

SHI/LOG/LA#9

AGREEMENT AND ACCOUNT OF CREW.

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

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

Name of Ship.1	Official No.	Port of Registry.	Port No. : Date of Reg	and _	d Tonnage.	Nominal Horse Pov of Engines (if any)).
SELAFONIA	161822	P. +Cloud	1/10	22 768	Net.	N.H.P. I.H.P. B.F	~
REGISTERED MANAGING OWNER OR	MANAGER.		of Scamen for	12 100	CHARTERER		100
Name. (State No. of	Address House, Street an		accommodation is certified.	Name.		Address.	
Filliand Island & 61 Stace Cond	echurel 8	Sheet	23			-	

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 *

round the Coasts of the Falkland Islands and to the East Coast of South America and Magellan Territory, Chile, also South Georgia between the limits of 30 degrees South Latitude and 56 degrees South Latitude and return to Stanley.

This agreement shall expire not later than the 31st day of December, 1935, or the first arrival at Stanley after that date or the discharge of consequent on that date.

And the Crew agree to conduct themselves in an orderly, faithful, honest 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 additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed on page 3

Regulations authorized by the Board of Trade, which are printed on page 3 and numbered

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 the state of the st 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's

the crew shall work coals and cargo for ballast when and where required.

Overtime shall be paid for at the rate of one shilling per hour except on Sundays when the rate shall be two shillings per hour. Fractions of an hour worked as overtime 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 non liberty granted other than at the pleasure of the Master.

The crew shall wear the Company's uniform when and where required.

(a.) Should any of the orew 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.

The crew shall be deemed complete with shall be sailors all told, of whom not less than

(e.) The firemen shall keep the galley supplied with coal (265113) Wt. 22385/3573 Gp. 144 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	Dest Thick.	Master
on the	day of July	19.25

Date of	Port at which		These Columns to be		of the Voyage.
Commencement of Voyage.	Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this
2/7/25	Fort Stanley	13/12/50-	Portflanky.	3-1.36	Agreement and Account of Crew, &c. Master.

Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.

Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.

Here 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

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt. Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of

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.

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Crew which to the Officer,

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.	Biscuit,	Salt Beef.	Salt Pork.	Preserved Meat,	Fish.	Potatoes.	Compressed Vegetables.	Peas, Split.	Peas, Green.	Calavances or Haricot Beans	Flour.	Rice.	Oatmeal.	Tea.	Coffee.	Sugar.	Milk Condensed.	Butter	Marimalade or Jam.	Syrup or Molasses.	Suct	Pickles.	Dried Fruits.	Fine Salt	Mustard	Popper.	Curry Powder,	Onions.
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CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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.

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.

6. Fresh 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 fresh potatoes, 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.

five ounces of the mixture to four ounces of collec.

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

10. In port-

(a) soft bread shall be issued in lieu of biscuit; and

(a) soft bread shall be issued in heu of discust; 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 shall be issued daily, and, when

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

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I Leaving.

2. Appren tices over 16 years of age.

+ 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.

						PARTICULAI
No.	ELEVATURE OF CREW			HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry	Date and Place of Sign this Agreement.
Reference P	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	Nationality (If British, state birthplace—see footnote).	N.D.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	and date of discharge if more than a year previous.	Date. Place.
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* If a British Subject, state Town or Country of Birth, and if born in a foreign for 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"

Ship___LAFONIA.

OF EN	GAGE	MENT					T. b	PARTICULARS e filled in by the Man Desertion of an	OF DISCHARGE ter upon the Disch w Member of his Co	i, da vgc, Dest err.	h or	RELEASE.		Number of Weeks	
In what Capacity engaged. †	No. of Certificate (if any) and No. of Reserve Commis- sion 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.	or at the	Amount Weekl	bly before	Date, Pla	or of Death. Place.	Cause.§	100	Wages mid on scharge,	We, the undersigned Members of the Crow of this Ship, do horson release this Ship, and the Matter and Owner of Owners thereof, from all Charts for Waysh, or otherwise in review of this Voyage, and I, the Matter, do berelov release the said undersigned Members of the Crow from all Charts 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 Officers) before whom the balance of W. w. 3. 1 yand and Release signed and Date.	which he-ar- ante Act Contri- lutional have been paid.	Meterate No.
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country, state if a natural born British Subject or naturalized.

Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.

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

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

lie Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Described," "Left Sick," "Died."

						PART	TCULARS
Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE DOOKS (Dis. A's).	Age.	* Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.	Date as the Date.	nd Place of Signing is Agreement. Place.
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If a British Subject, state Town or Country of Birth, and if born in a foreign and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Boys, not merely If the advance of wages is not conditional on going to sea the

OF EN	IGAGE	MENT.					To be	PARTICULARS OF		ge, Death	0"	1	RI LEASE.		Number of Weeks	
In #hat Capacity	No. of Certificate (if any) and No. of Reserve	Date and Hour at which he is	Amount of Wages per Week	Amount of Wages Advanced upon or at the	Amount of Weekly or Monthly	Signa- ture or Initials of Official before	Date, Pla	ce, and Cause of leave or of Death.	ing this Ship,	of 33	iance Vages id on		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 Yovage, and I, the Master, do hereby re- lease the said undersigned Members or the Crew	Signature or Initials of Official before whom the balance of	for which Insur- ance Act Contri- butions	Reference No.
engaged. †	Commission or R. V. 2 (if any).	to be on board.	or Calcudar Month.	time of Engage- ment.‡	allotment.	whom the Sea- man is engaged	Date.	Place.	Cause.§		d on harge.		lease the said undersigned Members on the Cover from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which be signed in Col. 1).	Wages was paid and Release signed and Date. 20.	bave been paid.	3
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Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.
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The Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Described," "Left Sick," "Died."

NOTICE.

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

Services required by Law.	tl	oth	ntries er china. d.		s.
(I.) For every seaman engaged before Cons		3	0	4	0
(2.) For every alteration in agreements with sea		U	J	1	
made before Consular Officers		3	0	4	0
(3.) For every seaman discharged or left be	hind				
with the Consular Officers' sanction		3	0	4	0
(4.) For every desertion certified by Cons	sular				
Officers		3	0	4	0
(5.) For making endorsement on ship's paper					
required by Section 257 of the Merchant Ship					
Act, 1894—(To include the fee for the inspection ship's papers—See No. 7)		5	n	7	n
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Services required by parties interested.

•(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:—

In Countries other than China-

1/- for each man with minimum of 15/- and maximum of £2 0s. 0d.

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

(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) 5 0 7 0

Under the Consular Fees (No. 2) Order in Council, 1921, a Surtax of 25% over and above these fees is payable, except in China

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 Superintendents.

Fort Stanley Lallaw Island. 200 July 1975 I hereby certify that he Seamen whose names appear on lines 1 to 5 9 7 20 of the within written afreement have been engaged before me this day SHIPPING MASTER

Fox Stanley Islands I hereby certify that he hearher has reported to me the engagement of Nos 21 and 22 and 23 hereon I also certify that I have sanchroned he dischery of seamon whose name appears

At The 33 hereof

shepping office of hears on line 24 levest, has been engaged before me this try. SHIPPING MASTER

BRITISH CONSULATE



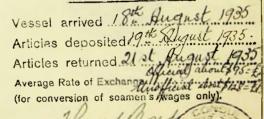
Ship_ LAFONIA

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Stanley Jalulan 18 I hereby certify that I have sanchones the discharge of the Seamen whose names appears on lines 24 herein, and also that the seamen whose names appears on lines 25/16 herein. SHIPPING MASIER

BRITISH CONSULATE MAGALLANES.



Acting with the CONSUL

SHIPPING MASTER

Falklows Islams. I hereby certify that she seamen whose names appear on lives 27 + 28 + 29 have been engaged before me this day. I also certify that men whose names appear on lines 10 9 18 have left sick, and that I have this day lanctimed the discharge of Slaman whose name appears on en Dean huy

BRITISH CONSULATE CONTEVIDEO

Vessel Artived "SEPTEMBER

egreement Deposited " Stort ages do Refuraci 7 " Jemenate. warnge Rate of Exchange \$ /2.00 to & stg. For conversion of Scameas' Wages only.

Locally certify that I have sanctioned the engagement of the Seaman on line 1/1: 30 William adam on the terms of this approarest

Dis. A has been delivered to the Master except where it is

which he has signed in the

otherwise stated. Worman Leslie



Stanley, Falkland &. I hereby certify that he haster has reported to him the discharge of Seamen whose names appear on line 2. 15 - 27 of the agreement. That Seamen whose name appears on line 22 herein has been deacharged before me this day. I also certify that the Seamen whose names appear on lives 31. 32 × 33 have been engaged before me this day, on the term of the within written agreement.

SHIPPING MASTER

Clesteantry



ATTISE CONSULATE PORTO ALECRA

| 12.10.35 | 12.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35 | 15.10.35





BRITISH CONSULATE

Vessel Arrived 8 DOCTOBER

Agreement Deposited 19 DOCTOBER 1933

Average Rate of Exchange \$ //5'5 to 5 4



Munay Kuply.

Mulinede

Stanley Falkland Islands

he discharge of Nos 1. 29. 30 +31 brein also certify that scame whose names appear on lines 54-36 have been engaged before me this Day.

Tacklant de.

10.11.15
1 hereby certify that I have

sanctioned he discharge of seamen.

whose names affect on lines

24 - ind 36 hereins, without

Seamen whose names experient
on lines 31.35 > 39 herein have

been engages before me this

day.

I hereby certify that Caplain

2 wholest, whose certificate of

competency is 1-0 +0827, has

competency is 1-0 +0827,

BRITISH CONSULATE



Agreement Deposited December

do Returned Some 1986

Average Rate of Exchange \$10 to \$ stg.

For conversion of Scamens' Vages only.

British Vice-Consul

hereby certify that I have sanctioned the discharge of seamen whose names aftern on lines 4, 32 and 33 of this agreement.

I also certify that the seamon who se name appears on line 40 herem has been enjoyed before me this day on the terms of the wither-written agreement

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Note.—If more space is required for certificates or endorsements they may be continued on page 6, if available, otherwise an additional form Eng. 1., must be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of scamen left behind abroad by reason of descrition, etc., and having the following reference numbers in this Agreement, have been duly accounted for to me on Form L. a. 1.

The cases of seamen having the following reference Numbers.

are exempt under Section 28 (12 b)†

and those with reference Numbers.

under Section 28 (12 c)†

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

Reimbursement account charges are to be excluded from consideration in dealing with claims for exemption.

[Twelve pages.

Signature.

'A greements.

- 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 ment, the Master, at the commencement of the voyage, is bound, un penalty of 51., to have a legible copy (omitting the signatures) placed 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 100l, 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 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 me 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. 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 51.
- 12. The Master of a foreign-going Ship incurs a Penalty of 51, 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 a Port where there is a British Consular Officer, or a Superintendent, the Master is bound under a Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep them during the Ship's stay at 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 Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be inspected before the Certificate is issued, and the fee of 5s. (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 Scamen abroad must be made before a British Consul, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not the Master of the Ship is hable 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/.
- 17. In all cases in which Crews are to be discharged at the Mcrcantile 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

- 18. Within forly-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 Superintendent abroad 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 Scaman (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 51. 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% to give the Scaman a Certificate of Discharge; and the Master is also bound under a penalty of 20%, 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. 19 and 20.)

(40 men.)

Caractonal Copy. (Extender,)



AGREEMENT AND ACCOUNT OF CREW.

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

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

N: 600				Port No. and	Register	ed Tonnage.	Nominal Horse Powe
Name of Shi	ıb.,	Official No.	Port of Registry.	Date of Register.	Gross	Net.	of Engines (if any). N.H.P. I.H.P. B.H.
REGISTERED N	JANAGING OWNE	R OR MANAGER.		of Seamen for		CHARTER	ER °

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 *

And it is also agreed, that's

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 additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed on page 3

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

,			These Columns to b	e filled up at the end	of the Voyage.
Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
					Master

Place S.S. before name if a Steamship, and M.V. if a Motor Vessel. Delete inapplicable letters. N.E.P. should always be inserted here if given in the certificate of registry. 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.

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.

Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of

the ship.

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.

(3697) 47897 Wt.27415/16727 15/2/24 4,000 Bks. R.&Co.Ltd. 153/4.

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 Juics, and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

		Water,	Soft Bread.	Biscuit	Salt Beef.	Salt Pork.	Preserved Meat.	Fish	Potatoes.	Dried or Compressed Vegetables.	Peas, Split.	Peas, Green.	Calavances or Haricot Beans	Flour.	Rice.	Oatmeal.	Tea.	Coffee.	Sugar.	Milk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses.	Suct.	Pickles.	Dried Fruits.	Fine Salt.	Mustard.	Pepper.	Curry Powder.	Onions.
		gts.	lbs.	lbs.	lbs.	lbs.	Ibs.	Ъ.	lbs.	lb.	pt.	pt.	pt.	lbs.	lb.	oz.	oz.	OZ.	lb.	lb.	lb.	Jb.	lb.	oz.	pt.	oz.	02.	oz.	02.	oz.	02.
Sunday		4	1		1 1	3000	2	100						1		herr								UZ,	1	UZ.)				-
Monday		4	****	1		1	****								1		The r	110	1	-/11	200	****	41.45		3434	****	***	****		945	3
Tuesday		4	1		111		***							1	4	-	lan.	1400		4+4%	100.		-141	0 - 4 4	need		-94*	****	110	****	
Wednesday		4		1			2		10.1					1 2	10.0	7				****	aire	=149	100		5114	****	4910		140	****	A197
Thursday		4	1			1		****			1774			2	***	1000		1	100	****		****	100	****	****	****	4000	4179	4117	*14*	2,00
Friday		4		1		****	7.	7		4	1	****	100		1	1614	100	1 100		F		****	100	****	2444			****	100	-011	***
Saturday		4	2012	1	11		****			1	*****		****	1	rent.	000				,	****				404		40.14	1.000	4100	-	4100
021702)	-				-4			4011		7110	****	****	2000	1 4	1454	4						41114			200					-	***
Weekly		28	3	4	3	2	21	2.	6	1		,	-	-		-	_	-						11.7	4114					-	-
	-				1	1				2	5	3	1	2	1 2	S	11	4	11	1 1	Ŧ	1	1	4	1	5	2	1	1	1	3 ;

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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. The issue of provisions for which a total weekly, and no daily.
 The issue of soft bread under the scale shall not be required—

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;
 (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,
 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
 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 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 vegetables, in the proportion of one pound to six pounds of fresh potatoes, must be issued in their place.
 6. Fresh vegetables preserved in tins, to one ounce of dried or compressed vegetables in the proportion of half a pound
 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

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 unces of the mixture to four ounces of coffee.

five ounces of the mixture to four ounces of course.

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 one ounce to half a pound of the opions must be issued.

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

								THE PARTY OF THE P	The unit	v wn	1 0 trusala-	-0	,	co necu	1100
Fresh me		****			****		14 lb.	TOT TO	O RF HEED		under	steam.			
Salt mea	1	****	1007				1	Tale	DE OBED WITHOUT	REA	SONADIN				
Preserve	d me	at					2 "	To be considered equal.	Split Peas		TOWARLE	CAUSE.			
Coffee			***	1111			* ** /	1	Flour	· Chee	****				-1 wi
Cocoa		****					OZ.	'F- 3		****		****	****	1 pt. 1	To be considered equal wi
Tea	,.					****	1 "	To be considered equal,	Calavances of	nario	ot beans	****		1 lb.	To be considered equa- issued with meat ration
Flour		***				****	1 lb.	1	Marmalade	****	****	***	****	1 pt.	issued with
Biscuit	**	4100	****			,		7. 1	lam	****	****	***	****	₹ lb. }	1
Rice		****	****		****	****	i "	To be considered equal,	Butter	****	****	****		1 ,, 1	To be considered equal.
)	1	Mustard	****	****	****			To be consider
									Correcto	****		****	****	1	· 1 adult.
									Curry Powde	****	****	***			To be considered equal.

LOAD-LINE AND DRAUGHT OF WATER.

* The centre of the disc is placed at _____feet___ _deck-line marked under the provisions of the Merchant Shipping Act, 1894. inches below the * POSITION OF LINES USED IN CONNECTION WITH THE DISC.

SAILING SHIP.

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

STEAM SHIP.

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

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

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 freehoards 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 Seasonly applies to vessels trading between the limits of Sacz 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

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

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

wages, and paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks ht 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. It 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 Consular Officer.
1	Striking or assaulting any person on Board or belonging to the Ship (if not otherwise presecuted)	Five Shillings.	
2	Bringing or having on Board attoxicating Lquors	Five Shillings.	
3	Drunkenness. First Offence Second and for each subsequent Offence	Five Shillings. Ten Shillings.	
4	Taking on board and keeping possession of any fire-arms, knuckle-duster, loaded came, slung-shot, sword-stick, bowie-kmie, dagger, or any other offensive weapon or oftensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Five Shiftings.	
5	Insident or contemptuous language or behaviour to the Master or officers, or disabedience 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	Dive Shillings.	

List of Young Persons under 16 years of age and account of all Apprentices employed on board during the voyage.

	Date		ite Capacity.	If App Particulars of	rentice Indentures.	Date of joining	To b	ticidars of Leaving - filled up by Muster ung it should be stated.
Name in full	Birth.	(if British, state birthplace).		Date.	Place of Signing.	for the voyage.	Date.	Cause of Leaving.
	1. Young Persons u	inder 16 years of a	ge including	Apprentices.	1			
	-				-			
	2. Apprentices over	16 years of age.						
					-			

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

						PART	ICULARS
		1		HOME ADDRESS.		Date an	d Place of Signing
Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE GOOKS (DB. A's).	Age.	• Nationality (H British, state birthplace—see footnote).	N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship with Ghiral No. or Port of Registry and date of discharge if more than a year previous.	Date.	Γ:ace,
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† 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

† 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"

Ship_

OF EN	GAGE	MENT.							To b			DISCHARGE, &c. upon the Discharge, Death or tember of his Crew.			1	RILEASE.		Number of Weeks	
In what Capacity engaged. †	No. of Certificate (if any) and No. of Reserve Commis- sion or R. V. 2 (if any).	Date and Hour at which he is to be on board.	Wage	es es eek ndar th.	Amount Wages Advance upon or at th time of Engage- ment.;	d Amo	unt of tekly louthly timent.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Pla	Place.	leaving this Shiph.	_	Balls of W paid Disch	ance ages i en aarge.		We the undersigned Members of the Crew of this Shir, do hereby release this Shir, and the Master and Owner or Owners thereof, from all Churn for Wages, or otherwise in respect of this Yovage, and it, the Master, do hereby release the viid undersigned Members of the Crew from all Churns in respect of the aid Yovage. Signatures of Crew (each to be on the line on which he signed in Col. 1). 19.	Signature or Initials of Ofman before whom the bollance of Wages was paid and Release signed and Date.	which Insur- ance Act Contri- butions Aire teen paid.	Reference No.
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country, state if a natural born British Subject or naturalized.
Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers.
Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin as Boys.
words "not conditional" should be inserted above the entry of the amount.
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."

						PART	ICULARS
				HOME ADDRESS.		Date an	nd Place of Signing
Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	• Nationality (It British, state birthplace—see footnote).	N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman,	Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.	Date.	Place,
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† 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

§ 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 Laseing

Ship_

OF EN	IGAGE	MENT.			,		Tob	PARTICULARS of filled in by the Mas Descrition of any	OF DISCHARGE, ter upon the Dischar y Member of his Cre	Sec. ge, Death or v.	RELEASE.		Number of Weeks	
In what Capacity engaged. †	No. of Certificate (if any) and No. of Reserve Commis-	Date and Hour at which he is to be	or Calendar	or at the	Amount Weekly or Month Allotmen	Official before	Date, Pla	or of Death.	aving this Ship,	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 Vovace, and I, the Master, do hereby re- lease the said undersigned Members of the Grew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the Inlance of	for which Insurance Act Contributions have	Reference No.
8	sion or R. V. 2 (if any).	on board.	Month.	Engage- ment.:	13.	the Sea- man is engaged	Date. 15.	Place.	Cause.§	18.	Signatures of Crew (each to be on the line on which he signed in Col. 1).	Wages was puid and Release signed and Date, 20.	l been	
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country, state if a natural born British Subject or naturalized.

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

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

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

NOTICE.

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

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Services required	by Law.					
			than	intries her China. d.	Chi	D.D.
(1.) For every seaman engage	ed before	Consular	г			
Officers			. 3	0	4	0
(2.) For every alteration in agr	eements wi	th seamar	ı			
made before Consular Officers				0	4	0
(3.) For every seaman discha	rged or le	ft behind	ı			
with the Consular Officers' sanct	_			0	4	0
(4.) For every desertion cor	tified by	Consular	r			
- i			. 3	0	4	0
(5.) For making endorsement		Danova a				
. ,	•					
required by Section 257 of the	Merchant	Suibbing				

ship's papers—See No. 7) 5 0 7 0

Act, 1894—(To include the fee for the inspection of

Services required by parties interested.

In countries
other In
than China. China.
s. d. s. d

•(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:—

In Countries other than China—

1/- for each man with minimum of 15/- and maximum of £2 0s. 0d

In China-

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

(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) 5 0 7 0

Under the Consular Fees (No. 2) Order in Council, 1921, a Surtan of 25% over and above these fees is payable, except in China

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 Superintendents.

hereby certify that 'on the experience of the Grew has been signed to new articles in respect of aprement covering period 1. "Jan 1936 to So June 1936

Ship_

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

CERTIFICATES

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CERTIFICATE

Or Endorsements made by Consuls or Superintendents.

Note.—If more space is required for certificates or endorsements they may be continued on page 6, if available, otherwise an additional form Eng. 1., must be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference numbers in this Agreement, have been duly accounted for to me on Form L. a. 1.

The cases of scamen having the following reference Numbers.

are exempt under Section 28 (12 b)†

and those with reference Numbers.

under Section 28 (12 c)†

_____ Dat

_Signature.

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

Reimbursement account charges are to be excluded from consideration in dealing with claims for exemption.

'A greements.

- 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 Scaman 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 5l., 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%, 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 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 51.
- 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 a Port where there is a British Consular Officer, or a Superintendent, the Master is bound under a *Penalty of Twenty Pounds* to deliver within forty-eight hours of the Ship's arrival (if the ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep them during the Ship's stay at 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 Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be inspected before the Certificate is issued, and the fee of 5s. (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 a British Consul, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras. 20, 21 and 22 below.)

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 107.
- 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 Superintendent abroad 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 Scaman (or leave with the Super-intendent 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 51. 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 10th to give the Seaman a Certificate of Discharge; and the Master is also bound under a penalty of 20th 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. 19 and 20.)