



ISSUED BY  
THE BOARD OF TRADE,  
IN PURSUANCE OF  
57 & 58 VICT., (c. 6)

# 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 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.	
" L A F O N I A "	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. (State No. of House, Street and Town)					
Falkland Islands Co, Ltd. 61, Gracechurch St, London.			36			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom \_\_\_\_\_ are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective Names, on a voyage from

Port Stanley to the United Kingdom and the continent of Europe and return to Port Stanley, thence round the coasts of the Falkland Islands and Dependencies, and to the East Coast of South America including Magellan territory, Chili, and Brazilian coast ports and return to Stanley.

This agreement shall expire not later than the 31st day of December, 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 disgraced.

And it is also agreed, that the Regulations authorized by the Board of Trade, which are printed herein and numbered

1 to 6

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

And it is also agreed, that 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 require

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 shilling 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

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

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

The seamen and fireman shall mutually assist each other in the general duties of the ship

The crew shall deemed complete with 26 hands all told of whom not less than 6 shall be sailors.

The firemen and seamen shall keep the galley supplied with coal.

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

Signed by \_\_\_\_\_ Master  
on the \_\_\_\_\_ day of \_\_\_\_\_ 191\_\_\_\_

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

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.  
2. 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.  
3. Here are to be inserted any other stipulations which the parties agree, and which are not contrary to law.  
N.B. - This form must not be unaltered. 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.

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 Peas, Calavanos 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 days of the week (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...
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...
11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

Table listing substitutes and equivalents for various provisions, such as Split Peas for Peas, Flour for Rice, and Curry Powder for Mustard.

BILL OF FARE.

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

Table with columns for BREAKFAST, DINNER, and SUPPER, and rows for days of the week (Sunday to Saturday) and Articles supplied daily.

LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

\*The centre of the disc is placed at 2 feet 1 inch 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 winter, North Atlantic —feet —inches below the centre of the disc.

STEAM SHIP.

Maximum load-line in fresh water 1 foot 8 1/2 inches above the centre of the disc.
Maximum load-line in Indian summer —feet —inches above the centre of the disc.
Maximum load-line in summer the centre of the disc. 2' 1"
Maximum load-line in winter 2 feet 5 1/2 inches below the centre of the disc.
Maximum load-line in North Atlantic winter 2 feet 7 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 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 Consul 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 shown to the Superintendent of a Mercantile Marine Office, or Consul 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.

Table listing offences and penalties. Columns include No., OFFENCE, Amount of Fine or Punishment, and Signature of Superintendent or Officer Aboard. Includes a circular stamp from the Shipping Office.

ACCOUNT OF APPRENTICES ON BOARD.

Table for recording apprentices. Columns include Christian and Surnames of the Apprentices at full length, Year of Birth, Nationality, Registry of Indenture (Date and Port), Date of joining, Date, Place, and Cause of leaving.

\* 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).	ADDRESSES OF MASTER AND CREW.	
				(1) Port of Engagement Address. (2) Home Address.	N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.
1.	2.	3.	4.	5.	6.
1	D. W. Roberts. Master to sign first	52	Leams.	(1) Stanley (2) Farnham Leams to Le.	
2	J. B. Smith	42		(1) ——— (2) ———	
3	C. McRimmer	43		(1) ——— (2) ———	
4	J. L. Hill	22	Stanley	(1) ——— (2) ———	
5	J. R. Lyse	23	"	(1) ——— (2) ———	
6	J. G. Kinnaird	24	"	(1) ——— (2) ———	
7	McRimmer	25	"	(1) ——— (2) ———	
8	W. Scott	19	"	(1) ——— (2) ———	
9	R. J. Hutchinson	19	"	(1) ——— (2) ———	
10	J. M. Campbell	37	"	(1) ——— (2) ———	
11	R. B. Bruce	26	"	(1) ——— (2) ———	
12	J. Lanning	16	"	(1) ——— (2) ———	
13	W. J. Bowles	46	"	(1) ——— (2) ———	
14	W. R. Skilling	39	"	(1) ——— (2) ———	
15	L. Kittle	16	"	(1) ——— (2) ———	
16	W. B. Boulton	19	"	(1) ——— (2) ———	
17	C. Harris	26	"	(1) ——— (2) ———	
18	W. Oyarzun	25	Chili	(1) ——— (2) ———	
19	R. B. Starin	22	"	(1) ——— (2) ———	
20	W. Rowlands	23	"	(1) ——— (2) ———	

\* 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.  
 † 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, Cabin Boys, not merely as Boys.  
 ‡ If the advance of wages is not conditional on going to sea

OF ENGAGEMENT.

Year.	State Name and Official No. or Port she belonged to.	Date and Place of signing this Agreement.		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 as Calendar Month.	Amount of Wages advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Reference No.
		Date.	Place.								
5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.
1950	Kafonia 131245 L.P.O.	19/5/50	Stanley	Master	001						1
"	"	"	"	Chief Officer	001945						2
"	"	"	"	3 <sup>rd</sup> Mate			14	-	-		3
"	"	"	"	4 <sup>th</sup> Mate							4
"	"	"	"	Lumps.			11	-	-		5
"	"	"	"	A.B.			11	-	-		6
"	"	"	"	Sailor			10	-	-		7
"	"	"	"	A.B.			11	-	-		8
"	"	"	"	Sailor			9	-	-		9
"	"	"	"	"			7	0	0		10
"	"	"	"	Fireman			11	-	-		11
"	"	"	"	"			11	-	-		12
"	"	"	"	Cabin Boy			14	-	-		13
"	"	"	"	Sailor			10	-	-		14
"	"	"	"	Fireman			11	-	-		15
"	"	"	"	Galley Boy			5	-	-		16
"	"	"	"	Asst. Boy							17
"	"	"	"	Chief Steward			14	-	-		18
"	"	"	"	2 <sup>nd</sup> Steward			10	-	-		19
"	"	"	"	Asst. Steward			7	-	-		20
"	"	"	"	"			8	10	0		

country, state if a natural born British Subject, or naturalized.  
 Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.  
 Cabin Boys, not merely as Boys.  
 the words "not conditional" should be inserted above the entry of the amount.

PARTICULARS

OF ENGAGEMENT.

Reference No.	SIGNATURES OF CREW.	Age.	Nationality. (If British, state Birthplace).	ADDRESSES OF MASTER AND CREW.	
				(1) Port of Engagement Address.	(2) Home Address.
21	M. Lewisson	28	Stainly	(1) c/o Falkland Islands Co.	(2) —
22	A. D. Allantique	48	Scotland	(1) —	(2) —
23	H. Helgerud	37	Norway	(1) —	(2) —
24	R. F. Leary	46	Stainly	(1) —	(2) —
25	A. Soliani	32	Chioslovakia	(1) —	(2) —
26	J. Rowlands	54	Stainly	(1) —	(2) —
27	C. J. Brown	42	Southwood	(1) —	(2) —
28				(1)	(2)
29				(1)	(2)
30				(1)	(2)
31				(1)	(2)
32				(1)	(2)
33				(1)	(2)
34				(1)	(2)
35				(1)	(2)
36				(1)	(2)
37				(1)	(2)
38				(1)	(2)
39				(1)	(2)
40				(1)	(2)

Ship in which he last served, and Year of Discharge therefrom.		Date and Place of signing this Agreement.		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 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.
Year.	State Name and Official No. or Port she belonged to.	Date.	Place.							
1932	"Lafonia" 181348 L.P.O.	19/1/35	Stainly	Asst Steward			7 0 0			
"	"	"	"	3rd Steward			Agreement			
"	"	"	"	3rd Steward			17 0 0			
"	"	"	"	3rd Steward			11 - -			
"	"	"	"	Cook			15 10 0			
"	Falkland	"	"	Asst Steward			- 1 -			
"	Lafonia	"	"	Asst Steward			Agreement			

† 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, Cabin Boys, not merely as Boys.  
‡ If the advance of wages is not conditional on going to sea

country, state if a natural born British Subject, or naturalized.  
Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.  
the words "not conditional" should be inserted above the entry of the amount.

PARTICULARS

Reference No.	SIGNATURES OF CREW.	Age.	* Nationality. (If British, state Birthplace).	ADDRESSES OF MASTER AND CREW.	
				(1) Port of Engagement Address. (2) Home Address.	N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.
	1.	2.	3.	4.	
41				(1)	
				(2)	
42				(1)	
				(2)	
43				(1)	
				(2)	
44				(1)	
				(2)	
45				(1)	
				(2)	
46				(1)	
				(2)	
47				(1)	
				(2)	
48				(1)	
				(2)	
49				(1)	
				(2)	
50				(1)	
				(2)	
51				(1)	
				(2)	
52				(1)	
				(2)	
53				(1)	
				(2)	
54				(1)	
				(2)	
55				(1)	
				(2)	
56				(1)	
				(2)	
57				(1)	
				(2)	
58				(1)	
				(2)	
59				(1)	
				(2)	
60				(1)	
				(2)	

\* 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.  
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 ‡ If the advance of wages is not conditional on going to sea

OF ENGAGEMENT.

Ship in which he last served, and Year of Discharge therefrom.		Date and Place of signing this Agreement.		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 week or Calendar Month.	Amount of Wages advanced upon or at the time of Engagement.‡	Amount of Weekly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Reference No.
Year.	State Name and Official No. or Port she belonged to.	Date.	Place.								
5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	
											41
											42
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											53
											54
											55
											56
											57
											58
											59
											60

country, state if a natural born British Subject, or naturalized.  
 Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. † Boys entirely employed in connection with the work of Cooks and Stewards.  
 Cabin Boys, not merely as Boys.  
 ‡ If the words "not conditional" should be inserted above the entry of the amount.

PARTICULARS

Reference No.	SIGNATURES OF CREW.	Age.	* Nationality. (If British, state Birthplace).	ADDRESSES OF MASTER AND CREW.	
				(1) Port of Engagement Address.	(2) Home Address.
	1.	2.	3.	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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Year.	State Name and Official No. or Port she belonged to.	Date.	Place.								
5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	61
											62
											63
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											80

Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards. Cabin Boys, not merely as Boys.  
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