Meat, Fish, Potatoes, Dried or Compressed Vegetables, Peas Split, Peas Green, Calavances or Haricot Beans, Flour, Rice, Oatmeal, Tea, Coffee, Sugar, Milk Condensed, Butter, Marmalade or Jam, Syrup or Molasses, Suet, Pickles, Dried Fruits, Fine Salt, Mustard, Pepper, Curry Powder, Onions) and rows for daily consumption (Sunday to Saturday) and weekly totals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 1. The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.
2. The issue of soft bread under the scale shall not be required—
(a) in a ship of less than one thousand tons gross registered tonnage; or
(b) if rough weather renders the making of the bread impracticable, or
(c) in any ship until the date of the first agreement with the crew entered into after the first day of January nineteen hundred and eight, but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.
3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under the above scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.
4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.
5. Fresh potatoes must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost. When fresh potatoes are not so issued, an equal amount of yams, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables, in the proportion of one pound to six pounds of fresh potatoes, must be issued in their place.
6. Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound of fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables.
7. A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of five ounces of the mixture to four ounces of coffee.
8. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.
9. The onions to be issued under the above scale must be fresh onions when in season; and, when fresh onions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued.
10. In port—
(a) soft bread shall be issued in lieu of biscuit; and
(b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meats and dried or compressed vegetables need not be issued.
11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

Table showing substitutes and equivalents for various provisions, such as Fresh meat, Salt meat, Preserved meat, Coffee, Cocoa, Tea, Flour, Biscuit, Rice, Split Peas, Flour, Calavances or haricot beans, Rice, Marmalade, Jam, Butter, Mustard, Curry Powder.

REGULATIONS FOR MAINTAINING DISCIPLINE

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

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

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

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

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

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

Table with columns: No., OFFENCE, Amount of Fine or Punishment, Signature of Superintendent or Consular Officer. Contains 6 entries regarding offenses like striking, intoxicating liquors, drunkenness, possession of weapons, insolent language, and absence without leave.

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

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

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

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

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

Table for listing young persons and apprentices. Columns include Name in full, Date of Birth, Nationality, Capacity, Date, Place of Signing, and Date of joining for the voyage. Includes sub-headers for '1. Young Persons under 18 years of age including Apprentices' and '2. Apprentices over 18 years of age'.

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

† If a British Subject, state Town or Country of Birth, and if born in a Foreign Country, state if a natural-born British Subject or naturalized.

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A.)	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Part of Registry and date of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date.	Place.
1	<i>Master J. H. Smith</i>	49	Chilean by naturalisation	Carlotta Schmitt (Wife) Higgins 673, Punta Arenas	—	8/8/55	Punta Arenas.
2	<i>J. H. Blifton</i>	39	British Stanley	H. E. Blifton, Bro. 14 Dancy St. Stanley	"Fitzroy"	8/8/55	Punta Arenas.
3	<i>J. P. Park</i>	24	do.	Mrs. O. J. Park, Wife 1 St. Mary's Walk, Stanley	"Tentoo"	do.	do.
4	<i>J. H. Blifton</i>	39	Chilean	Mrs. Maria de Booth, Wife Progreso 1287, P. Arenas	"First"	do.	do.
5	<i>Pedro Jimenez</i>	49	Chilean	Carlomen Rosas Martinez de Jimenez 21 de Mayo 1476, Punta Arenas	"Victoria"	do.	do.
6	<i>J. L. Johnston</i>	39	Chilean	Maria Matinec de Johnston (Wife) Progreso 1340 Punta Arenas Chile	"Yaguas"	do.	do.
7	<i>Claudio Molkenbut</i>	24	Chilean	Amy Lee (Mo.) Hogueira 1688 Punta Arenas	"First"	do.	do.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Boys, not merely as Boys.

* If a British Subject, state Town or Country of Birth, and if born in a foreign country, state if a natural born British Subject or naturalized.

‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving the Ship" thus, H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weekly contributions paid, where insurance cards are stamped. (b) "F." contributions are required at all (e.g., in the case of an Officer whose

OF ENGAGEMENT.

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 or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, Ac. To be filled in by the Master upon the Discharge, Death or Description of any Member of his Crew.			Balance of Wages paid on Discharge.	RELEASE.		Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.
							Date.	Place.	Cause.		Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.			
Master		at Hamburg	As per separate Agreement				14/8/55	Stanley	Dis.	—	J. H. Smith		1	
Mate		at sea	As per Agreement				14/8/55	Stanley	Dis.	—	J. H. Blifton		2	
Engineer		do	As per Agreement				14/8/55	Stanley	Dis.	—	London P. J. Park		3	
Asst. Engineer		do	As per Agreement				14/8/55	Stanley	Dis.	—			4	
Sailor		do	\$2500 Chilean per diem all found				14/8/55	Stanley	Dis.	—	Pedro Jimenez		5	
Sailor		do	\$2500 Chilean per diem all found				14/8/55	Stanley	Dis.	—	J. L. Johnston		6	
Sailor		do	As per Agreement				14/8/55	Stanley	Dis.	—	Claudio Molkenbut		7	

country, state if a natural born British Subject or naturalized.

Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin as Boys.

† If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving the Ship" thus, H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weekly contributions paid, where insurance cards are stamped. (b) "F." contributions are required at all (e.g., in the case of an Officer whose employment is non-manual and remunerated at a rate exceeding £250 a year). (c) "O," where no [Eight pages]

FEEES 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 Consular Fees Orders in Council.

Services required by Law.	In countries other than China.		In China.	
	s. d.	s. d.	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	4	0	4	0
(11.) For every alteration in agreements with seamen made before a Consular Officer	4	0	4	0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer	4	0	4	0
(13.) For every desertion certified by a Consular Officer	4	0	4	0
(14.) For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4	0	4	0
(19.) For custody of ships' papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ships' papers—See No. 48)	6	6	7	0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, 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.

Name of

Ship "Gentoo"

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Services required by parties interested.

(33.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—

In Countries other than China—

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2. 10s. 0d.

In China—

2/- for each man with minimum of £1 and maximum of £3. 0s. 0d.

(48.) For inspecting ships' papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval) ... 6 6 7 0

I hereby certify, that I have sanctioned the within Agreement in respect of the undermentioned seamen who were engaged before he and signed the said agreement in my presence, and that the same has been made as required by the Merchant Shipping Act. Dated this 9th day of August 1955. at Punta Arenas, Chile. *[Signature]* British Consul



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 (12 b)†

and those with reference Numbers

under Section 28 (12 c)†

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.

INSTRUCTIONS TO MASTERS.

Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons exclusively employed in the coasting trade, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.

2. In order to enable the Seamen to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l.*, to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent, Justice, Officer of Customs, or other public functionary, or Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such an act, may be punished by the infliction of a Penalty not exceeding 100*l.*, or by imprisonment with or without hard labour for any period not exceeding six months.

Young Persons and Children.

5. The Agreement with the Crew must contain a list of all members of the crew under 18 years of age with dates of their birth. (See page 3.) The employment of children under the age of 14 years is prohibited.

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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. Superintendents will give the like Certificates to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with sub-Section 115 (7) M.S.A. 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

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 of a foreign-going Ship 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 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 them during the Ship's stay at Port, and will, within a reasonable time before the Ship's departure, return them to the Master with a Certificate stating when they were delivered and returned.

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 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 all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, &c., of the payment of wages.

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 Official Log Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a vessel the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Board of Trade. 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 Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, &c., which are sought to be made in this account must be proved by proper entries made in the Official Log Book.

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 Act.

23. Upon payment of wages and settlement of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 5, cols. 19 and 20.)