



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

(0 3)

OFFICIAL LOG BOOK.

No. 3.

(Consisting of 24 Pages.)
For 87 Men.

FOR EITHER

FOREIGN-GOING OR HOME TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
S/S. "FITZROY" PORT STANLEY OFF No 161827 N.R. 344. H.P. 90.			468.		Wm. C. Davis.	oc. 33008.

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.</u> Date <u>4/1/38</u>	FALKLAND ISLANDS AND SOUTH AMERICA	Port <u>Stanley</u> Date <u>1/7/38.</u>

Delivered to the Superintendent of Mercantile Marine at the Port of Port Stanley
on 12 day of July 19 38.

Countersigned

[Signature]
SHIPPING MASTER
Superintendent.

[Signature] Master.

The Falkland Is. Co. Address.
Port Stanley.

NOTE.—The above Entries are to be filled up by the Master, and the 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 Foreign-going Ship. In the case of a Home Trade Ship the Log Book for any half year is to be delivered to a Superintendent within 21 days of the 30th of June or the 31st of December, as the case may be.—See Section 242 of the Merchant Shipping Act, 1894.

Index to Entries in Official Log Book.

ENTRIES.	Reference to any pages in which the various entries appear.
1. Conviction of any Member of Crew and Punishment (Section 240 (1) of <i>M.S. Act</i> , 1891.)	
2. Offence committed by Member of Crew for which it is intended to prosecute or to enforce a Forfeiture or to exact a Fine, together with such statement concerning the reading over such entry, and concerning the reply (if any) made to the charge as is required by law (Section 240 (2) of <i>M.S. Act</i> , 1894.)	
3. Offence for which punishment has been inflicted on board, and the punishment inflicted (Section 240 (3) of <i>M.S. Act</i> , 1894.)	
4. Illness or injury that has happened to any Member of Crew, the nature thereof, and the medical treatment adopted (if any) (Section 240 (5) of <i>M.S. Act</i> , 1894.)	
5. Death that has happened on board, and cause thereof (Section 254 of <i>M.S. Act</i> , 1894.)	
6. Birth that has happened on board, the sex of the infant, and the names of the parents (Section 254 of <i>M.S. Act</i> , 1894.)	
7. Marriage that has taken place on board, the names and ages of the parties (Section 240 (6) of <i>M.S. Act</i> , 1894.)	
8. Name of Seamen or Apprentice who has ceased to be a Member of the Crew, otherwise than by death, with the place, time, manner, and cause thereof (Section 240 (7) of <i>M.S. Act</i> , 1894.)	
9. Amount of Wages due to any Seaman who has entered His Majesty's Service during the voyage (Section 240 (8) of <i>M.S. Act</i> , 1894.)	
10. Wages due to any Seaman or Apprentice who has died during the voyage, and the gross amount of all deductions to be made therefrom (Section 240 (9) of <i>M.S. Act</i> , 1894.)	
11. Statement of the amount of money and description of the effects left by any Seaman or Apprentice who has died during the voyage, including a statement of each article sold and the sum received for it (Sections 169 and 240 (10) of <i>M.S. Act</i> , 1894.)	
12. Collisions with any other Ship, and the circumstances under which the same occurred (Sections 240 (11) and 423 of <i>M.S. Act</i> , 1894.)	
13. Order of Naval Court (Section 483 (3) of <i>M.S. Act</i> , 1894.)	
14. Survey of Provisions and Water (Section 198 of <i>M.S. Act</i> , 1894.)	
15. Refusal or Neglect of any Seaman or Apprentice to take Lime or Lemon Juice (Section 200 (3) of <i>M.S. Act</i> , 1894.)	
16. Change of Masters.—List of documents handed to new Master (Section 258 of <i>M.S. Act</i> , 1894.)	
17. Report of character of Crew (Section 240 (4) of <i>M.S. Act</i> , 1894.)	
18. Employment or death of Lascars	
19. Load-line, freeboard, and draught of water (Section 430 (3), 440 (4) of <i>M.S. Act</i> , 1894.)	
20. Occasions on which boat drill is practised, or life-saving appliances are examined (Section 9 of <i>M.S. Act</i> , 1906.)	
21. Wages and effects due to any Seaman left behind abroad (Section 23 (1) (a) of <i>M.S. Act</i> , 1906.)	
22. Notice of disrating (Section 59 of <i>M.S. Act</i> , 1906.)	

NOTE.—For the chief statutory provisions respecting Official Logs see Notice I. of the Official Notices (Form N) available on application.

CAUTION.—Section 130 of the Merchant Shipping Act provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character.

No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
1	Wm Adams	Master.			Page 19
2	Geo Osborne	mate.			
3	Th. Sedgwick	2nd Mate & B. om.			
4	R. Edwards	1st Engineer	V. G.	V. G.	Pages 16. 19
5	R. Atkins	2nd "			
6	Geo Meierhofer	3rd Eng.			
7	L. Lonsen	AB.			
8	L. Lundenberg	O.S.			
9	J. E. Clepton	Sailor (wtd) AB.			
10	J. Lundenberg	AB.	V. G.	V. G.	Page 16
11	Le Burndes	AB.			
12	K. Lundenberg	AB.			
13	M. Lyse.	AB & W/O.			Page 13
14	A. Clepton	AB & Lamps.			
15	J. Hansen	1st Steward			
16	H. Perriello	Cook.			
17	by R. Betts	2nd Steward			Page 16.
18	R. Barnes	Fireman	V. G.	V. G.	Page 13.
19	S. Hillbrooke	Fireman	V. G.	V. G.	Page 13.
20	E. Patterson	Fireman			
21	L. Mc Gill	Tub. Boy	V. G.	V. G.	Page 13, 14, 16.
22	L. Whitney	Pantry Boy			
23	P. Harolds	Fireman			Page 14 & 15. 16.
24	E. Meierhofer	Fireman	V. G.	V. G.	Page 13, 14, 15.
25	E. Sumner	Fireman			
26	R. Mc Leven	O.S.	V. G.	V. G.	Page 20
27	A. Short	O.S.	V. G.	V. G.	Page 20.
28	J. Fellenberg	1st Officer.			
29	Guillermo Marianez	M.R. Steward			Page 16

CAUTION.—Section 130 of the Merchant Shipping Act provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—continued.

No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
30	Fack Aitken	Sailor	Voyage not completed		
31	W. Burridge	Fireman.			
32	Wm Johnston	Chief Officer.			
33	G. J. Kirk	Sailor	V. G.	V. G.	Page 20.
34	James Halliday	D. S.	V. G.	V. G.	Page 20.
35	A. Biggs	mess Room Steward			
36	R. Courtnay	Duck Hand	V. G.	V. G.	Page 20
37	J. R. Glendell	Donkeyman			
38	J. M. Thomson	Chief Engineer			
39	J. Lindenberg	A.B.			
40	G. Bresovich	Chief Engineer			
41					
42					
43					
44					
45					
46					
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48					
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CAUTION.—Section 130 of the Merchant Shipping Act provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—continued.

No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
59					
60					
61					
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63					
64					
65					
66					
67					
68					
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SHIP'S DRAUGHT OF WATER.

The Merchant Shipping Act, 1894, Section 436 (3), enacts that the Master of every British sea-going ship shall upon her leaving *any dock, wharf, port, or harbour for the purpose of proceeding to sea*, record her draught of water and the extent of her clear side in the Official Log Book and shall produce the record to any chief officer of Customs whenever required by him, and if he fails without reasonable cause to produce the record, shall for each offence be liable to a fine not exceeding twenty pounds. This applies to all places, whether at home or abroad.

The term "clear side" means the height from the water to the upper side of the plank of the deck from which the depth of hold as stated in the register is measured, and the measurement of the clear side is to be taken at the lowest part of the side.

LOAD-LINE AND FREEBOARD.

The Merchant Shipping Act, 1894, Sections 437 to 442, as amended by the Merchant Shipping Act, 1906, Sections 7 and 8, provides, among other things, as follows:—

Marking of Load-Line Disc.

The Owner of every British Ship proceeding to sea from a port in the United Kingdom (except sailing ships under eighty tons register, employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall, before the time herein-after mentioned, mark upon each of her sides, amidships (*i.e.*, at the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern-post), or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with an horizontal line eighteen inches in length, drawn through its centre.

The centre of this disc shall be placed at such level as may be approved by the Board of Trade below the deck-line marked under this Act and specified in the certificate given thereunder, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship.

Submersion of Disc.

If a ship is so loaded as to submerge in salt water the centre of the disc indicating the load-line, the ship shall be deemed to be an unsafe ship within the meaning of the provisions hereafter contained in this Part of this Act, and such submersion shall be a reasonable and probable cause for the detention of the ship.

Foreign-going and Home-Trade Vessels.

Where a ship proceeds on any voyage from a port in the United Kingdom for which the owner is required to enter the ship outwards, the disc indicating the load-line shall be marked, before so entering her, or, if that is not practicable, as soon afterwards as may be.

The owner of the ship shall upon entering her outwards insert in the form of entry a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the deck lines which is above that centre, and if default is made in inserting that statement, the ship may be detained.

The master of the ship shall enter a copy of that statement in the agreement with the crew before it is signed by any member of the crew, and a superintendent shall not proceed with the engagement of the crew until that entry is made.

The master of the ship shall also enter a copy of that statement in the official log book.

When a ship to which this section applies has been marked with a disc indicating the load-line, she shall be kept so marked until her next return to a port of discharge in the United Kingdom, or, if the mark has been altered abroad in accordance with regulations made by the Board of Trade for the purpose, marked with the mark as so altered.

Coasting Vessels.

Where a ship employed in the coasting trade is required to be marked with the disc indicating the load-line, she shall be so marked before the ship proceeds to sea from any port; and the owner shall also once in every twelve months, immediately before the ship proceeds to sea, transmit or deliver to the chief officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the deck-lines which is above that centre.

The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall transmit or deliver to the chief officer of customs of the port of registry of the ship, notice in writing of that renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

If default is made in transmitting or delivering any notice or statement under this section, the owner shall, for each offence, be liable to a fine not exceeding one hundred pounds.

When a ship to which this section applies has been marked with a disc indicating the load-line, she shall be kept so marked until notice is given of an alteration.

Penalties.

If—

(a.) Any owner or master of a British ship fails without reasonable cause to cause his ship to be marked as by this Part of this Act required, or to keep her so marked, or allows the ship to be so loaded as to submerge in salt water the centre of the disc indicating the load-line; or

(b.) Any person conceals, removes, alters, defaces, obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate, any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, he shall for each offence be liable to a fine not exceeding one hundred pounds.

If any mark required by this part of this Act is in any respect inaccurate so as to be likely to mislead, the owner of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

Regulations.

In the Regulations made by the Board of Trade under Section 443 of the Merchant Shipping Act, 1894, it is provided as follows:—

(a.) The master of every British ship shall, before she leaves any dock, wharf, port or harbour in the United Kingdom, His Majesty's possessions, or any foreign country, for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate of approval of the position of the disc.

(b.) The managing owner or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

LOAD-LINE AND DRAUGHT OF WATER.

Position of the Load-line Disc and the lines used in connection with the Disc.

The centre of the disc is placed at — feet $2\frac{3}{4}$ inches below the $\frac{1}{4}$ in. deck-line marked under the provisions of the Merchant Shipping Act, 1894.

Maximum load-line in fresh water — feet $3\frac{1}{4}$ inches above the centre of the disc.

Maximum load-line in Indian summer — feet $0\frac{3}{4}$ inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter — feet $3\frac{1}{4}$ inches below the centre of the disc.

Maximum load-line in North Atlantic winter — feet $2\frac{1}{4}$ inches below the centre of the disc.

The above particulars are to be taken from the Load-line Certificate. The words which are not applicable should be erased.

DATES OF ARRIVAL AT AND DEPARTURE FROM EACH PORT TOUCHED AT,

WITH THE

FREE-BOARD AND DRAUGHT OF WATER

Upon every occasion of the Ship proceeding to Sea.

FROM						TO	
(1)	(2)	(3)		(4)		(5)	(6)
Date and Hour of Departure.	Dock, Wharf, Port or Harbour from which the Ship departs.	Draught of Water in salt water at time of proceeding to sea.		Free-board amidships corresponding to fore-going draught.		Date of Arrival.	Dock, Wharf, Port or Harbour.
		Forward.	Aft.	Port.	Starboard.		
		ft. in.	ft. in.	ft. in.	ft. in.		
28 Feb. 11 ³⁰ PM	Les Puentes.	10' 6	12' 00	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	3/3/38 12 ³⁰ PM	New Zealand
4/3/38 8 ¹⁵ AM	San Carlos (P)	10' 0"	13' 00	2. 0 $\frac{1}{4}$	2. 0 $\frac{1}{4}$	7/3/38 6 AM	Les Puentes (Chile)
8 ¹⁵ AM	Les Puentes.	10. 6	12. 00	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	9/3/38 8 ³⁰ PM	New Island
11-3-38 8 ²⁰ PM	Egg Harbour.	10. 3	13. 6	1. 7 $\frac{3}{4}$	1. 7 $\frac{3}{4}$	14/3/38 3 ¹⁵ AM	Les Puentes.
14-3-38 8 PM	Les Puentes	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	15-3-38 8 PM	Rio Grande
16-3-38 8 PM	Rio Grande.	10. 6	13. 6	1. 6 $\frac{1}{4}$	1. 6 $\frac{1}{4}$	17-3-38 4 ³⁰ PM	Les Puentes.
18-3-38 11 AM	Les Puentes	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	19-3-38 8 AM	Rio Grande.
20-3-38 11 PM	Rio Grande	10. 6	13. 6	1. 6 $\frac{1}{4}$	1. 6 $\frac{1}{4}$	21-3-38 6 ³⁰ PM	Les Puentes
22-3-38 5 ¹⁵ PM	Les Puentes.	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	24-3-38 11 PM	Darwin
25-3-38 2 PM	Darwin	10. 3	13. 3	1. 9 $\frac{1}{4}$	1. 9 $\frac{1}{4}$	27-3-38 11 ¹⁵ PM	Les Puentes.
28-3-38 7 PM	Les Puentes	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	31-3-38 11 ³⁰ AM	North Arm.
1-4-38 8 AM	North Arm	10. 6	13. 6	1. 6 $\frac{1}{4}$	1. 6 $\frac{1}{4}$	3-4-38 7 PM	Les Puentes
5-4-38 3 AM	Les Puentes	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	7-4-38 1 ³⁰ PM	Darwin
8-4-38 9 AM	Darwin	10. 3	13. 3	1. 9 $\frac{1}{4}$	1. 9 $\frac{1}{4}$	10-4-38 11 ¹⁵ AM	Les Puentes
11-4-38 2 PM	Les Puentes	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	13-4-38 5 ³⁰ PM	Frost Bay.
15-4-38 1 AM	Frost Bay.	10. 6	13. 6	1. 6 $\frac{1}{4}$	1. 6 $\frac{1}{4}$	18-4-38 10 AM	Les Puentes.
19-4-38 2 AM	Les Puentes.	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	21-4-38 7 PM	Port Stanley.
25-4-38 2 ¹⁵ PM	Darwin	10. 3	13. 3	1. 9 $\frac{1}{4}$	1. 9 $\frac{1}{4}$	29-4-38 11 ⁴⁵ AM	Les Puentes.
30-4-38 11 ³⁰ AM	Les Puentes.	10. 6	12. 0	2. 3 $\frac{1}{4}$	2. 3 $\frac{1}{4}$	3-5-38 8 ³⁰ AM	Salvador Waters

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 freeboard 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 freeboard allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Suez and Singapore.

The Fine Weather Season in the Indian Seas is defined as prevailing east of Tuticorin from the 15th November to the 25th May, and west of Tuticorin from the 1st September to the 25th May.

Upon every occasion of the Ship								TO	
FROM									
(1)	(2)	(3)		(4)		(5)	(6)		
Date and Hour of Departure.	Dock, Wharf, Port or Harbour from which the Ship departs.	Draught of Water in salt water at time of proceeding to sea.		Free-board amidships corresponding to fore-going draught.		Date of Arrival.	Dock, Wharf, Port or Harbour.		
		Forward.	Aft.	Port.	Starboard.				
		ft.	in.	ft.	in.	ft.	in.		
3.5.38 5 PM	Salvador Walls	11.0	13.4	1.4	1.4	6.5.38 6 AM	Fres Puente.		
7.5.38 5 PM	Fres Puente.	10.6	12.0	2.3	2.3	10.5.38 10.15 AM	Port Stanley.		
11.5.38 5 PM	Egg Harbour.	10.9	13.3	1.6	1.6	14.5.38 10.30 AM	Fres Puente.		
14.5.38 11 PM	Fres Puente	10.6	12.0	2.3	2.3	17.5.38 12.50 PM	Pebble Is		
18.5.38 9 PM	Hill Cove	10.6	13.6	1.6	1.6	20.5.38 6 PM	Fres Puente.		
28.5.38 10 AM	Fres Puente.	10.0	12.6	2.3	2.3	30.5.38 7.30 PM	Port Stanley		
2.6.38 5 AM	Port Stanley.	10.6	11.6	2.6	2.6	9.6.38 7 PM	Montevideo.		
11.6.38 1.10 PM	Montevideo.	9.6	13.6	2.0	2.0	16.6.38 8 AM	Port Stanley.		
</									

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 vessels, 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 the 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 of the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
- (5.) If the master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

Spaces are provided on the following pages of this book for the entry of all 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 vessel 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 or Colonial 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 fatal accident occurs at about the time of any injury to the ship, or to any part of it, or to the cargo, the details should be entered in the same way.

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 in the same way.

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. Forms B. & D.1., and W. & E.1., C.15., or C.C.15., as the case may be, will be furnished by the Superintendent, or Consular or Colonial Officer, upon application.

MARRIAGES.

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

(Signed) _____ Officiating Clergyman.

Master or Officer in Command.

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						
4						
5						

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.	Rating, or Rank, Profession, or Occupation.*	Nationality (stating Birthplace).
6						Members of Crew, includ
7						
8						
9						
10						
11						Members of Crew, Las
12						
13						
14						
15						Persons who were n
16						
17						
18						
19						

* 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

(See Instructions on previous page).

11

Officer in Command.						Columns to be filled in by Official to whom report is made.	
Father.		Mother.		Signature of Father or Mother.	Signature of Master and Mate or member of Crew.	Port and Country at which the report is made.	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							
4							
5							

(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.			
<i>Masters on European Agreement.</i>							
6							
7							
8							
9							
10							
<i>and others, on Asiatic Agreement.</i>							
11							
12							
13							
14							
<i>Members of the Crew</i>							
15							
16							
17							
18							
19							

for "Rating or Rank, 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 AND ASIATIC SEAMEN.

When this Log Book is returned to the Superintendent, and any Lascars or other Asiatic Seamen who are not engaged in the United Kingdom formed part of the Crew, the following Form should be filled up and signed by the Master:—

The following Lascars or other Asiatics, who did not sign the Articles of Agreement entered into in the United Kingdom, were employed during the voyage ended this day.

VOYAGE.	*SAILORS' DEPARTMENT.		†ENGINEERS' DEPARTMENT.		‡STEWARDS' DEPARTMENT.	TOTAL.
	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.	Assistants of all sorts.	
From the United Kingdom.						
To the United Kingdom.						

Master _____

Date _____

* Sailors' Department will include Serangs, Tindals, and all Asiatics engaged to serve in the navigation of the Ship.

† Engineers' Department will include all Asiatics engaged as Engineers, Stokers, Greasers, Coal Trimmers, and every person engaged in any way to work in connection with Engines, Boilers, Coal, &c.

‡ Stewards' Department will include all Asiatic Stewards, Servants, &c., engaged to serve on Board, but not in the Sailors' or Engineer's Department.

NOTE.—Deaths among the above Lascars and Asiatics, whether they occur on the outward or homeward voyage, should be entered in the space provided for Deaths of Members of the Crew.

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.
8 th January 1938.	Swung out both boats & manned them.	Crew mustered wearing life belts	19/1/38.	W. Adams (Master) Geo. Osborne (Mate).
28 th January 1938.	Both boats put in water & crew pulled. 3 miles wearing life Belts. Boat races between crew on way back. Results splendid.	Life belts put on for pulling & life buoys thrown in water.	30 th Jan	W. Adams (Master) Geo. Osborne (Mate)
30 th Jan at Port. Hepher	Had two boat races one with shore crew & one with crew against Refrimer crew. Picked pullers in both boats. Results excellent. Boatmanship.		30 th Jan	W. Adams (Master) Geo. Osborne (Mate)
5 th March 1938	Crew mustered at Boats & had lecture on what to do in emergency, not sunny. owing to heavy weather.	Not examined but fire hose put on & crew wearing life belts.	6 th March 1938	W. Adams (Master) Geo. Osborne (Mate)

OFFICIAL LOG of the *FITZROY.*from *Stanley, Coasting, &* towards ~~Montevideo~~ *East Coast of South America*

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—

(1) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey ... 10 0

(2.) For affixing Consular Seal or Signature to any entry in the Official Log Book of a British Vessel, if not required by the Merchant Shipping Acts 5 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.

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
10/1/38. 16 Hrs.	Port Stanley	11/1/38.	(tideman) R. Barnes. (Paid off. (M.C.) (transferred sps Raperia)	—
18/1/38 16 Hrs.	Port Stanley	18/1/38.	S. Fullbrook (freeman Paid off. M.C.)	
18/1/38 16 Hrs.	" "	18/1/38	Signed on (freeman)	
10/2/38 18 Hrs.	" "	10/2/38	E. Meierhofer freeman (Paid off. M.C.)	
10 th Feb 1938	" "	10/2/38.	M. Lye. transferred as AB & W/T/O to wireless operator only. reduction of £3 a month. (By mutual consent) without overtime. M Lye agreed to tally sheep in & out without overtime. (Reasons of health) proddas master Geo. Osborne mali	
24/2/38. 14 Hrs	Punta Arenas (Chile)	28/2/38	Leslie Mc. Gill became suddenly ill on street in P. Arenas. was assisted to hospital & operated on at 16 Hrs. (Sunday) in the Hospital Naval. Visited 3 times after operation & in consultation with Mr Boyd. H.B.M. Consul in Chile decided if ship wished could leave him without being paid off. as ship was returning in 6 days. Wages continued during period in Hospital (Ship responds)	

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 authorized 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 will be found in Notice I. of the Official Notices (Form N) available on application.

OFFICIAL LOG of the
from Punta Arenas

Fitzroy

towards Rio Grande (Argentina)

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
14/3/38 14Hrs.	(Chile) Punta Arenas.	14/3/38	Before clearing for Argentina I had to sign a declaration that I would abide by Argentine laws & Customs. also had to allow clearance to be endorsed with a statement from Argentine consul. To say that although cleared as a British ship it in no way prejudiced Argentine claims to the Falklands. This was accepted by me on instruction from the owners of the above named vessel. namely F. J. C. of Port Stanley. <i>Master's name Geo. Osbourne</i>	
22/3/38. 16Hrs.	P. Buenos Aires Chile.	23/3/38	L. Mc Gill. was discharged from hospital on 12th Mar. & placed in a convalescent home. He rejoined ship on Tuesday 22nd March but was not fit for work. <i>Master's name Geo. Osbourne</i>	
25 th /3/38	Darwin Falkland Is.	25/3/38	L. Mc Gill examined & found fit for light work. Examining Dr. was Dr. Grey. Darwin. <i>Master's name Geo. Osbourne</i>	
28 th 1/4/38	at North Arm (Falklands)	1/4/38 11am	Philip Hardy was today reduced in rating from fireman at £4-00-00 to a deck or engine hand at £5-00-00 monthly. On being informed of this procedure being taken, his reply was, "I won't work for £5 a month," in which case I (master) replied "I would take legal proceedings in P. Arenas on second thoughts & on the further refusal of Hardy to turning to I have no other alternative but reduce his pay to 1/- per month. with food. <i>Master's name Geo. Osbourne</i>	

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OFFICIAL LOG of the from

towards

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
1/4/38	Continued:-		<p>The reason for the desertion of this seaman being that he was unwilling to keep steam to the best of his ability. He continually failed to report for duty, until from periods varying from 20 to 30 mins after 4⁰⁰ or 4³⁰ when he ought to take over his watch.</p> <p>His steam pressure steadily decreased as watch followed watch, until the vessel was only doing 6½ - 7 Kts, against the other two watches 9 - 9½ Kts.</p> <p>There has been no variation of the coal, on this or previous voyages, when steam pressure was maintained at a level sufficient to give 8-8½ Kts with Hardy on watch. His relief was given & punctual at 8⁰⁰ am & 8⁰⁰ pm.</p> <p>His attitude towards the engineers on watch was of insolence & contempt. When told he was 20 mins late by the 2nd Engineer, "he replied" "I know all about that in an insolent manner."</p> <p>Witness Master. Geo. Osborne M.A.</p>	

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 authorized 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 will be found in Notice I. of the Official Notices (Form N) available on application.

OFFICIAL LOG of the *Fitzroy*
from *Falkland Islands* towards *Punta Arenas*.

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
8/4/38. 10 am.	<i>Put in at Goose Green (Falkland) 8/4/38.</i>		<i>G. R. Betts 2nd Steward at his own request transferred from Calcutta Sept. 6. 1937 at £ 9-0-00 until end of April. provisional to his being able to maintain steam.</i> <i>W. Adair Master Geo. Osborne mate</i>	
8/4/38. 10 am	<i>at Goose Green (Falkland) 8/4/38.</i>	8/4/38.	<i>Guillermo Levanega transferred promoted from mess Steward to 2nd Steward Pay £ 4-0-0 monthly</i> <i>W. Adair Master Geo. Osborne mate</i>	
10/4/38 11 am.	<i>British Consulate Punta Arenas</i>	11/4/38.	<i>Wm Johnston was today appointed & signed articles as Ch. Officer.</i>	
22/4/38	<i>Port Stanley.</i>	22/4/38.	<i>4 Lindenborg H.B. P. Hardy L. M. Gill & A. Short were this day paid off by M.C.</i> <i>W. Adair Master W. Johnston Chief Officer</i>	
24/4/38 10 th am	<i>At River D.</i>	25 th 4/38.	<i>At 8th am Received complaint concerning conduct of Ch. Engineer. This was pointed out to Ch. Engineer who intimated that he would leave the vessel at the first port & proceed to England.</i> <i>W. Adair Master W. Johnston Ch. Officer</i> <i>The persons making complaint were all members of the crew. Names. 17 Hansen, Edward R. Atkins, 2nd Eng. & F. G. Sedgwick, Boatswain.</i>	

N.B.—Every entry in this Log Book required by the Act must be signed by the Master and by the Mate or some other 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 authorized 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 will be found in Notice I. of the Official Notices (Form N) available on application.

OFFICIAL LOG of the

Fitzroy

from

Falkland Islands

towards

Punta Arenas.

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
	Punta Arenas Chile.		<p>The following documents have been handed over to Mr W^m Johnson, the succeeding master of the above named vessel. :- Deviation Book, Azimuth Tables complete set of charts for Falkland I. & E.C. South America, official log book, & scrap log, Articles of Agreement, ship's Register, Load line Cert. Complete set of Blue prints, Deadweight & Freeboard Cert. Packet & Wireless license, Set of eleven workings form & stability at different draughts.</p> <p><u>Under new master.</u> W. Johnson succeeding master</p> <p>Two Chronometers & Rates.</p> <p>Two Spare Compass Cards.</p> <p>1 Eadyson wireless set & loud speaker.</p> <p>£ 31.-00-00 in cash Box. Thirty one pounds only.</p> <p><u>Under new master; W. Johnson succeeding master</u></p>	
30/4/38	Punta Arenas	30/4/38	<p>W. Adams Master & R. Edwards Chief Engineer signed off articles this day before British Consul.</p> <p>W. Johnson Master.</p>	

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 authorized to receive the Seaman into such Service.

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OFFICIAL LOG of the

from

towards

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OFFICIAL LOG of the

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

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

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

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

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Nominal Horse Power of Engines (if any).		
"FITZROY"	161827	Stanley	1/1932	Gross. 768	Net. 343	N.H.P. 90.67.	I.H.P. 700.	B.H.P. 700.
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen for whom accommodation is certified.		CHARTERER.			
Name.	Address (State No. of House, Street and Town)		Name.		Address.			
Faerland Islands Co. Ltd.	61. Gracechurch Street London E.C.		23.					

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

round the coasts of the Falkland Islands and to the East Coast of South America and Magellan Territory, Chili, also to South Georgia between the limits of 50 degrees South Latitude and 56 degrees South Latitude 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.

the crew shall work coals or 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 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 when and where required.

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 and numbered

1-6.

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.

(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 23 hands all told, of whom not less than four shall be sailors.

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

Signed by Wm. Adams Master

on the 4th day of January 1938

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.
10/1/38.	Port Stanley	1/7/38	Port Stanley	1/7/38	<u>Wm. Johnston</u> Master.

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

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

3. 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.

4. 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.

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

6. 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.

[Twelve 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.	Biscuit.	Salt Beef.	Salt Pork.	Preserved Meat.	Fish.	Potatoes.	Dried or Compressed Vegetables.	Peas, Split.	Peas, Green.	Calavances or Haricot Beans.	Flour.	Rice.	Oatmeal.	Tea.	Coffee.	Sugar.	Milk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses.	Suet.	Pickles.	Dried Fruits.	Fine Salt.	Mustard.	Pepper.	Curry Powder.	Onions.
	qts.	lbs.	lbs.	lbs.	lbs.	lbs.	lb.	lbs.	lb.	pt.	pt.	pt.	lbs.	lb.	oz.	oz.	oz.	lb.	lb.	lb.	lb.	lb.	oz.	pt.	oz.	oz.	oz.	oz.	oz.	oz.
Sunday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Monday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Tuesday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wednesday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thursday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Friday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Saturday	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Weekly	28	3	4	3	2	2½	1	6	1	3	3	1	2	1	8	1½	4	1½	1	1	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 soft bread under the scale shall not be required—
 - in a ship of less than one thousand tons gross registered tonnage; or
 - if rough weather renders the making of the bread impracticable, or
 - 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.
- 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.
- In port—
 - soft bread shall be issued in lieu of biscuit; and
 - 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.
- 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	1½ lb.	To be considered equal.	Split Peas	1 pt.	To be considered equal when issued with meat rations.
Salt meat	....	....	....	1 lb.		Flour	....	....	....	1 lb.
Preserved meat	....	....	....	1 lb.		Calavances or haricot beans	....	....	....	1 pt.
Coffee	....	....	....	1 oz.	To be considered equal.	Rice	....	....	....	1 lb.
Cocoa	1 lb.		Marmalade	1 lb.	To be considered equal.
Tea	....	....	....	1 lb.		Jam	....	....	....	1 lb.
Flour	....	....	....	1 lb.	To be considered equal.	Butter	....	....	....	1 lb.
Biscuit	....	....	....	1 lb.		Mustard	....	....	....	1 lb.
Rice	....	....	....	1 lb.		Curry Powder	....	....	....	1 lb.

LOAD-LINE AND DRAUGHT OF WATER.

POSITION OF DISC.

* The centre of the disc is placed at _____ feet $2\frac{3}{4}$ inches below the ~~upper~~ deck-line marked under the provisions of the Merchant Shipping Act, 1894.

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 24 inches above the centre of the disc.

Maximum load-line in Indian summer — feet $\frac{5}{8}$ inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter — feet $3\frac{1}{4}$ inches below the centre of the disc.

Maximum load-line in North Atlantic winter — feet $5\frac{1}{4}$ 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 §. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

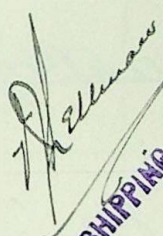
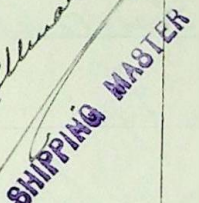
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be 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 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 Consular Officer.
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 " Second and for each subsequent Offence	Five Shillings. Ten Shillings.	
4	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.	
5	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.	

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

[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 AND NUMBERS OF DISCHARGE BOOKS (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 and Place of Signing this Agreement.	
						Date.	Place.
1	<i>Lombard</i> Master to sign first	34	British	Falkland Is. Co. Lt. Port Stanley	Sumner	4/1/38	Port Stanley
2	<i>Geo. Osborne</i>	60	"	"	"	4/1/38	Stanley
3	<i>R. Edwards</i>	60	"	"	"	4/1/38	Stanley
4	<i>R. Atkins</i>	55	"	"	"	4/1/38	Stanley
5	<i>G. J. Gurney</i>	42	"	"	"	4/1/38	Stanley
6	<i>F. A. Sedgwick</i>	42	"	"	"	4/1/38	"
7	<i>L. Gornsen</i>	40	"	"	"	4/1/38	Stanley
8	<i>L. Lindenberg</i>	18	"	"	Sumner	4/1/38	Stanley
9	<i>J. E. Giffon</i>	29	"	"	"	4/1/38	"
10	<i>J. Lindenberg</i>	25	"	"	"	4/1/38	"
11	<i>B. Pender</i>	23	"	"	"	4/1/38	"
12	<i>K. Gundersen</i>	38	"	"	"	4/1/38	"
13	<i>M. Lysse</i>	31	"	"	"	4/1/38	"
14	<i>A. Giffon</i>	35	"	"	"	4/1/38	"
15	<i>L. Harman</i>	42	"	"	"	4/1/38	"
16	<i>M. Berris</i>	18	"	"	"	4/1/38	"
17	<i>G. B. Bell</i>	20	"	"	"	4/1/38	"
18	<i>R. Barnes</i>	25	"	"	"	4/1/38	"
19	<i>S. Fullbrook</i>	28	"	"	"	4/1/38	"
20	<i>E. Peltner</i>	26	"	"	"	4/1/38	"

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

§ 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"

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

† If the advance of wages is not conditional on going to sea the

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.

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 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 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	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1).	Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.	20.	21.	
Master	OC 33003	at 12:00	30	4	38	MC	30/4/38	Puntarenas	MC		Under air	30/4/38	1	
1st Mate	36133	"	17	-	-						Geo. O'Connor		2	
2nd Mate	36133	"	17	-	-		30/4/38	Punta Arenas	M.C.		R. Edwards	30/4/38	3	
3rd Mate		"	17	-	-						Not accountable for signature		4	
4th Mate		"	17	-	-						G.D. Meichner		5	
5th Mate		"	17	-	-						L.A. Sedgwick		6	
6th Mate		"	17	-	-						E. Cornson		7	
7th Mate		"	17	-	-						L. Lindenberg		8	
8th Mate		"	17	-	-						J.C. Lefter		9	
9th Mate		"	17	-	-		22/4/38	Stanley			J. Lindenberg		10	
10th Mate		"	17	-	-						E. Pender		11	
11th Mate		"	17	-	-						K. Ymerlund		12	
12th Mate		"	17	-	-						M. Lys		13	
13th Mate		"	17	-	-						A. Clifton		14	
14th Mate		"	17	-	-						J. L. L.		15	
15th Mate		"	17	-	-						H. Berrido		16	
16th Mate		"	17	-	-						G.R. Betts		17	
17th Mate		"	17	-	-		10/1/38	Stanley	M.C.	3 12 4	R. Barnes		18	
18th Mate		"	17	-	-		18/1/38	Stanley	M.C.		S. Fultbrook		19	
19th Mate		"	17	-	-						E. Peterson		20	

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."

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (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 and Place of Signing this Agreement.	
						Date.	Place.
1.	2.	3.	4.	5.	6.	7.	
21	<i>L. McCain</i>	18	British	Falkland I. Co Ltd Port Stanley	Lafonia	14/1/38	Stanley
22	<i>L. Whitney</i>	18	"	"	"	14/1/38	Stanley
23	<i>P. Hardy</i>	24	"	"	Lafonia	17/1/38	Stanley
24	<i>E. Heischger</i>	18	"	"	Lafonia	18/1/38	Stanley
25	<i>E. Summers</i>	24	Falklands	"	Filgroy	10/2/38	Stanley
26	<i>R. Mc Laren</i>	18	"	"	Filgroy	10/2/38	Stanley
27	<i>A. Short</i>	16	"	"	First Filgroy	11/2/38	Stanley
28	<i>J. F. F. Long</i>	56	Chilean by naturalization	Chiloe esp. Angamos. Punta Arenas. Chile.	Filgroy	14/2/38	Magallanes
29	<i>Julio Cesar Barrios</i>	39	Chilean	Calle Zenteno 222, P. Arenas, Chile. Punta Arenas	Alejandro	21/2/38	Punta Arenas
30	<i>John Aitken</i>	62	Falklands	"	Falkland	24/3/38	Punta Arenas (Falklands)
31	<i>Wm. Johnston</i>	30	Belfast	40 Falkland I. Co. Stanley	Lafonia	11/4/38	Punta Arenas
32	<i>W. J. F. H. H. H.</i>	23	Falklands	"	First	23/4/38	Stanley
33	<i>James Halliday</i>	18	Falklands	"	Filgroy	23/4/38	Stanley
34	<i>D. Biggs</i>	18	Falklands	"	First	23/4/38	Stanley
35	<i>R. S. H. H. H.</i>	26	Falklands	"	First	15/4/38	Stanley
36	<i>W. R. H. H. H.</i>	46	"	"	Lafonia	10/1/38	"
37	<i>J. M. Thomson</i>	49	British	"	Lafonia	10/1/38	"
38	<i>T. Lindenberg</i>	20	"	"	Filgroy	1/4/38	"
39	<i>Jose Crespo</i>	41	Italian	Calon 1488 Montevideo	Lafonia	11/6/38	Montevideo
40	<i>E. Biggs</i>	23	British	"	Lafonia	18/6/38	Stanley

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

‡ If the advance of wages is not conditional on going to sea the Cause of Leaving

§ 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
Description of any Member of his Crew.

RELEASE.

Number
of
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 to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.‡	Amount of Weekly or Monthly Allotment.	Signature or Initials of Official before whom the Sea- man is engaged	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	RELEASE.		Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.	Number of Weeks for which Insurance Act Contributions have been paid.	Reference No.
							Date.	Place.	Cause.‡						
MR. Boy	✓	at once	5 - -			22/4/38	Stanley					L. McGill			21
Train Boy	✓	at once	4 - -									L. Whitney			22
Fireman	✓	at once	11 - -			22/4/38	Stanley					P. Hasoley			23
Fireman	✓	at once	11 - -			19/2/38	Stanley		M.C.	3 9 6		B. & Meierhofer			24
Fireman		at once	11 - -									E. Summers.			25
OS.		at once	5 - -			1/6/38	Stanley					R. McHaven.			26
OS. Chief Officer.		at once	5 - -			22/4/38	Stanley		M.C.	4. 6 3		Left without signing			27
Chief Officer.		at once	as per special agreement									L. Umbro			28
Miss Steward		at once	5 - -									Left without signing			29
Sailed		at once	5 - -									Left without signing			30
Chief Officer	Promoted Master 38016	at once	as per special agreement									W. Johnston			31
Sailed		at once	5 - -			1/6/38	Stanley					W. S. Kirk			32
O.S.		at once	5 - -			1/6/38	"					James Halliday			33
Master Std		at once	5 - -			1/6/38	"					Not available for signature			34
Deck Hand		at once	5 - -			1/6/38	Stanley					R. S. Cantor			35
Boat man		"										J. R. Gheen			36
Chief Engineer		at once				1/6/38						J. M. Thomas			37
A.B.		"	11 10.									J. Lindenberg			38
Chief Engineer		at once	22 00									Not available for signature			39
Paul Boy		at once										E. Biggs			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
Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. 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."

FEES CHARGEABLE BY CONSULS.**NOTICE.**

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

<i>Services required by Law.</i>		In countries other than China. s. d.		In China. s. d.	
(1.) For every seaman engaged before Consular Officers	...	3	0	4	0
(2.) For every alteration in agreements with seaman made before Consular Officers	...	3	0	4	0
(3.) For every seaman discharged or left behind with the Consular Officers' sanction	...	3	0	4	0
(4.) For every desertion certified by Consular Officers	...	3	0	4	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)	...	5	0	7	0

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.

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)

In countries
other
than China.
s. d.

In
China.
s. d.

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.

Stanley
4/1/38.

I hereby certify that the seamen whose names appear on lines 1/22 have been engaged before me, on the terms of the within written agreement, this day.



W. H. Ellman.
SHIPPING MASTER

Stanley
10/1/38.

I hereby certify that I have sanctioned the discharge of the seaman whose name appears on line 18. of the within written agreement.



W. H. Ellman.
SHIPPING MASTER

Stanley
12/1/38.

I hereby certify that the seaman whose name appears on line 23 has been engaged before me this day on the terms of the within written agreement.



W. H. Ellman.
SHIPPING MASTER

Stanley
18/1/38.

I hereby certify that I have sanctioned the discharge of the seaman whose name appears on line 19. of the within written agreement, & that the seaman whose name appears on line 24. has been engaged before me this day.



W. H. Ellman.
SHIPPING MASTER

Stanley
10/2/38.

I hereby certify that the seamen whose names appear on lines 25/7 have been engaged before me this day & that I have sanctioned the discharge of the seaman on line 24. of the within written agreement.



W. H. Ellman.
SHIPPING MASTER

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

BRITISH CONSULATE PUNTA ARENAS, CHILE MAGALLANES.

Vessel arrived 14th February 1938
Articles deposited 17th February 1938
Articles returned 28th February 1938
Average Rate of Exchange Official $\$96.70 = \pounds 1$
Unofficial $\$126.00 = \pounds 1$
(for conversion of seamen's wages only)



Thos. S. Boyd
Acting British Consul



I hereby certify that seamen appear on lines 28 and 29 have been engaged before me.

MS. Acts complied with.

Thos. S. Boyd
Acting British Consul



BRITISH CONSULATE Punta Arenas MAGALLANES.

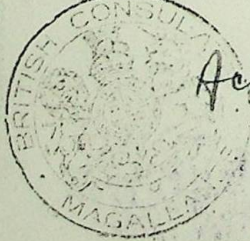
Vessel arrived 10th April 1938
Articles deposited 11th April 1938
Articles returned 11th April 1938
Average Rate of Exchange Official $\$140.00 = \pounds 1$
Unofficial $\$176.00 = \pounds 1$
(for conversion of seamen's wages only)

Thos. S. Boyd
Acting British Consul

I hereby certify that seaman whose name appear on line No. 31 of the within Agreement has been signed on before me.

MS. Acts complied with

Thos. S. Boyd
Acting British Consul



Stanley
23/4/38.
I hereby certify that the seamen on lines 32nd have been engaged before me, this day on the terms of the within written agreement & that I have sanctioned the discharge of the seamen whose names appear on Lines 10, 21, 30 & 31.



Shelton
SHIPPING MASTER

BRITISH CONSULATE PUNTA ARENAS, CHILE

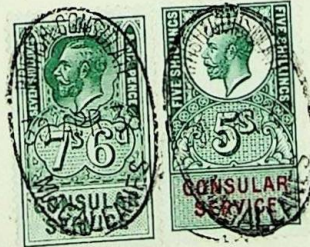
Vessel arrived 29th April 1938
Articles deposited 30th April 1938
Articles returned 30th April 1938
Average Rate of Exchange Official $\$96.00 = \pounds 1$
Unofficial $\$137.80 = \pounds 1$
(for conversion of seamen's wages only)

Thos. S. Boyd
Acting British Consul

I hereby certify that seamen whose names appear on lines 1 and 3 have been discharged by mutual consent before me.

Merchant shipping Acts complied with

Thos. S. Boyd
Acting British Consul



I hereby certify that Superintendent Engineer J. M. Thomson C.D. 43225 has this day assumed command of the Engineer Room Dept. pursuant the engagement of a chief Engineer & that the seaman on line 32 has been engaged before me on the terms of the within written agreement.



Shelton
SHIPPING MASTER

Name of

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

BRITISH CONSULATE

PUNTA ARENAS, CHILE

Vessel arrived 20th May 1938
 Articles deposited 23rd May 1938
 Articles returned 25th May 1938
 Average Rate of Exchange official 396 = £1
 (for conversion of seamen's wages only)

Thos. S. B. [Signature]
 Acting British Consul



Stanley
 1st June 1938

I hereby certify that the
 seaman whose name appears on
 line 38 has been engaged before
 me on the terms of the within
 written agreement & that I have
 sanctioned the discharge of the
 seamen on lines 26, 27, 32, 33 & 35



[Signature]
 SHIPPING MASTER

Stanley
 18/4/38

I hereby certify that the seamen
 whose names appear on lines 40/1
 have been engaged before me on
 the terms of the within written
 agreement & that I have
 sanctioned the discharge of the
 seamen on lines 34 & 37.



[Signature]
 SHIPPING MASTER

BRITISH CONSULATE
MONTEVIDEO

Vessel Arrived 9th JUNE
 Agreement Deposited 10th } 1938
 do Returned 11th
 Average Rate of Exchange \$11.80 = £1

For conversion of Seamen's Wages only:
 I hereby certify that I have
 sanctioned the engagement of the
 Seaman on line 39
 on the terms of this agreement
 which he has signed in my
 presence.

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

Worman Leslie
 Acting British Consul



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

The cases of seamen having the following reference Numbers.

are exempt under Section 28 (12 b)†
and those with reference Numbers.

under Section 28 (12 c)†

Signature.

Date.

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

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

INSTRUCTIONS TO MASTERS.

Agreements.

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

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

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

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

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 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 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 5*s.* (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 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 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 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. 19 and 20.)