



ISSUED BY THE BOARD OF TRADE.
IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(O 3)

OFFICIAL LOG-BOOK

(28 Pages.
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.		
"LAFONIA"	131348	LIVERPOOL	1960.92	1227.56	D.W. ROBERTS	O.C. 040827

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <u>PORT STANLEY F.I.</u> Date <u>10-1-38</u>	<i>Round the coasts of the Falkland Islands & Dependencies, & to the E. Coast of S. America including Magellan Territory, Chile & Brazilian Coast Ports & return to Port Stanley</i>	Port <u>Stanley</u> Date <u>19-5-38</u>

Delivered to the Superintendent of the Mercantile Marine Office at the Port of Stanley
on 19th day of May 1938.

Countersigned

Superintendent.

Master.

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 21 days after the 30th of June or the 31st of December.

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 misdemeanor.

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	ROBERTS. D. W.	Master.			
2	JOHNSON. W.	Ch. Officer.	Y.G.	Y.G.	Page 20.
3	SMITH F. B.	2 nd Officer.			
4	MACKINNON. C.	Bosun.			
5	SOLLIS J.	Lampo			
6	LYSE E. R.	A.B.			
7	KENDALL J. T.	Sailor			
8	RUTTER M.	A.B.			
9	SCOTT. C.	Sailor			
10	MCLEOD E.	Sailor	Y.G.	Y.G.	Page 20.
11	HUTCHINSON R. J.	Sailor			
12	MIDDLETON D. J.	Sailor	Y.G.	Y.G.	Page 18. + 20.
13	BROWN G. J.	Ch. Engineer			
14	BALLANTYNE A.	2 nd Engineer			
15	CRESINI JOSE.	3 rd Engineer	Y.G.	Y.G.	Page 20.
16	CAMPBELL J. M.	Foreman			
17	BANNER R.	Foreman			
18	SKILLING C. R.	Foreman	Y.G.	Y.G.	Page 20.
19	CAREY R. F.	Foreman			
20	SUMMARUGO M. R.	W/T. Opr.	Y.G.	Y.G.	Page 20.
21	HARRIS. G.	Ch. Steward			
22	GLEADELL M. L.	Asst. Steward.	Y.G.	Y.G.	Page 20.
23	OYARZUN. B.	2 nd Steward.			
24	KIRK J.	Cabin Boy.	Y.G.	Y.G.	
25	ROWLANDS W. J.	Asst. Steward.			

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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	BALDINI B.	Asst. Steward			
27	HIRTLE L.	Cabin Boy.	Y.G.	Y.G.	Page 20.
28	HENRICKSON M.	Asst. Steward			
29	BERNTSEN B. E.	Asst. Engineer			
30	LOPEZ M.	Asst. Cook	Y.G.	Y.G.	Page 20.
31	CARLAMO A.	Cook.	Y.G.	Y.G.	Page 20.
32	LANNING T.	Cabin Boy.			
33	BONNER D.	Cabin Boy.			
34	DIXON. P. S.	Carpenter	Y.G.	Y.G.	Page 20.
35	MIDDLETON J. T.	Sailor.	Y.G.	Y.G.	Page 20.
36	BOLAND. S.	W/T. Opr.	Y.G.	Y.G.	Page 20.
37	ZARSIN. W.	3 rd Eng.	Y.G.	Y.G.	Page 20.
38	MC MILLAN. W.	Sailor			
39	BOWLES. W. J.	Sailor			
40	HELGESSEN H.	3 rd Eng.			
41	ANUTSEN F. W.	W/T. Opr.			
42	HIRTLE. L.	Cabin Boy.			
43	MEIERHOFFER E.	Foreman	Y.G.	Y.G.	Page 20.
44	SOLNER A.	Chief Cook			
45	SKILLING C. R.	Foreman.			
46	PEDERSEN. S.	Asst. Stew.	Y.G.	Y.G.	
47	BIGGS. E.	Cabin Boy.			
48	KENNY. N.	Asst. Stew.			
49	GLEASALL. M.	Asst. Stew.			
50	JONES. J.	Galley Boy.			

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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	EDWARDS. R.	Sup ⁿ Engineer			
52	MEIERHOFER. E.	Steward			
53					
54					
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			For Ability.	For General Conduct.	
76					
77					
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82					
83					
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100					

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 misdemeanor.

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					
104					
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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 a 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 requirement 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 the 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 (except when the log-book itself is surrendered at the end of the voyage or termination of the Agreement), a true copy of the entries must be delivered on a Form B. & D.1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen.

In addition to the brief statement of the "Cause of Death" on the following page, the Master should be careful to add in the body of the official log-book, *full particulars of all the circumstances attending the death*, more particularly in the case of murder, disappearance or suicide.

If a death occurs in a port the name of the port should be given, and it should be stated whether the death occurred on board or in hospital.

If a seaman dies on shore from an accident which happened, or from a disease which developed, while he was a member of the crew, it is desirable that an entry of the death should be made.

When reporting the required particulars upon a Form B. & D.1, the Master is also, if so required, to give an account of any moneys due to a deceased seaman or apprentice, of any deductions from his wages, and of his clothes and effects, on the relevant Form W. & E.1, C.15, or C.C.15. The Forms required will be furnished by the Superintendent or Consular Officer, upon application.

MARRIAGES.

Date when married. 1	Names and Surnames of both Parties. 2	Age. 3	Whether Single, Widow, or Widower. 4	Profession or Occupation. 5	Father's Name and Surname. 6	Profession or Occupation of Father. 7

(Signed) _____ Officiating Clergyman.

Master or Officer in Command.

BIRTHS

Columns to be filled in by the

Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Rank, Profession, or Occupation of Father.	Name and Surname of Mother.	Maiden Surname of Mother.
1						
2						
3						

DEATHS

Columns to be filled in by the

Date of Death.	Place of Death (See instructions on previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating, Profession or Occupation.*	Nationality (stating Birthplace).
1						Members of Crew (other than Lascars**) includ-
2						
3						
4						
5						
6						
7						
8						
9						Lascars.
10						
11						
12						
13						
14						Persons who were not
15	18 th 38.	AT SEA.	SWAYNE. L.	MALE	31 Auditor.	British.
16						
17						
18						

* 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 be recorded in the column
 ** Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.

(See Instructions on previous page).

Officer in Command.

Father.		Mother.		Signature of Father or Mother.	Signature of Master and Mate or other member of the Crew.	Port at which Report is made and Signature and Title of Officer to whom reported.
Nationality (stating Birthplace).	Last place of Abode.	Nationality (stating Birthplace).	Last place of Abode.			
1						
2						
3						

(See Instructions on previous page).

Officer in Command.

Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported.
ing Masters.					
1					
2					
3					
4					
5					
6					
7					
8					
(See footnote**)					
9					
10					
11					
12					
13					
Members of the Crew.					
14					
15	London.	Natural Causes.	Dr. Rank.	F. Schmidt	
16					
17					
18					

for "Rank or Rating, Profession or Occupation." In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

EMPLOYMENT OF LASCARS.

(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.
	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.		
From the United Kingdom.						
To the United Kingdom.						

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 Consular Fees Orders in Council).

(17) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey—

In all countries £1 5 0

(43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts—

In all countries except China ... 9 6
In China 10 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.

RECORD OF BOAT DRILL AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY SECTION 9, MERCHANT SHIPPING ACT, 1906.

Date of practice of Boat Drill and of Examination of the Life Saving Appliances.	Nature of Boat Drill (whether the boats were swung out, manned, etc.).	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.
15. 1. 38	Nº 112 Boat Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	15. 1. 38.	D.W. Puck. J.B. Smith.
21. 1. 38	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	22. 1. 38.	D.W. Puck. J.B. Smith.
29. 1. 38	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	29. 1. 38.	D.W. Puck. J.B. Smith.
4. 2. 38	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	5. 2. 38.	D.W. Puck. J.B. Smith.
11. 2. 38.	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	11. 2. 38.	D.W. Puck. J.B. Smith.
18. 2. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	19. 2. 38.	D.W. Puck. J.B. Smith.
26. 2. 38.	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	26. 2. 38.	D.W. Puck. J.B. Smith.

RECORD OF BOAT DRILL AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY SECTION 9, MERCHANT SHIPPING ACT, 1906.

Date of practice of Boat Drill and of Examination of the Life Saving Appliances.	Nature of Boat Drill (whether the boats were swung out, manned, etc.).	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. 3. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	5. 3. 38.	D.W. Puck. J.B. Smith.
12. 3. 38	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	12. 3. 38.	D.W. Puck. J.B. Smith.
19. 3. 38	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	19. 3. 38.	D.W. Puck. J.B. Smith.
26. 3. 38	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	26. 3. 38.	D.W. Puck. J.B. Smith.
2. 4. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	2. 4. 38.	D.W. Puck. J.B. Smith.
8. 4. 38.	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	8. 4. 38.	D.W. Puck. J.B. Smith.
16. 4. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	16. 4. 38.	D.W. Puck. J.B. Smith.
23. 4. 38.	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	23. 4. 38.	D.W. Puck. J.B. Smith.
30. 4. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	30. 4. 38.	D.W. Puck. J.B. Smith.
7. 5. 38	Nº 1 & 2 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	7. 5. 38.	D.W. Puck. J.B. Smith.
14. 5. 38.	Nº 3 & 4 Boats Sailing out & in. Fire Drill Exercised.	All Life Saving Appliances examined & found in good order & condition.	14. 5. 38.	D.W. Puck. J.B. Smith.

[illegible]

The following Notes and Instructions are for the guidance of Masters when recording the required particulars of Draught of Water and Freeboard stated on pages 14 to 17.

1.—(A) Particulars of Draught of Water and Freeboard are to be recorded herein before the ship leaves any dock, wharf, place or harbour for the purposes of proceeding to sea.

(E) The date and time of recording the Draught of Water and Freeboard on the " Notice " (Form L.L.14) is required to be entered in the Official Log Book on pages 15 and 17.

*2.—The Freeboard is to be measured from the top of the deck line referred to in the Load-line Certificate amidships to the water. The actual Draught of Water of the ship and the actual Freeboard, together with the density of the water in which the ship is lying, when loaded and ready to leave, are to be entered in columns 3 and 4, 5 to 7, and 8 respectively. Allowances, if any, to be made in order to arrive at the mean Freeboard when the ship first reaches salt water after leaving are to be entered in columns 9 to 12. These allowances may be in respect of :—the density of the water in which the ship was lying when loaded (column 9), any ashes and rubbish which it is intended to throw overboard (column 10), and fuel that would normally be consumed before the ship reaches salt water (column 11).

3.—For voyages from the United Kingdom, Irish Free State, other European and Mediterranean ports, the summer months are April to September inclusive, and the winter months October to March inclusive. For voyages in other parts of the world, the summer and winter load-lines apply during the corresponding or recognised summer and winter months respectively.

The winter North Atlantic load-line applies to ships, up to and including 330 feet in length, sailing to and from the Mediterranean or any United Kingdom or other European ports, which may sail to or from, or call at, ports in British North America or Eastern ports in the United States, North of Cape Hatteras, from October to March inclusive.

The Indian summer load-line applies only to ships trading between the limits of Suez and Singapore in the fine weather season, which is defined as prevailing east of Tuticorin from the 15th December to the 30th April, and west of Tuticorin from the 1st December to the 30th April.

Penalty.—Failure to make the required entries of Draught of Water and Freeboard at the proper time renders the master liable to a fine not exceeding £100 for each offence.

LOAD-LINE AND DRAUGHT OF WATER.

Position of the Load-line Disc

The centre of the disc is placed at 2 feet 1 inches below

Maximum load-line in fresh water 1 feet 8 1/2 inches above the centre of the disc.

Maximum load-line in Indian Summer 1 feet 1 inches above the centre of the disc.

Maximum load-line in summer the centre of the disc. 2 1/2 "

Above particulars to be taken from Load-line Certificate

The maximum draught of water in summer is the draught of water of the ship as shown on the scale of feet on her stem and stern post

Lines used in connection with the Disc.

Maximum load-line in winter 2 feet 5 1/2 inches below the centre of the disc.

Maximum load-line in winter, North Atlantic 2 feet 7 1/2 inches below the centre of the disc.

Maximum draught of water in summer 18 feet 6 1/4 inches.

words which are not applicable should be deleted.

ship is so loaded that the upper edge of each line marked "S" is on the surface of the water and the ship is upright on an even keel.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF, PLACE OR HARBOUR with the DRAUGHT OF WATER AND FREEBOARD.

Upon every occasion, ship's proceeding to Sea.

DEPARTURES.

Date and Hour of Departure. (1)	Dock, Wharf, Place or Harbour. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.			For Fuel to be Consumed on Stretch of Inland Water. (11)
		Forward. (3)	Aft. (4)	Port (5)	Starboard. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.* (10)		
									Weight.	Ins.	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.		Ins.	Distance.
11 ³⁸ 0-15 am.	Port Stanley Wharf	11 0	15 0	7 7 ¹ / ₄	7 7 ¹ / ₄	7 7 ¹ / ₄	1025				
11 ³⁸ 8-15 am	Montevideo Wharf	10 7	14 7	8 0 ¹ / ₄	8 0 ¹ / ₄	8 0 ¹ / ₄	1025				
24 ³⁸ 5-06 am	Pta Gallapagos Harbour	10 10	13 9	8 3 ³ / ₄	8 3 ³ / ₄	8 3 ³ / ₄	1025				
28 ³⁸ 0-15 am	Port Stanley Wharf	9 10	15 6	7 11 ¹ / ₄	7 11 ¹ / ₄	7 11 ¹ / ₄	1025				
5 ³⁸ 2-36 pm	Magallanes Wharf	11 2	14 10	6 1 ¹ / ₄	6 1 ¹ / ₄	6 1 ¹ / ₄	1025				
19 ³⁸ 6-36 pm	Montevideo Wharf	10 6	15 0	7 10 ¹ / ₄	7 10 ¹ / ₄	7 10 ¹ / ₄	1025				
11 ³⁸ 6-15 pm	Port Stanley Wharf	11 5	15 9	6 7 ¹ / ₄	6 7 ¹ / ₄	6 7 ¹ / ₄	1025				
19 ³⁸ 8-20 pm	Montevideo Wharf	10 4	15 0	7 6 ¹ / ₄	7 6 ¹ / ₄	7 6 ¹ / ₄	1025				
25 ³⁸ Noon	Port Stanley Wharf	9 0	14 6	8 5 ¹ / ₄	8 5 ¹ / ₄	8 5 ¹ / ₄	1025				
31 ⁰⁰ 38 5-20 am	Leith Harbour	9 2	14 10	8 2 ¹ / ₄	8 2 ¹ / ₄	8 2 ¹ / ₄	1025				
5 ³⁸ 5-45 pm	Port Bay Harbour	8 6	14 6	8 8 ¹ / ₄	8 8 ¹ / ₄	8 8 ¹ / ₄	1025				
7 ³⁸ 7-42 pm	Magallanes Wharf	8 6	15 2	8 5 ¹ / ₄	8 5 ¹ / ₄	8 5 ¹ / ₄	1025				
10 ³⁸ 2-30 pm	Port Stanley Wharf	8 4	15 6	8 3 ¹ / ₄	8 3 ¹ / ₄	8 3 ¹ / ₄	1025				
16 ³⁸ 2-30 pm	Montevideo Wharf	11 0	15 6	5 11 ¹ / ₄	5 11 ¹ / ₄	5 11 ¹ / ₄	1025				
27 ³⁸ 2-14 pm	Port Stanley Wharf	9 9	15 7	7 4 ¹ / ₄	7 4 ¹ / ₄	7 4 ¹ / ₄	1025				
30 ³⁸ 0-15 pm	Magallanes Wharf	8 3	15 0	6 9 ¹ / ₄	6 9 ¹ / ₄	6 9 ¹ / ₄	1025				
7 ³⁸ 3-36 pm	Montevideo Wharf	10 6	15 8	6 6 ¹ / ₄	6 6 ¹ / ₄	6 6 ¹ / ₄	1025				

SIGNATURES.

ARRIVALS.

MASTER. (16)	MATE. (17)	Date and Hour of Arrival. (18)	Dock, Wharf, Place or Harbour. (19)
J.B. Smith.	J.B. Smith.	11 38 9-50 pm	
J.B. Smith.	J.B. Smith.	14 38 9-54 pm	Montevideo Harbour.
J.B. Smith.	J.B. Smith.	27 38 3-15 pm	La Gallejos Harbour.
J.B. Smith.	J.B. Smith.	26 38 4-00 pm	Port Stanley Wharf.
J.B. Smith.	J.B. Smith.	1 38 2-30 pm	Magallanes Wharf.
J.B. Smith.	J.B. Smith.	10 38 3-24 pm	Montevideo Harbour.
J.B. Smith.	J.B. Smith.	23 38 4-45 pm	Port Stanley Wharf.
J.B. Smith.	J.B. Smith.	15 38 1-15 pm	Magallanes Wharf.
J.B. Smith.	J.B. Smith.	14 38 8-30 pm	Port Stanley Wharf.
J.B. Smith.	J.B. Smith.	29 38 5-30 pm	Leith Harbour.
J.B. Smith.	J.B. Smith.	4 38 9-45 pm	Port Stanley Wharf.
J.B. Smith.	J.B. Smith.	2 38 10-45 pm	Magallanes Wharf.
J.B. Smith.	J.B. Smith.	9 38 8-00 pm	Port Bay Harbour.
J.B. Smith.	J.B. Smith.	14 38 8-00 pm	Montevideo Wharf.
J.B. Smith.	J.B. Smith.	20 38 2-15 pm	Port Stanley Wharf.
J.B. Smith.	J.B. Smith.	30 38 1-15 pm	Magallanes Wharf.
J.B. Smith.	J.B. Smith.	3 38 5-30 pm	Montevideo Wharf.
J.B. Smith.	J.B. Smith.	11 38 11-00 pm	Port Stanley Wharf.

OFFICIAL LOG of the
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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 indicated.
10. 1. 38.	Port Stanley	10. 1. 38.	Signed on Articles nos. 16 & 33 at Stanley. D. B. Mackenzie J.B. Smith made.	
21. 1. 38.	Port Stanley	21. 1. 38.	I. Bonner cabin boy signed on D. B. Mackenzie J.B. Smith made.	
27. 1. 38.	Port Stanley	27. 1. 38.	P.S. Drin Capt. signed off. Mackenzie J.B. Smith made.	
19. 2. 38.	Montevideo	19. 2. 38.	J.T. Middleton left in hospital owing to illness D. B. Mackenzie J.B. Smith made.	
19. 3. 38.	Montevideo	19. 3. 38.	J. C. Brown & M. Lammert N° 15 & 20 Signed off. J.T. Middleton signed on. Leaving before - no charges. from hospital N° 36 & 37 signed on. D. B. Mackenzie J.B. Smith made.	
24. 3. 38.	Stanley	24. 3. 38.	N° 27 & 35 Signed off. N° 38 & 39 signed on N° 10 signed off. D. B. Mackenzie J.B. Smith made.	
4. 4. 38.	Stanley	4. 4. 38.	C. Shelling N° 18 left owing to illness M. Gleanville N° 22 signed off owing to illness. N° 40 to 43 signed on D. B. Mackenzie J.B. Smith made.	
7. 4. 38.	Punta Arenas.	7. 4. 38.	N° 2. 30 & 31 signed off. H. H. signed on. D. B. Mackenzie J.B. Smith made.	
10. 4. 38.	Stanley	10. 4. 38.	N° 43 signed off. N° 45 & 47 signed on. D. B. Mackenzie J.B. Smith made.	
16. 4. 38.	Montevideo	16. 4. 38.	N° 36 & 37 signed off. D. B. Mackenzie J.B. Smith made.	
18. 4. 38. 5.30 pm.	Lat. 2. 49 S Long. 26 W	19. 4. 38.	Cabin passenger Mr. K. Swaine reported to Master that passenger Mr. L. Swaine had died in bed. On examination Mr. Swaine was found lying face downward in his bed, having died apparently during sleep. He was quite sober & had been drunk apparently some time. D. B. Mackenzie J.B. Smith made.	
21. 4. 38 2.20 pm	Port Stanley	21. 4. 38.	The body of Mr. L. Swaine landed handed over to the local authorities. D. B. Mackenzie J.B. Smith made.	
26. 4. 38.	Port Stanley	26. 4. 38.	N° 46 Signed off. N° 40 Signed on. D. B. Mackenzie J.B. Smith made.	
26. 4. 38.	Port Stanley	26. 4. 38.	N° 44 Signed off. N° 50 & 51 signed on. D. B. Mackenzie J.B. Smith made.	
12. 5. 38.	Port Stanley	12. 5. 38.	N° 54 Signed on D. B. Mackenzie J.B. Smith made.	

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 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 His 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 blue cover on this Official Log-Book.

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Eng. 1.
(80 Men).



ISSUED BY
THE BOARD OF TRADE
in pursuance of
67 & 68 Vict., ch. 61.

AGREEMENT AND ACCOUNT OF CREW.

[Executed in] SHI/LOG/LA#11

~~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 some Superintendent of a Mercantile Marine Office, or Consular or Colonial Officer.

Name of Ship.		Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Nominal Horse Power of Engines (if any).
					Gross.	Net.	
"LAFONIA."		131348	Liverpool	42/1911	1960.82	1227.56	249.
REGISTERED MANAGING OWNER OR MANAGER.				No. of Seamen for whom accommodation is certified.		FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 3.	
Name.	Address.						
Faerland Islands Copenhagen	61 Gracechurch Street London		36.				

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom 6 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

Port Stanley, round the coasts of the Falkland Islands and Dependencies, and to the East Coast of South America including Magellan territory, Chili, and Brazilian coastports, and return to Stanley.

This agreement shall expire not later than the 30th day of June, 1938, or the first arrival at Stanley after that date or the discharge of cargo consequent on that date.

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 on the other side hereof.

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 Regulations authorized by the Board of Trade, which are printed herein and numbered²

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, that³

the crew shall work coals, cargo and stores when and where required.

The crew shall be transferred from one to any other of the Company's vessels as and when required.

No bedding or eating materials shall be supplied.

Overtime shall be paid for at the rate of one shilling per hour except on Sundays when the rate will be two shillings per hour. Fractions of an hour to be reckoned as half-an-hour unless the time actually worked exceeds half-an-hour, when it shall be reckoned as one hour.

No cash shall be advanced nor liberty granted other than at the pleasure of the Master.

The crew shall wear the Company's uniform (No. 1, and working uniform) when and where required.

(a.) Should any of the crew fail to join at the time specified, the master may ship substitutes at once.

(b.) Seamen and firemen shall keep their respective forecastles clean, and shall leave them so at the termination of the voyage, under a penalty of five shillings for each case of neglect.

(c.) The seamen and firemen shall mutually assist each other in the general duties of the ship.

(d.) The crew shall be deemed complete with
all told, of whom not less than 26 hands
shall be sailors

(e.) The firemen shall keep the galley supplied with coal.

(205113) Wt. 22385/3573 Gp. 145 20000 2-29 W & S Ltd.

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

Signed by W. J. Chalk Master

on the 10th day of January 1988

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.	
8/1/38	P. Stanley	19/1/38	P. Stanley	19/1/38	W. R. P. Master.

1. Here is 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.

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.

(V 495.) Wt. 15245/87. (46) 7,500. 7/15. —McC. & Co. Ltd.—

[Sixteen pages.]

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.

	Water.	Soft Bread.	Eiscuit.	Salt Beef.	Salt Pork.	Preserved Meat.	Fish.	Potatoes.	Dried or Compressed Vegetables.	Peas, Split.	Peas, Green.	Calamanders 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.
Sunday...	4	1	1	2	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Monday	4	1	1	1	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Tuesday	4	1	1	1 1/2	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wednesday	4	1	1	1	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Thursday	4	1	1	1	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Friday	4	1	1	1	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saturday	4	1	1	1 1/2	1	2	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Weekly	28	3	4	3	2	2 1/2	2	6	1	1	1	1	2	1	6	1 1/2	4	1 1/2	1	1	1	1	1	4	1	5	2	1	1	3

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 meat and dried or compressed vegetables need not be issued.
11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

Fresh meat ...	...	...	...	...	1 lb.	To be considered equal.	Split Pens	...	...	...	...	...	...	pt.	
Salt meat ...	...	...	...	...	...	...	Flour ...	...	...	...	...	...	...	lb	
Preserved meat ...	...	...	...	...	...	...	Calanvances or haricot beans	...	...	...	...	...	...	lb	To be considered equal when issued with meat rations.
Coffee... ..	...	...	...	...	...	2 oz.	Rice	...	...	...	...	...	...	lb.	
Cocoa ... ..	...	...	...	...	...	...	Marmalade	...	...	...	...	...	...	1 lb.	
Tea ... ..	...	...	...	...	...	...	Jam	...	...	...	...	...	...	1 lb.	
Flour ... ..	...	...	...	...	...	1 lb.	Butter ...	...	...	...	...	...	...	1 lb.	To be considered equal.
Biscuit ... ..	...	...	...	...	...	1 lb.	Mustard	...	...	...	...	...	...	1 lb.	
Rice ... ..	...	...	...	...	...	1 lb.	Curry Powder	...	...	...	...	...	...	1 lb.	To be considered equal.

BILL OF FARE.

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

	BREAKFAST.	DINNER.	SUPPER.
Sunday ...			
Monday ...			
Tuesday ...			
Wednesday			
Thursday ...			
Friday ...			
Saturday ...			
Articles supplied daily			

LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

*The centre of the disc is placed at 2 feet 1 inches below the Main deck-line marked under the provisions of the Merchant Shipping Act, 1894.

* POSITION OF LINES USED IN CONNECTION WITH THE DISC.

SAILING SHIP.

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

STEAM SHIP.

Maximum load-line in fresh water $\frac{1}{2}$ feet $8\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in Indian summer $\frac{1}{2}$ feet $\frac{1}{2}$ inches above the centre of the disc.
Maximum load-line in summer the centre of the disc. $2' 1''$
Maximum load-line in winter $2\frac{1}{2}$ feet $8\frac{1}{2}$ inches below the centre of the disc.
Maximum load-line in North Atlantic winter $2\frac{1}{2}$ feet $7\frac{1}{2}$ inches below the centre of the disc.

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

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

The additional free-board specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may sail to, or from, or call at, Ports in British North America, or Eastern Ports in the United States, North of Cape Hatteras, from October to March inclusive.

The reduced free-board allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Suez and Singapore.

REGULATIONS FOR MAINTAINING DISCIPLINE.

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



These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate Fines or Punishments. These 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 of a Mercantile Marine Office, or Consular or Colonial Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

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

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 of a Mercantile Marine Office, or Consular or Colonial Officer, before whom the offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and paid over to the Officer.

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

No.	OFFENCE.	Amount of Fine or Punishment.	Signature of Superintendent or Officer Abroad.
1	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise prosecuted)	Five Shillings.	 
2	Bringing or having on Board intoxicating liquors	Five Shillings.	
3	Drunkenness. First Offence	Five Shillings.	
4	Second and for each subsequent Offence	Ten Shillings.	
5	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded cane, slung-shot, sword-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Five Shillings.	
6	Insolent or contemptuous language or behaviour to the Master or officers, or disobedience to lawful commands, if not otherwise dealt with according to law	Five Shillings.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Five Shillings.	

ACCOUNT OF APPRENTICES ON BOARD.

[illegible]

* 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 naturalised.

PARTICULARS

Reference No.	SIGNATURES OF CREW.	Age.	Nationality (If British, state birthplace).	(1) Port of Engagement Address, and (2) Home Address. N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Ship in which he last served, and Year of Discharge therefrom.		Date and Place of Signing this Agreement.	
					Year.	State Name and Official No. or Port she belonged to.	Date.	Place.
1	<i>W. J. Rank</i> Master to sign first.	52	Liverpool	(1) Port Stanley, S. I. (2) do	1938 1937	Same	10/1/38	Stanley
2	<i>W. Johnston</i>	30	Belfast	(1) do Falkland Is. Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
3	<i>F. B. Smith</i>	43	Warrington	(1) do (2) do	do	do	do	do
4	<i>C. Mac Finney</i>	42	Westland	(1) do (2) do	do	do	do	do
5	<i>J. Solli</i>	22	Stanley	(1) do (2) do	do	do	do	do
6	<i>S. R. Lyse</i>	23	do	(1) do (2) do	do	do	do	do
7	<i>J. Y. Kendal</i>	24	do	(1) do (2) do	do	do	do	do
8	<i>M. Butler</i>	25	do	(1) do (2) do	do	do	do	do
9	<i>C. Scott</i>	18	do	(1) do (2) do	do	do	do	do
10	<i>E. M. Leard</i>	31	Liverpool	(1) do (2) do	do	do	do	do
11	<i>R. J. Hutchinson</i>	18	Stanley	(1) do (2) do	do	do	do	do
12	<i>T. J. Middleton</i>	31	do	(1) do (2) do	do	do	do	do
13	<i>G. J. Brown</i>	43	Warrington	(1) do (2) do	do	do	do	do
14	<i>A. Ballantine</i>	48	Thurso	(1) do (2) do	do	do	do	do
15	<i>Joe Croxall</i>	41	Halifax	(1) do (2) do	1938	Same	do	do
16	<i>J. M. Campbell</i>	37	Stanley	(1) do Falkland Is. Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
17	<i>H. Barnes</i>	25	do	(1) do (2) do	1938	do	do	do
18	<i>C. R. Skilling</i>	20	do	(1) do (2) do	do	Same	do	do
19	<i>R. T. Barry</i>	45	do	(1) do (2) do	do	do	do	do
20	<i>W. J. Rank</i>	52	Liverpool	(1) do (2) do	do	do	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 Engineers, etc. 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".

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 Insur- ance Con- tributions have been paid	Reference No.
In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve Com- mission or R. V. 2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages or Calendar Month.	Amount of Wages Advanced upon or at the time of En- gagement.	Amount of Weekly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman was engaged	Date, Place, and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge.	Signature of Master or Official before whom the balance of Wages was paid and Release signed and Date.				
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.
Master	05. 04072	0000 11/1/38	as per Separate agreement				19/1/38 Stanley	End of voyage			W. J. Rank	th.	1
2nd Cook	35016	do	do				7/4/38 Punta Arenas	Transfer to another vessel			W. Johnston	th.	2
2nd Steward		do	do				19/1/38 Stanley	End of voyage			F. B. Smith	th.	3
Boiler		do	14 - -				do do	do	8 7 4		C. Mac Finney	th.	4
Steward		do	11 - -				do do	do	6 10 4		J. Solli	th.	5
2nd Cook		do	11 - -				do do	do	6 10 4		S. R. Lyse	th.	6
Sailor		do	10 - -				do do	do	6 6 8		J. Y. Kendal	th.	7
2nd Cook		do	11 - -				do do	do	6 9 4		M. Butler	th.	8
Sailor		do	9 - -				do do	do	5 10 0		C. Scott	th.	9
Sailor		do	9 - -				23/3/38 Stanley	End of voyage	7 4 0		E. M. Leard	th.	10
do		do	7 - -				19/1/38 do	End of voyage	4 8 8		R. J. Hutchinson	th.	11
do		do	7 - -				19/2/38 Montevideo	Illness arrangement			unable to sign	W. J. Rank	12
2nd Cook		do	as per Separate agreement				19/1/38 Stanley	End of voyage			C. J. Brown	th.	13
2nd Cook		do	do				do do	do			A. Ballantine	th.	14
Eng.		do	15 - -				19/1/38 Montevideo	M.L.	- - -		Joe Croxall	th.	15
Steward		do	11 - -				19/1/38 Stanley	End of voyage	4 8 0		J. M. Campbell	th.	16
do		do	11 - -				do do	do	6 19 4		H. Barnes	th.	17
do		do	11 - -				7/4/38 Stanley	Sick			(Left without signing)	th.	18
do		do	11 - -				19/1/38 Stanley	End of voyage	6 19 4		R. T. Barry	th.	19
W/T Operator		do	14 - -				19/1/38 Montevideo	M.S.	12 8 0		W. J. Rank	th.	20

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

Name of

Ship "LAFONIA"

PARTICULARS

Reference No.	SIGNATURES OF CREW.	Age.	Nationality (If British, state birthplace).	(1) Port of Engagement Address, and (2) Home Address. N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Ship in which he last served, and Year of Discharge therefrom.		Date and Place of Signing this Agreement.	
					Year.	State Name and Official No or Port she belonged to.	Date.	Place.
21	G. Harris	26	Stanley	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	1938	Same	11/38	Stanley
22	J. O'Connell	28	Chilian	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
23	M. L. Headell	24	Stanley	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
24	J. Kirk	15	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
25	W. J. Rowlands	22	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
26	B. Baldini	22	Chilian	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
27	L. Hittle	16	Stanley	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
28	P. S. Dixon	24	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
29	M. Henriksen	27	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
30	B. Børntsen	19	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
31	Manuel Lopez	30	Chilian	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
32	A. Carrasco	27	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
33	J. Lanning	15	Stanley	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	do	do	do	do
34	D. Bonner	15	-	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	-	1st Ship	28/38	do
35	D. J. Middleton	31	-	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	1938	Same	19/38	London
36	Santiago Boland	42	Uruguayan	(1) Calle General Urquiza 2572 (2) Montevideo	1938	R. U. Falto	do	-
37	Agustin	42	C. Legat Urugu	(1) Calle Ciudad de Boland 2572 (2) Montevideo	1938	Montevideo	do	-
38	William M. Millan	29	Stanley	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	1-	1st Ship	26/38	Stanley
39	W. J. Bowles	46	do	(1) % Falkland Islands & Co. Ltd. (2) P. Stanley, Falkland Is.	1937	Same	do	do
40	St. Thelgesen	38	Norwegian	(1) % Falkland Islands & Co. Ltd. (2) Vestby, Skovalen	1938	Saula	4/38	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 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. words "not conditional" should be inserted above the entry of the amount. If the advance of wages is not conditional on going to sea, the 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."

OF ENGAGEMENT.

Dissection of any Member of the Crew.													Weeks for which Insurance Act Contributions have been paid.	Reference No.
In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve Commission or R. V. 2 (if any).	Date and Hour at which he is on board.	Amount of Wages payable (per Week or Calendar Month).	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allowment.	Signature or Initials of Officer 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 Officer before whom the balance of Wages was paid and Release signed and Date.	22.	
							Date.	Place.	Cause.					Signatures of Crew (each to be on the line on which he signed in Col. 1.)
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.		
Ch. Steward		0000					11/38	Stanley	ruled agreement	8 74	G. Harris	11/38	21	
2 nd Steward		do	10 - -				do	do	do	6 68	J. O'Connell	11/38	22	
Asst. Steward		do	7 - -				11/38	Stanley	Illness	- 188	M. Headell	11/38	23	
Cabin Boy		do	5 - -				24/38	"	M.C.	4 34	J. Kirk	11/38	24	
Asst. Steward		do	8 10 -				11/38	"	ruled agreement	5 78	W. Rowlands	11/38	25	
do		do	7 - -				do	do	do	4 88	B. Baldini	11/38	26	
Cabin Boy		do	5 - -				24/38	Stanley		4 20	L. Hittle	11/38	27	
Barber		do	- 1 -				27/38	Stanley	M.C.		P. S. Dixon	11/38	28	
Asst. Steward		do	7 - -				9/38	do	ruled agreement	4 88	M. Henriksen	11/38	29	
Asst. Steward		do	- 1 -				do	do	do	5 00	B. Børntsen	11/38	30	
Asst. Cook		do	9 - -				7/38	P. Carrasco	M.C.	23 - -	Manuel Lopez	11/38	31	
Asst. Cook		do	13 10 -				7/38	P. Carrasco	M.C.	8 34	A. Carrasco	11/38	32	
Cabin Boy		do	4 - -				9/38	Stanley	End of voyage	2 08	J. Lanning	11/38	33	
do		do	4 - -				9/38	do	do	2 10 8	D. Bonner	11/38	34	
Sailor		do	7 - -				24/38	Stanley	M.C.	1 74	D. J. Middleton	11/38	35	
W/T		do	14 - -				14/38	Montevideo	M.C.	6 27	Santiago Boland	11/38	36	
3 rd Eng.		do	7 - -				14/38	Montevideo	M.C.	13 18 5	Agustin	11/38	37	
Sailor		do	7 - -				14/38	Stanley	ruled agreement	5 40	W. McMillan	11/38	38	
Sailor		do	10 - -				do	do	do	6 68	W. J. Bowles	11/38	39	
3 rd Eng.		do	17 - -				do	do	do	10 11 4	St. Thelgesen	11/38	40	

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 Boys, not merely as Boys. words "not conditional" should be inserted above the entry of the amount. If the advance of wages is not conditional on going to sea, the the Ship, thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Deserted," "Left Sick," "Died."

PARTICULARS

Reference No.	SIGNATURES OF CREW.				Ship in which he last served, and Year of Discharge therefrom.		Date and Place of Signing this Agreement.	
	1.	2.	3.	4.	5.	6.	7.	8.
41	Frank W. Knutson	26	Norwegian	Godalmland Is Co Ltd Hanko Shuegalan N 0 9 Hanko Norway	1938	Loana	4/4/38	Stanley
42	L. Hittle	16	Stanley	Godalmland Is Co Ltd Port Stanley	1938	Same	4/4/38	do
43	E. S. Meierhofer	32	"	(1) " " "	1937	"	4/4/38	- do -
44	Andres Poltner	33	Czechoslovak	(1) 40 Messers Dick & Dravo Sta Arenas	1933	Pandope	7/4/38	Punta Arenas
45	G. R. Skilling	34	Stanley	(1) 40 Godalmland Is Co Ltd Stanley	1938	Same	10/4/38	Stanley
46	Stirling Pedersen	24	"	(1) " " "	1937	Same	1/4/38	✓
47	Edwin Riggs	24	"	(1) " " "	1936	Sitzgrou	10/4/38	✓
48	Norman Henry	32	"	(1) " " "	1937	Same	10/4/38	✓
49	M. Gleadell	24	Stanley	(1) " " "	1938	Same	2/4/38	✓
50	J. Jones	23	"	(1) " " "	1938	Same	2/4/38	"
51	R. Edwards	66	Amphusa	(1) Snowdon view Stan. P. G.	1938	Sitzgrou	3/4/38	
52	E. Meierhofer	18	Stanley	(1) " " "	1938	Same	1/5/38	
53	W. Hittle	28	"	(1) " " "	1938	Sitzgrou	1/5/38	
54				(1) " " "				
55				(1) " " "				
56				(1) " " "				
57				(1) " " "				
58				(1) " " "				
59				(1) " " "				
60				(1) " " "				

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

OF ENGAGEMENT.

PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Dereliction of any Member of his Crew.										RELEASE.		Number of Weeks for which Contributions have been paid.	Reference No.
In what Capacity engaged.	No. of Certificate (if any) and No. of Reserve 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 or Monthly Allowance.	Signature or Initials of Official before whom the man 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 the 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, the Master, do hereby release the 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.	
							Date.	Place.	Cause.				
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.
W/T		at once	14			19/3/38	Stanley	End of voyage	8 17 4	Frank W. Knutson	19/3/38	41	
Cabin Boy		do	5			19/3/38	do	do	3 3 4	L. Hittle	19/3/38	42	
Fireman		do	7			10/4/38	Stanley	M.T.		E. S. Meierhofer	19/3/38	43	
Chief Cook		at once	13/10			19/3/38	Stanley	End of voyage	8 10 0	A. Poltner	19/3/38	44	
Fireman		✓	11			19/3/38	do	do	6 12 4	G. R. Skilling	19/3/38	45	
Asst. Stew.		✓	7			24/4/38	Stanley	M.T.	2 16 0	S. Pedersen	19/3/38	46	
Cabin Boy		✓	5			19/3/38	Stanley	End of voyage	1 16 8	Left without signing	19/3/38	47	
Asst. Stew.		✓	7			19/3/38	do	do	4 8 8	N. Henry	19/3/38	48	
Asst. Stew.		at once	7			19/3/38	do	do	4 8 8	M. Gleadell	19/3/38	49	
Galley Boy		✓	6			19/3/38	do	do	3 16 0	J. Jones	19/3/38	50	
Superior		at once	- 1 -			19/3/38	M.T.			Left without signing	19/3/38	51	
Fireman		✓	7			19/3/38	Stanley	End of voyage	4 8 8	E. S. Meierhofer	19/3/38	52	
						19/3/38	do	do	2 16 8	W. Hittle	19/3/38	53	
												54	
												55	
												56	
												57	
												58	
												59	
												60	

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

PARTICULARS

Reference No.	SIGNATURES OF CREW.				Ship in which he last served, and Year of Discharge therefrom.		Date and Place of Signing this Agreement.	
	1.	Age.	*Nationality (If British, state birthplace).	(1) Port of Engagement Address, and (2) Home Address.	Year.	State Name and Official No or Port she belonged to.	Date.	Place.
				N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.				
61				(1) (2)				
62				(1) (2)				
63				(1) (2)				
64				(1) (2)				
65				(1) (2)				
66				(1) (2)				
67				(1) (2)				
68				(1) (2)				
69				(1) (2)				
70				(1) (2)				
71				(1) (2)				
72				(1) (2)				
73				(1) (2)				
74				(1) (2)				
75				(1) (2)				
76				(1) (2)				
77				(1) (2)				
78				(1) (2)				
79				(1) (2)				
80				(1) (2)				

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§ 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".

OF ENGAGEMENT.

In what Capacity engaged.†	No. of Certificate (if any) and No. of Reserve Commission or R. V. # (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.
9.	10.	11.	12.	13.	14.	15.

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 Boys, not merely as Boys.

Electrical Engineers, or Winchmen, and not merely as Engineers. If the advance of wages is not conditional on going to sea, the words "not conditional" should be inserted above the entry of the amount.

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."

FEES CHARGEABLE BY CONSULS.

NOTICE.

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

Services required by Law.	s.	d.	Services required by parties interested.	s.	d.
(1.) For every seaman engaged before Consular Officers	2	0	(6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the Crew	10	0
(2.) For every alteration in agreements with seaman made before Consular Officers	2	0	(7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf, (N.B.—This fee is not to be charged when Fee No. 5 is leviable)	2	6
(3.) For every seaman discharged or left behind with the Consular Officers sanction	2	0			
(4.) For every desertion certified by Consular Officers	2	0			
(5.) For making endorsement on ship's papers as required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for the inspection of ship's papers—See No. 7)	2	6			

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

CERTIFICATES

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

Stanley.
10/1/38.

I hereby certify that the seamen whose names appear on lines 1-33, have been engaged before me this day, on the terms of the within written agreement.



J. H. Kellerman
SHIPPING MASTER

BRITISH CONSULATE
MONTVIDEO

Vessel Arrived 15th JANUARY } 1938
Agreement Deposited 16th "
do Returned 17th "
Average Rate of Exchange \$ 9.60 to £ 1
For conversion of Seamen's Wages only.

Norman Leslie
Acting British Consul

Stanley.
27/1/38.

I hereby certify that I have sanctioned the discharge of the seaman on line 28 of the within written agreement.



J. H. Kellerman
SHIPPING MASTER

BRITISH CONSULATE

PUNTA ARENAS, CHILE

Vessel arrived 1st February 1938
Articles deposited 3rd February 1938
Articles returned 5th February 1938
Average Rate of Exchange Official 7/6.50 = £1
For conversion of seamen's wages only.

Thos. S. Boyd
Acting British Consul

I hereby certify that the seaman whose name appears on line 34 has been engaged before me this day.



J. H. Kellerman
SHIPPING MASTER

Ship "LAFONIA"

CERTIFICATES

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

Stanley.
24/3/38.

I hereby certify that the seaman on lines 38/9, have been engaged before me on the terms of the within written agreement & that I have sanctioned the discharge of the seaman whose names appear on lines 10, 27 & 35.



J. H. Kellerman
SHIPPING MASTER

Stanley.
14/4/38.

I hereby certify that the seaman whose names appear on lines 40 to 43 have been engaged before me this day on the terms of the within written agreement & that I have sanctioned the discharge of the seaman on line 23.



J. H. Kellerman
SHIPPING MASTER

BRITISH CONSULATE
Punta Arenas
MAGALLANES

Vessel arrived 7th April 1938
Articles deposited 7th April 1938
Articles returned 7th April 1938
Average Rate of Exchange Official 4/5.90 = £1
For conversion of seamen's wages only.

Thos. S. Boyd

Acting British Consul

I certify that seamen on lines 32 and 33 (two seamen in all) have been discharged before me with my sanction on the grounds of Mutual Consent. I further certify that I have sanctioned the engagement of seaman on line 44 on the terms of this agreement in my presence.

Thos. S. Boyd
Acting British Consul



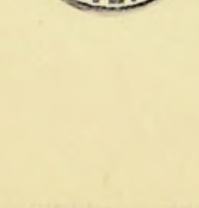
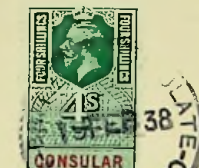
BRITISH CONSULATE
MONTVIDEO

Vessel Arrived 10th FEBRUARY } 1938
Agreement Deposited 12th "
do Returned 19th "
Average Rate of Exchange \$ 11.00 to £ 1
For conversion of Seamen's Wages only.

Norman Leslie
Acting British Consul

I hereby certify that the Seaman on line W 12, (J. J. Middleton) has been left behind at this port with my sanction on the ground of illness and that the sum of ~~own~~ ^{own} agreement being wages due to him has been paid and that effects, Dis. A. and Insurance Card have been delivered to

Norman Leslie
Acting British Consul



BRITISH CONSULATE
MONTVIDEO
Vessel Arrived 15th MARCH } 1938
Agreement Deposited 16th "
do Returned 19th "
Average Rate of Exchange \$ 11.10 to £ 1
For conversion of Seamen's Wages only.
I hereby certify that the Seamen on lines W. 15-20 have been discharged at this port with my sanction on the ground of Mutual Consent.

I further certify that I have sanctioned the engagement of the Seamen on lines W. 35-36-37 on the terms of the agreement which they have signed in my presence.

Norman Leslie
Acting British Consul

Norman Leslie
Acting British Consul

CERTIFICATES

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

Stanley.
10/4/38.

I hereby certify that the seamen whose names appear on lines 45 to 48 have been engaged before me on the terms of the within written agreement, and that I have sanctioned the discharge of the seamen on lines 18 & 43.

J. Kellman
SHIPPING MASTERBRITISH CONSULATE
MONTEVIDEO

Vessel Arrived 14th APRIL
Agreement Deposited 16th " } 1938
do Returned 16th "

Average Rate of Exchange \$2.10 to £1 stg.

For conversion of Seamen's Wages only.

I hereby certify that the Seamen on line 37-38

have been discharged at this port with my sanction on the ground of

Mutual Consent

and that the sum of £62.7.13-18.5, comp

being wages due to them has been paid to them, and that

Dis. A. and Insurance Card

Worman Leslie
Acting British ConsulStanley.
21/4/38.

I hereby certify that the seaman whose name appears on line 40 has been engaged before me on the terms of the within written agreement, and that I have sanctioned the discharge of the seaman whose name appears on line 46.

J. Kellman
SHIPPING MASTER

CERTIFICATES

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

Stanley.
26/4/38.

I hereby certify that the seaman whose name appears on lines 50/51 have been engaged before me on the terms of the within written agreement, and that I have sanctioned the discharge of the seaman on line 24.

J. Kellman
SHIPPING MASTERBRITISH CONSULATE
MONTEVIDEO

Vessel Arrived 5.5.38
Agreement Deposited 7.5.38
do Returned 7.5.38
Average Rate of Exchange \$11- to £1 stg.
For conversion of Seamen's Wages only.

Worman Leslie
Acting British ConsulStanley.
12/5/38.

I hereby certify that the seaman whose name appears on line 52 has been engaged before me this day on the terms of the within written agreement.

J. Kellman
SHIPPING MASTER

NOTE.—If more space is required for certificates or endorsements they may be continued on page 10, if available, otherwise an additional form Eng. 1, must be used.

Wages and effects of seamen left behind abroad by reason of desertion, neglect to join, etc. (Section 28, Merchant Shipping Act, 1906).

Endorsement to be made by the proper Officer on the termination of the voyage.

The wages and effects of seamen with the following reference numbers in this Agreement have been duly accounted for to me.

† Accounts of wages of those with reference Nos. seamen have not been delivered;

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

under Section 28 (12c)

Signature.

Date.

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

[Sixteen pages.]

INSTRUCTIONS TO MASTERS.

Agreements.

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

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

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

4. 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.

Engagement of Crews and Seamen in the United Kingdom.

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

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

7. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—

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

8. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

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

10. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.

11. Carrying any Seamen to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of 5*l.*

12. 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.

13. Upon the Arrival of the Ship at any foreign Port where there is a British Consular Officer, or at any port in any British Possession abroad, the Master is bound under a Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Chief Officer of Customs, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep them during the Ship's stay at the Port, and will, within a reasonable time before the Ship's departure, return them to the master with a Certificate stating when they were delivered and returned.

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

15. The engagement or discharge of any Seamen abroad must be made before the British Consul in a foreign port, or before the Customs Officer in a British Possession, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras 20, 21 and 22 below.)

Return to the United Kingdom.

16. The Crew of every British foreign-going Ship discharged in the United Kingdom must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

17. In all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the 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.

18. Within forty-eight hours after the ship's arrival at her final port of destination in the United Kingdom, or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and Official Log Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a vessel, the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consul or Colonial Officer on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or Naval Reserve) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

19. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*l.* for 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.

20. Upon paying off or discharging any seaman, the Master is bound under a Penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

21. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered and signed by the Master in the Official Log Book as required by the Act.

22. Upon payment of wages and settlement of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the crew to except from the release signed by him any specified claim or demand, in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 5, cols. 20 and 21.)