



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

(O 3)

(28 Pages.
For 125 Men.)

OFFICIAL LOG-BOOK

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>Fitzroy</i>	<i>161827</i>	<i>Port Stanley</i>	<i>768</i>	<i>344</i>	<i>W. Johnston.</i>	<i>38016</i>

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Stanley</i> Date <i>1. 7. 38</i>	<i>Coasting Falkland Islands and East Coast of South America</i>	Port Date

Delivered to the Superintendent of the Mercantile Marine Office at the Port of
on day of 19

Countersigned

.....
Superintendent.

..... Master.

..... Address.

NOTE.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within 21 days after the 30th of June or the 31st of December.

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanor.

List of Crew and Report of Character.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
1	D. Johnston	Master.			
2	Geo. Osborne	mate.			
3	J. Fellenberg	1 st Officer	V. G.	V. G.	
4	F. A. Sedgwick	2 nd Mate + Bosin	V. G.	V. G.	
5	A. Blifton	A.B. + Lamps.			
6	L. Sornsen	A.B.			
7	J. Lindenberg	A.B.			
8	b. Bundes	A.B.			
9	K. Lindenberg	A.B.			
10	J. E. Blifton	A.B.			
11	L. Lindenberg	D.S.			
12	M. Lyse.	W.T.O.			
13	J. Bresovich	Chief Engineer			
14	R. Atkins	2 nd Engineer			
15	L. Meierhofer	3 rd Engineer			
16	C. Summers	Fireman			
17	B. R. Betts	"			
18	E. Pettersson	"			
19	P. S. Dixon	Carpenter	V. G.	V. G.	
20	J. Hansen	Chief Steward.			
21	H. Bernido	cook			
22	J. Kirk	2 nd Steward.			
23	L. Whitney	M.R. Steward	V. G.	V. G.	
24	L. Baranza	Asst. Steward	V. G.	V. G.	
25	C. J. Biggs	Pantry Boy			

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanor.

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
26	H. Thompson	Purser	V. G.	V. G.	
27	J. Barnes	Bo's'n	V. G.	V. G.	
28	H. A. Sedgwick.	2 nd Mate Bo's'n			
29	D. Bonner	Painting Boy.			
30					
31					
32					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanor.

List of Crew and Report of Character—*Continued.*

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
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List of Crew and Report of Character—*Continued.*

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
76					
77					
78					
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81					
82					
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100					

CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanor.

List of Crew and Report of Character—*Continued.*

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
101					
102					
103					
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MARRIAGES, BIRTHS, AND DEATHS

Of Members of the Crew, and other persons on board, which have occurred during the voyage.

MARRIAGES.—Section 240 (6) of the Merchant Shipping Act, 1894, requires the Master of the Ship to enter in his Official Log the particulars of every Marriage that has taken place on board. Masters are reminded that they have no power to perform the marriage ceremony on board their ships, and that if such ceremony is performed by them the marriage will not be a legal one.

BIRTHS AND DEATHS.—The duties of the Master with regard to the registry of births and deaths on board ship are defined in the following extracts from Section 254 of the Merchant Shipping Act, 1894 :—

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of a child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
- (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
- (5.) If the Master of any ship fails to comply with any requirement of this section, he shall be liable for each offence to a fine not exceeding five pounds.

Spaces are provided on the following pages of this book for the entry of all the particulars required by the Eighth Schedule mentioned above. The facts should be carefully entered under the appropriate headings ; and upon the next arrival of the ship in port (except when the log-book itself is surrendered at the end of the voyage or termination of the Agreement), a true copy of the entries must be delivered on a Form B. & D.1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen.

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

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

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

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

MARRIAGES.

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

(Signed) _____ Officiating Clergyman.

..... Master or Officer in Command.

BIRTHS

Columns to be filled in by the

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

DEATHS

Columns to be filled in by the

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

* In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should be recorded in the column

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

(See Instructions on previous page).

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

(See Instructions on previous page).

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

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

EMPLOYMENT OF LASCARS.

(NOTE.—Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.)

When this Official Log-Book is returned to the Superintendent, and any Lascars formed part of the Crew, the following Form should be filled up and signed by the Master:—

The following Lascars were employed during the voyage ended this day:—

VOYAGE.	DECK DEPARTMENT.		ENGINE DEPARTMENT.		STEWARDS' DEPARTMENT.	TOTAL.
	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.		
From the United Kingdom.						
To the United Kingdom.						

Under Deck Department, include all Lascars employed in connection with the navigation of the Ship, or in looking after the cargo.

Under Engine Department, include all Lascars employed in attending on machinery.

Under Stewards' Department, include all Lascars employed in attending on passengers or crew.

NOTE.—The death of a Lascar member of the crew should be recorded in the space provided on pages 8 and 9, and all entries in the Asiatic log relating to the case should be copied into this Official Log-Book.

Master

Date

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Consular Fees Orders in Council).

(17) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey—
In all countries £1 5 0

(43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts—
In all countries except China 9 6
In China 10 0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

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

Date of practice of Boat Drill and of Examination of the Life Saving Appliances.	Nature of Boat Drill (whether the boats were swung out, manned, etc.).	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
9. 7. 38.	Crew mustered at boat stations. Both boats swung out, but not manned. Crew mustered at fire stations.	All life saving appliances examined + found in good order.	9. 7. 38	W. Johnston Master Geo. Osbourne Mate.
16. 7. 38	Crew mustered at boat stations. Boats not swung out. Boats exercised at fire drill.	All life saving appliances examined + found in good order.	16. 7. 38	W. Johnston Master Geo. Osbourne Mate.
23. 7. 38	Crew mustered at boat stations with life jackets. Crew mustered at fire stations. Hose connected.	All life saving appliances examined + found in good order.	23. 7. 38	W. Johnston Master Geo. Osbourne Mate.
30. 7. 38.	Crew mustered at boat stations. Boats swung out, but not manned. Crew mustered at fire stations.	All life saving appliances examined + found in good order.	30. 7. 38	W. Johnston Master Geo. Osbourne Mate.
7. 8. 38.	Crew mustered at boat stations. Boats not swung out. Crew mustered at fire stations.	All life saving appliances examined + found in good order.	7. 8. 38	W. Johnston Master Geo. Osbourne Mate.
13. 8. 38.	Crew mustered at boat stations. Boats not swung out. Hose connected for fire drill.	All life saving appliances examined + found in good order.	13. 8. 38	W. Johnston Master Geo. Osbourne Mate.
20. 8. 38	Crew mustered at boat stations. Boats swung out. Crew mustered at fire stations.	All life saving appliances examined + found in good order.	20. 8. 38	W. Johnston Master Geo. Osbourne Mate.

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LOAD-LINE, DRAUGHT OF WATER AND FREEBOARD.

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

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

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

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

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

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

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

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

DRAUGHT OF WATER.

Lines used in connection with the Disc.

Upper. deck-line marked under the provisions of the Merchant Shipping Act, 1894.Maximum load-line in winter.....feet $3\frac{1}{4}$ inches below the centre of the disc.Maximum load-line in winter, North Atlantic.....feet $5\frac{1}{4}$ inches below the centre of the disc.Maximum draught of water in summer.....1.3 feet $3\frac{1}{2}$ inches.

words which are not applicable should be deleted.

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

PLACE OR HARBOUR with the DRAUGHT OF WATER AND FREEBOARD.

Ship's proceeding to Sea.

				SIGNATURES.		ARRIVALS.	
Total allowances.	Mean Draught in salt water as calculated after making the appropriate allowances.	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice L.L.14.)	MASTER.	MATE.	Date and Hour of Arrival.	Dock, Wharf, Place or Harbour.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft. Ins.					
—	10. 3	3. 3 ¹ / ₄	5-7-38 2.30 Pm.	W ^m Johns ton.	Geo. Osborne	8.7.38 3.00 Pm.	Punta Arenas.
—	10. 6	3. 0 ¹ / ₄	10.7.38 6 Pm.	W ^m Johns ton.	Geo. Osborne	13.7.38 7 Pm.	Port Stanley.
—	10. 10	2. 8 ¹ / ₄	14.7.38 6.30 Pm.	W ^m Johnston.	Geo. Osborne	19.7.38 7 Pm.	Montevideo
—	11. 2	2. 4 ¹ / ₄	22.7.38 10 Am.	W ^m Johnston.	Geo. Osborne	27.7.38 4.30 Pm.	Port Stanley.
	10. 1	3. 5 ¹ / ₄	11.8.38 2 Pm.	W ^m Johns ton.	Geo. Osborne	16.8.38 1 Pm.	Montevideo
—	12. 0	1. 6 ¹ / ₄	20.8.38 11 Am.	W ^m Johns ton.	Geo. Osborne.	25.8.38 11 Am.	Port Stanley.
	</						

ALLOWANCE.

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19.
* See page 13 (2).

Ship's proceeding to Sea.

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OFFICIAL LOG of the

from *boasting Falkland Islands & to East Coast of South America*
towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
7/7/38.	150 miles west of West Pt. Island.	7/7/38.	All wireless batteries tested + found to be fully charged, set tested on w/L. 220. 600. 705 + 800 M.	
9/7/38	Runka Armas	9/7/38	W. Johnston Master. In type W.T.O. J. Fellenberg. Chief Officer + A Cananga. Asst. Steward. were discharged this day. by M.C. before the British Consul.	
11/7/38	Off Dunguiness Lt.	11/7/38	W. Johnston Master. Geo. Osborne Mate. Wireless batteries tested + found to be fully charged. Set tested on various wavelengths + found satisfactory.	
14/7/38	Port Stanley	14/7/38	W. Johnston Master. In type W.T.O. Nos 4. 19. + 26 on articles of agreement were discharged this day + No 27 was engaged before the Shipping Master.	
15/7/38	Lat. 49. 10 S. Long. 57. 28 W.	15/7/38	Wireless batteries tested + found to be fully charged. Set tested generally + found satisfactory.	
18/7/38	Lat. 40. 16 S. Long. 56. 12 W.	18/7/38	W. Johnston Master. In type W.T.O. Wireless batteries tested + found to be fully charged. Set tested on various wavelengths + found satisfactory.	
23/7/38	Lat. 38. 00 S. Long. 56. 35 W.	23/7/38	W. Johnston Master. In type W.T.O. Wireless batteries tested + found to be fully charged. Set tested generally + found satisfactory.	
26/7/38	Lat. 48. 53 S. Long. 57. 40 W.	26/7/38	W. Johnston Master. In type W.T.O. Wireless batteries tested + found to be fully charged. Set tested generally + found satisfactory.	
29/7/38	Port Stanley	29/7/38	W. Johnston Master. In type W.T.O. Nos 23 + 27 on articles of agreement were discharged this day + Nos 28 + 29 were engaged before the Shipping Master.	
12/8/38	Lat. 49. 05 S. Long. 57. 22 W.	12/8/38	W. Johnston Master. Geo. Osborne Mate. Wireless batteries tested + found to be fully charged. Set tested generally + found satisfactory.	
			W. Johnston Master. In type W.T.O.	

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 Mate and some other Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the blue cover on this Official Log-Book.

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture Inflicted.
15/8/38	Lat. 38. 48 S Long. 56. 11 W.	15/8/38	All wireless batteries tested & found fully charged Set tested on various wavelengths & found satisfactory	
21/8/38	Lat. 38. 23 S Long. 56. 38 W.	21/8/38	W. Johnston Master. In Type W. Wireless batteries tested & found fully charged Set tested generally & found satisfactory	
24/8/38	Lat. 48. 31 S Long. 57. 24 W.	24/8/38	W. Johnston Master. In Type W.T. Wireless batteries tested & found to be fully charged Set tested on various wavelengths & found satisfactory	
1/9/38	Port Stanley	1/9/38	W. Johnston Master. In Type W.T. Nos. 5, 6, 7, 8, 9, 10, 12, 16, 17, 18, 20, 21, 22, 25, 28, 29 on articles of agreement were discharged this day before the shipping master.	
10/9/38	Port Stanley	10/9/38	W. Johnston Master. Geo. Osborne M. W. Johnston Master has this day relinquished command. All ship's papers left in order.	
15/9/38	Port Stanley	15/9/38	W. Johnston Master. Geo. Osborne M. D. W. Roberts has this day taken command & Nos 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 46. were engaged before the shipping master. Master Geo. Osborne M.	

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from

towards

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NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the blue cover on this Official Log-Book.

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(3.) If the master or owner of a ship fails without reasonable cause to comply with this section, he shall be subject to the same consequences and liabilities to which he is subject for the non-delivery of the list of the crew required to be delivered under this Part of this Act.

Official Logs of ships lost, etc.

243.—(1.) Where by reason of transfer of ownership or change of employment of a ship, the official log ceases to be required in respect of the ship or to be required at the same date, the master or owner of the ship shall, if the ship is then in the United Kingdom, within one month, and if she is elsewhere within six months, after the cessation, deliver or transmit to the superintendent at the port to which the ship belonged the official log-book (if any) duly made out to the time of the cessation.

(2.) If a ship is lost or abandoned, the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the superintendent at the port to which the ship belonged the official log-book (if any) duly made out to the time of the loss or abandonment.

(3.) If the master or owner of a ship fails without reasonable cause to comply with this section, he shall for each offence be liable to a fine not exceeding ten pounds.

Change of Master.

258.—If during the progress of a voyage the master is removed, or superseded, or for any other reason quits the ship, and is succeeded in the command by some other person, he shall deliver to his successor the various documents relating to the navigation of the ship and to the crew thereof which are in his custody, and if he fails without reasonable cause so to do, he shall be liable to a fine not exceeding one hundred pounds; and his successor shall immediately on assuming the command of the ship enter in the official log-book a list of the documents so delivered to him.

Production of Official Logs.

229.—(1.) In every case of desertion from a ship in any port abroad the master shall produce the entry of the desertion in the official log-book to the person by this Act authorised to grant certificates for leaving seamen behind abroad; and that person shall thereupon make and certify a copy of the entry.

(2.) The copy shall be forthwith transmitted to the Registrar-General of Shipping and Seamen in England by the person by whom the copy is made and certified, if he is a public functionary, and if he is not, by the master, and shall be admissible in evidence in manner provided by this Act.

Powers for enforcing Act.

723.—(1.) Where any of the following officers; namely,—
any officer of the Board of Trade,

any commissioned officer of any of His Majesty's ships on full pay, any British consular officer, the Registrar-General of Shipping and Seamen or his assistant, any chief officer of customs in any place in His Majesty's dominions, or any superintendent,

has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation, is not complied with, that officer may—

(a) require the owner, master, or any of the crew of any British ship to produce any official log-books or other documents relating to the crew or any member thereof in their respective possession or control;

(b) require any such master to produce a list of all persons on board his ship, and take copies of the official log-books, or documents, or of any part thereof;

(c) muster the crew of any such ship; and

(d) summon the master to appear and give any explanation concerning the ship or her crew or the official log-books or documents produced or required to be produced.

(2.) If any person, on being duly required by an officer authorised under this section, fails without reasonable cause to produce to that officer any such official log-book or document as he is required to produce under this section, or refuses to allow the same to be inspected or copied, or impedes any muster of the crew required under this section, or refuses or neglects to give any explanation which he is required under this section to give, or knowingly misleads or deceives any officer authorised under this section to demand any such explanation, that person shall for each offence be liable to a fine not exceeding twenty pounds.

Entries of Orders by Naval Courts.

483.—(3.) All orders made by any naval court shall, whenever practicable, be entered in the official log-book of the ship to which the parties to the proceedings before the court belong, and signed by the president of the court.

Complaints as to food.

198.—(3.) The officer directing, or the person making, the examination [viz., of provisions or water upon complaint of crew] shall enter a statement of the result of the examination in the official log-book, and send a report thereof to the Board of Trade, and that report shall be admissible in evidence in manner provided by this Act.

Merchant Shipping Act, 1906.

Entry in Log-Book of boat drill, etc.

9.—(1.) The master of every British ship shall enter or cause to be entered in the official log-book, a statement, or if there is no official log-book, cause a record to be kept, of every occasion on which boat drill is practised on board the ship, and on which the life-saving appliances on board the ship have been examined for the purpose of seeing that those appliances are fit and ready for use.

(2.) The master shall, if and when required by any officer of the Board of Trade, produce for inspection any record kept by him for the purposes of this section.

(3.) If the master of a ship fails to comply with any requirement of this section, he shall be liable on summary conviction for each offence to a fine not exceeding ten pounds.

Entries dealing with wages and effects of a seaman who is left behind.

28.—(1.) If a seaman belonging to any British ship is left behind out of the British Islands, the master of the ship shall subject to the provisions of this section—

(a) as soon as may be, enter in the official log-book a statement of the effects left on board by the seaman and of the amount due to the seaman on account of wages at the time when he was left behind.

Deduction from wages and payments to Superintendents, etc., of fines.

44.—(1.) Every fine imposed on a seaman for any act of misconduct for which his agreement imposes a fine shall be deducted as follows (that is to say):—

(a) if the offender is discharged in the United Kingdom, and the offence, and the entry in the log book required by the Merchant Shipping Acts in respect thereof, are proved to the satisfaction, in the case of a foreign-going ship of the superintendent before whom the offender is discharged, and in the case of a home-trade ship of the superintendent at or nearest the port at which the crew are discharged, the master or owner shall deduct the fine from the wages of the offender;

(b) if the offender enters His Majesty's naval service or is discharged abroad, and the offence and the entry as aforesaid are proved to the satisfaction of the officer in command of the ship he so enters, or of the proper authority by whose sanction he is discharged, as the case may be, the fine shall be deducted as aforesaid

and an entry made in the official log-book of the ship and signed by the officer or authority to whose satisfaction the offence is proved.

(2.) Every fine so deducted shall be paid—

(a) if the offender is discharged in the United Kingdom, to the superintendent;

(b) if the offender enters His Majesty's naval service, on the return of the ship to its port of destination, if that port is in the United Kingdom, to the superintendent before whom the crew is discharged, or in the case of a home-trade ship to the superintendent at or nearest to the port at which the crew is discharged, and, if the port of destination is not in the United Kingdom, to the proper authority as defined for the purpose of this Part of this Act;

(c) if the offender is discharged at any place out of the United Kingdom, to the proper authority.

(4.) If a master or owner fails without reasonable cause to pay any fine as required by this section, he shall for each offence be liable on summary conviction to a fine not exceeding six times the amount of the fine not so paid.

(5.) An act of misconduct for which any fine has been inflicted and paid by, or deducted from the wages of, the seaman, shall not be otherwise punished under the Merchant Shipping Acts.

Notice of disrating of seamen.

59.—(1.) Where the master of a ship disrates a seaman he shall forthwith enter or cause to be entered in the official log-book a statement of the disrating, and furnish the seaman with a copy of the entry; and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

(2.) Any reduction of wages consequent on the disrating of a seaman shall be deemed to be a deduction from wages within the meaning of sections one hundred and thirty-two and one hundred and thirty-three of the principal Act (which relate to the delivery of the account of wages and the allowance of deductions therefrom).

Masters are informed that it is very desirable that the following entries should be made in the Official Log-Book. They are necessary to enable Superintendents to settle wages disputes and for other purposes:—

1. Every case in which the allowance of provisions is reduced, together with the quantity, or quantities, of the article, or articles so reduced.

2. Every case in which the daily allowance of Lime Juice is not served out as required by the Act.

3. Every case in which a member of the crew is promoted to a higher grade of service, with the date of such promotion, the grade and the rate of wages which the seaman is to receive.

4. In cases of illness, frequent entries (daily if possible) showing the progress and treatment of the patient.

5. Every case of drunkenness or misconduct on the part of any Certificated Mate or Engineer, whether the Master wishes the case to be investigated or not.

6. Every important accident or damage to ship or cargo.

LOAD-LINE, DRAUGHT OF WATER 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 hereinafter 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 Ships.

Where a British foreign-going ship proceeds on any voyage, the disc indicating the load-line shall be marked before entering or clearing 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 (440) 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 Ships.

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 (441) 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, place 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.

(c) FOREIGN-GOING SHIPS.

(1) The draught of water of the ship as shown on the scale of feet on her stem and stern post when the ship is so loaded that the upper edge of each line marked 'S' is on the surface of the water and the ship is upright on an even keel.

(2) The ship's actual draught of water, actual freeboard amidships and mean freeboard when the ship is ready to leave any dock, wharf, place or harbour for the purpose of proceeding to sea.

(3) The density of the water.

(4) Allowances if any for fresh water, ashes to be thrown overboard, estimated amount of fuel likely to be consumed before reaching salt water.

(5) The mean draught of water and mean freeboard amidships of the ship in salt water after deducting the above allowances, if any.

(6) The date and time of recording the particulars of draught of water and freeboard on the Notice (Form L.L. 14).

(d) NOTICE TO BE POSTED UP ON BOARD SHIP :—

The Master of a foreign-going ship is also required to put up in a conspicuous place on board the ship so as to be legible to all members of the crew, a Notice (Form L.L. 14) giving particulars of draught and freeboard of the vessel on leaving any dock, wharf, place or harbour for the purpose of proceeding to sea. The Master and First Mate will also be required to sign the entry of these particulars.

(e) HOME-TRADE AND COASTING SHIPS.

Masters of these vessels will be required to record in Official Log Books the particulars stated in paragraphs 1, 2 and 3 above.



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).		
				Gross.	Net.	N.H.P.	I.H.P.	B.H.P.
"F I T Z R O Y"	161827	Stanley.	1/1932	768	343	90	67	700
REGISTERED MANAGING OWNER OR MANAGER.								
Name.	Address (State No. of House, Street and Town)	No. of Seamen for whom accommodation is certified.		CHARTERER				
Falkland Islands Company, 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

round the coasts of the Falkland Islands and to the East Coast of South America including Magellan territory, Chili, and Brazilian coast ports 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 31st day of December, 1938, or the first arrival at Stanley after that date or the discharge of cargo consequent on that date.

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

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

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be 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 to 6

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

And it is also agreed, that

the crew shall work coal, cargo and stores 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.

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

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

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

The crew shall be deemed complete with 23 hands all told, of whom not less than 4 shall be sailors.

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

Signed by W. Johnston Master

on the 1st day of July 1938.

These Columns to be 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.
	Stanley.				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 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.

[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																												
Monday	4	1	1		1																									3
Tuesday	4	1		1																										
Wednesday	4		1																											
Thursday	4	1			1																									
Friday	4		1																											
Saturday	4		1	1																										
Weekly	28	3	4	3	2	2½	4	6	½	½	½	½	2	½	8	1½	4	1½	½	½	1	½	4	½	5	2	½	½	½	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	½ pt.	To be considered equal when issued with meat rations.
Salt meat	....	....	....	1 "		Flour	....	....	....	4 lb.
Preserved meat	....	....	....	½ oz.		Calavances or haricot beans	....	....	....	½ pt.
Coffee	....	....	....	½ "	To be considered equal.	Rice	....	....	....	4 lb.
Cocoa	½ "		Marmalade	1 "	To be considered equal.
Tea	....	....	....	½ "	To be considered equal.	Jam	....	....	....	1 "
Flour	....	....	....	1 lb.		Butter	....	....	....	1 "
Biscuit	1 "	To be considered equal.	Mustard	½ "	To be considered equal.
Rice	....	....	....	1 "		Curry Powder	....	....	....	....

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 lead-line in winter, North Atlantic _____ feet _____ inches below the centre of the disc.

STEAM SHIP.

Maximum load-line in fresh water _____ feet 3 $\frac{1}{2}$ 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 $5\frac{1}{2}$ inches below the centre of the disc.

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

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

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

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

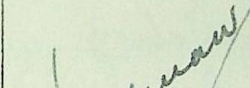


These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. The signature or initials of the Superintendent 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	Five Shillings.	
	Second and for each subsequent Offence	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.	2.	3.	4.	5.	6.	7.
1	Master to sign first	30	British	Frankland Island Co. Port Stanley.	Same	1/7/38	Port Stanley
2	Geo. Osborne.	60	"	"	"	"	"
3	J. P. Miller	57	Chilean	Porto Alegre.	"	"	"
4	J. A. Ledger	43	British	Frankland Island Co. Port Stanley.	"	"	"
5	A. Blifton	38	"	"	"	"	"
6	L. Larsen	44	"	"	"	"	"
7	J. Lindenberg.	25	"	"	"	"	"
8	E. Bundes	24	"	"	"	"	"
9	K. Lindenberg	52	"	"	"	"	"
10	J. E. Bliflin	29	"	"	"	"	"
11	L. Lindenberg.	18	"	"	"	"	"
12	M. Lyse	31	"	"	"	"	"
13	Jose Creswell	41	"	"	"	"	"
14	R. Atkins		"	"	"	"	"
15	G. J. Meierhoffer	43	"	"	"	"	"
16	E. L. Lumsden	24	"	"	"	"	"
17	Ed. Betts	21	"	"	"	"	"
18	R. Peterson	27	"	"	"	"	"
19	P. S. Dixon.	24	"	"	"	"	"
20	J. Hoffman	42	"	"	"	"	"

† 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.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.				RELEASE.		Number of Weeks for which Insur- ance Act Contri- butions have been paid.	Reference No.	
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.	Amount of Wages Advanced upon or at the time of Engage- ment. ‡	Amount of Weekly or Monthly Allotment.	Signa- ture 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.	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 re- lease 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	38014	24 Dec 38	12				10/11/38	Port Stanley			W. Johnston			1	
Matr.		"	17				26/9/38	Port Stanley			Geo. Osborne			2	
Dis. Officer		"	17				9/7/38	Punta Arenas	m.c.	Separate Agreement	J. P. Atkinson			3	
Boys		"	14				14/7/38	Stanley	m.c.		F. A. Sedgwick			4	
A.B.		"	11				1/9/37	"			A. Clifton			5	
A.B.		"	11				"	"			L. Lornsen			6	
A.B.		"	11				"	"			J. Lindenberg			7	
A.B.		"	11				"	"			F. B. Under			8	
A.B.		"	11				"	"			H. E. Clifton			9	
A.B.		"	11				"	"			J. E. Clifton			10	
O.S.		"	6				24/9/38	"			L. Lindenberg			11	
W.T.O.		"	9				"	"			M. Lyse			12	
Chief Engineer		"	12				24/9/38	"			Y. E. Clifton			13	
2nd Engineer		"	17				24/9/38	"			R. Atkins			14	
3rd Engineer		"	14				"	"			G. J. Meishop			15	
Fireman		"	11				"	"			E. Summers			16	
"		"	11				"	"			C. P. Betts			17	
"		"	11				"	"			M. Peterson			18	
Boys		"	1				14/7/38	Stanley	m.c.		P. S. Dixon			19	
Chief Steward		"	14				9/9/37	"			J. H. Clifton			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."

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.		2.	3.	4.	5.	6.	7.
21	H. Barick	19	British	The Falkland Islands Co. Port Stanley	Same.	1/7/38	Port Stanley
22	J. Birch	16	"	"	"	"	"
23	L. Whitney.	16	"	"	"	"	"
24	Gullermo Carranza	37	Chilean	Punta Arenas.	"	"	"
25	E. Riggs	23	British	The Falkland Islands Co. Port Stanley	"	"	"
26	J. Smith	28	British	do.	Lafonia	"	"
27	J. Barnes.	45	British	do.	Fitzroy	14/7/38	Stanley
28	F. A. Sedgwick.	43	"	do.	Same	29/7/38	Stanley
29	D. Bonner	16	"	- do -	"Lafonia"	29/7/38	"
30	W. D. Duck	52	✓	"	"Lafonia"	12/9/38	"
31	F. A. Sedgwick	43	"	"	Fitzroy	15/9/38	"
32	H. Luntzenberg.	52	"	"	"	"	"
33	L. Lonsen	41	"	"	"	"	"
34	C. Blifton	39	"	"	"	"	"
35	J. E. Blifton	29	"	"	"	"	"
36	R. G. McLaren.	18	"	"	"	"	"
37	E. Bundes	25	"	"	"	"	"
38	L. Krummholz	24	"	"	"	"	"
39	H. Barick	19	"	"	"	"	"
40	G. R. Betts	21	"	"	"	"	"

† 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"

Ship

"FITZROY"

7

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.

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.		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. §		Signatures of Crew (each to be on the line on which he signed in Col. 1).				
Book		24 Dec 13	-				1/9/38	St. Louis			H. Besside				21
2. Steward			1				1/9/38	"			J. Kirk				22
M.R. Steward			5				25/1/38	Stanbury	M.C.		L. Whitney				23
Dist. Steward							9/7/38	Punta Arenas	M.C.	10 12 30	Qualifying Commission				24
Painting Boy.			4				1/9/38	St. Louis			E. Biggs				25
Purser			1				11	"			Shumpe				26
Boatman			14				29/1/38	Stanbury	M.C.		L. Barnes				27
2nd Mate + Boatman			14				1/9/38	"			F.A. Sedgwick				28
Painting Boy.							1/9/38				D. Bonnet				29
							24/9/38								30
2 Mates + Boatman			14				"				F.A. Sedgwick				31
A.B.			11				"				H. Linstenberg				32
A.B.			11				"				L. Gonsen				33
A.B.			11				"				A. Clifton				34
A.B.			12				"				J.E. Clifton				35
O.S.			6				"				R.G. McLaren				36
A.B.			11				"				B. Buncles				37
Steward			11				"				E. L. Gonsen				38
Boatman			13				"				H. Besside				39
Steward			11				"				G.R. Betts				40

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."

[Twelve pages.]

FEES CHARGEABLE BY CONSULS.

NOTICE.

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

Services required by Law.

	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) 5 0 7 0

In countries
other
than China.
s. d.

In
China.
s. d.

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.
17/1/38.
I hereby certify that the
seamen whose names appear on lines
1 to 26, have been engaged before me
on the terms of the written agreement.

W. H. H. H. H.
SHIPPING MASTER

BRITISH CONSULATE

Stanley.
14/7/38
I hereby certify that the seaman
whose name appears on line 27 has
been engaged before me this day &
I have sanctioned the discharge of
the seaman on Dec. 4, 1938.

W. H. H. H. H.
SHIPPING MASTER

BRITISH CONSULATE
MONTEVIDEO

Vessel Arrived 20th JULY
Agreement Deposited 20th JULY
do Returned 21st JULY } 1938
Average Rate of Exchange \$11.90 to £1 stg.
For conversion of Seamen's Wages only.

W. H. H. H. H.
Acting British Consul

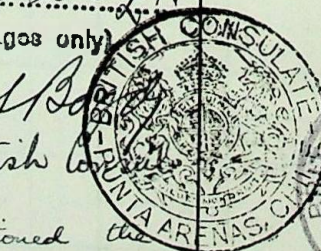


Vessel arrived 8th July 1938
Articles deposited 9th July 1938
Articles returned 9th July 1938
Average Rate of Exchange \$15.20 = £1.
(for conversion of seamen's wages only)

Thos. S. Boyce
Acting British Consul

I hereby certify that I have sanctioned the
discharge of the two seamen whose names
appear on lines 3 and 24 on the grounds
of mutual consent, and that the balance
of their wages was paid to them in full.

Thos. S. Boyce
Acting British Consul



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.

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.		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 §		Signatures of Crew (each to be on the line on which he signed in Col. 1.)				
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.		21
															22
															23
															24
															25
															26
															27
															28
															29
															30
															31
															32
															33
															34
															35
															36
															37
															38
															39
															40

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

PARTICULARS

Reference No.	SIGNATURES OF CREW.	Age.	*Nationality (If British, state birthplace).	(1) Port of Engagement Address, and (2) Home Address. N.B. - Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.		Ship in which he last served, and Year of Discharge therefrom.		Date and Place of Signing this Agreement.	
						Year.	State Name and Official No. or Port she belonged to.	Date.	Place.
	1.	2.	3.	4.		5.	6.	7.	8.
41	A. Kenny	32	British	(1) Stanley Falkland Isds. (2)			La Jormin	15/9/55	Stanley
42	E. Biggs	24	"	(1) (2)	"		Fitzroy	"	"
43	G. Jones	29	"	(1) (2)	"		Final	"	"
44	R. Peterson	27	"	(1) (2)	"		Fitzroy	"	"
45				(1) (2)					
46	A. Hamer	42		(1) (2)			"	"	"
47				(1) (2)					
48				(1) (2)					
49				(1) (2)					
50				(1) (2)					
51				(1) (2)					
52				(1) (2)					
53				(1) (2)					
54				(1) (2)					
55				(1) (2)					
56				(1) (2)					
57				(1) (2)					
58				(1) (2)					
59				(1) (2)					
60				(1) (2)					

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

§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

* If a British Subject, state Town or Country of Birth, and if born in a foreign country, state the name of the parents.

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.

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.		Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date.	Number of Weeks for which Insurance Contributions have been paid	Reference No.
							Date	Place.	Cause. §		Signatures of Crew (each to be on the line on which he signed in Col. 1.)				
2 ^d Steward							26/9/38				H. Henry				41
Men											E. Biggs				42
Roosa							"				L. Jones				43
Steward							"								44
Pantry Boy							"				R. Peterson				45
Lucman							"								46
Chief Steward			14 --				"				L. Hansen				47
															48
															49
															50
															51
															52
															53
															54
															55
															56
															57
															58
															59
															60

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

PARTICULARS

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

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

Ship "FITZROY"

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Stanley.
29/7/38.

I hereby certify that the seamen
whose names appear on lines 25 + 29
have been employed before me & that
I have sanctioned the discharge of
the seamen on lines 23 + 27. This day.



H. E. E. E.
SHIPPING MASTER

BRITISH CONSULATE
MONTEVIDEO

Vessel Arrived 16th AUGUST
Agreement Deposited 17th } 1938
do Returned 20th

Average Rate of Exchange \$11.70 to £ stg.
For conversion of Seamen's Wages only.

Norman Leslie
Acting British Consul

Stanley
1/9/38.

I hereby certify that I have
sanctioned the discharge of the
seamen whose names appear on
lines 6/10. 12. 16/20 21/22. 25. 28/9
this day.



H. E. E. E.
SHIPPING MASTER

Stanley.
10/8/38.

I hereby certify that *Tom Johnston*
Master, line 1, *2* *substituted*
command the *2*



H. E. E. E.
SHIPPING MASTER

Stanley
15/8/38.

I hereby certify that the seamen
whose names appear on lines
30 to 46 have been employed before
me this day on the lines of the
within-written agreement.



H. E. E. E.
SHIPPING MASTER

Stanley.
26/8/38.

I hereby certify that the seamen
whose names appear on lines 2. 11. 13/18
30/44 & 46 have been discharged
before me this day.



H. E. E. E.
SHIPPING MASTER

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

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Ship _____

11

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.)