

Eng. 1.

(100 Men). for use with
Eng. 1 (80 Men).

OFFICE COPY (to be forwarded to the Registrar-General of Shipping and Sea

SHI/LOG/SA#1

[Original Executed in ...]

ISSUED BY THE
MINISTRY OF WAR TRANSPORT
in pursuance of
87 & 89 Vict., ch. 60.

AGREEMENT AND LIST OF THE CREW.

FOREIGN-GOING SHIP.

The term "Foreign-going Ship" includes every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the following limits: the coasts of the United Kingdom, the Channel Islands and Isle of Man, and the continent of Europe between the River Elbe and Brest inclusive. For this purpose the term "the United Kingdom" is to be construed as including Eire.

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any).
S.S. <u>SAN CASTO.</u>	<u>149989</u>	<u>LONDON</u>	<u>24/1928</u>	Gross. <u>2446</u>	Net. <u>1246</u>	N.H.P. <u>217</u>
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.		CHARTERER.	
Name.	Address (State No. of House, Street and Town).		Name.		Address.	
<u>Eagle Oil Shipping Co.</u>	<u>16, Finsbury Circus, London, E.C.2.</u>		<u>35.</u>			

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

of not exceeding 2 years duration to any ports or places within the limits of 75 degrees North and 60 degrees South latitude, commencing at Holland proceeding thence to various requirements and/or any other ports within the above limits, trading in any rotation, and carrying any kind of cargo required, including creosote, crude petroleum, and its products in bulk, and to end at such port in the United Kingdom as may be required by the Master.

When a vessel is required to be drydocked, the voyage shall not be considered to have ended until the vessel has been taken to sea and all oil compartments cleaned and vessel placed and shored in drydock.

No smoking or naked lights shall be allowed on board except in places appointed by the Master. No matches of any description or petrol lighters to be brought on board by or for any member of the crew; any matches necessary will be supplied by the Owners. Anyone found breaking these rules will be fined for the first offence Five Shillings and for the second and each subsequent offence Ten Shillings.

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 printed herein.

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

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

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed herein and numbered

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

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 and messrooms clean, and shall leave them so at the termination of the voyage, under penalty of Five Shillings per man for each case of neglect.

Seamen and firemen and stewards shall mutually assist each other in the general duties of the ship and work coal or cargo by night or day if required.

The crew shall be deemed complete with 36 hands all told, of whom not less than 6 shall be sailors.

The greasers, firemen and trimmers shall wipe down the engines at the end of each passage whether at anchor or in dock.

Firemen and trimmers shall keep the galley supplied with coal.

Crew to work overtime in port when required by the Master, Sundays and Holidays included.

No money shall be advanced abroad or liberty granted other than at the pleasure of the Master.

In all cases of Salvage Awards, notwithstanding anything herein provided, the rating of the Chief Officer shall be deemed to be the same as that of the Chief Engineer, the rating of the Second Officer that of the Second Engineer, and the Third Officer that of the Third Engineer. Apprentices who have not completed two years' service shall be deemed of the rating of an O.S., and those Apprentices of over two years' service of the rating of an A.B.

During the vessel's progress through the Suez Canal no member of the crew shall have in his possession any matches or anything of an inflammable nature, or about his person any means of obtaining a light, under a penalty of Ten Shillings in each case.

In the event of Contraband Goods being found secreted on board for the purpose of smuggling, the crew hereby agree that any fine imposed by the Customs shall be deducted from their wages. If no owner be found, the said fine to be deducted either from the wages of that portion of the crew belonging to the department in which the Contraband Goods shall have been discovered, or from the wages of the whole crew.

Officers and Engineers agree to serve on any of the Eagle Oil & Shipping Company's vessels as directed by the Company, and to be transferred to any of their, or their associated Company's vessels, at any port and at any time as may be directed by the Company through the Captain.

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

Signed by L. M. ... Master,
on the 31st day of October 1928.

Port at which
Voyage commenced.

STANLEY, F.I.

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

Superintendent or Consular Officer.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
 2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.
 4. Here are 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.
 5. 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 fourth page hereof, which the parties agree to adopt.
 6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
- 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.

ADDITIONAL CLAUSES.

The crew and each member of the crew (other than Officers and Engineers mentioned herein) agree to be transferred collectively or separately at any port to any other vessel owned by the same Owners, provided always that the rating and rate of wages be the same as herein specified and total service does not exceed two years.

All persons signing these Articles who are members of the Combined Petroleum Companies' Provident Fund, hereby authorise the deduction from their salary or pay of the amounts due by them under the Regulations of the said Provident Fund.

Deck Hands to wash and clean out cargo and bunker tanks whenever necessary.

In the event of the engagement of any member of the crew originally made in the U.K. terminating in the U.K. through no act or fault of his own, at a port other than the port at which he is engaged, he shall be entitled, upon notifying his desire at the time of his discharge, to a free ticket by such train as may be selected by the Owner or his representative to his port of engagement or if preferred, to his home, when nearer.

Provided that:—

(i) A seaman who is discharged by mutual consent before completion of the voyage is not entitled to a free railway pass.

(ii) If the Master, on the termination of a voyage in the United Kingdom, offers a seaman immediate and continuous employment in the same, or in a not inferior, capacity on board ship, under the National Maritime Board wages and conditions, the seaman shall not be entitled to a railway fare, if he refuses the Master's offer. If the Master terminates the seaman's employment before the voyage begins, he shall then be entitled to his railway fare.

Form No. 60 8/39
A.L.D. JUNE, 1939.

Any claim or claims made by any person in respect of any matter whatsoever shall be decided by a British Court of Law in accordance with British Law.

In case any stowaways be found secreted on board and a fine imposed by the Authorities or any other expense incurred thereby, the amount of such fine or expense shall be recoverable from the wages of the person or persons guilty of assisting or secreting these stowaways.

The following shall be holidays; New Year's Day, Good Friday and Christmas Day.

Working hours and rate of overtime will be in accordance with the National Maritime Board.

Should the voyage terminate or be terminated by the Master, at any place away from the United Kingdom or the Falkland Islands, the Master agrees to repatriate the crew as under:—

Nos. 1, 2, 3, 4, 5, 6, 7, 9. to the U.K.

Nos. 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29.

..... to the Falkland Islands.

N. 46. *transferred*. N. 8 to *transferred*.

War Bonus & Differential Payment will be paid to Officers & Men in accordance with the National Maritime Board Scale.

THE SEVERAL PERSONS whose names are hereto subscribed, and whose descriptions are contained herein and of whom are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names, for a period of six months in the Coasting, Home, and/or Foreign Trade, from the date hereof, proceeding to any ports or places between the limits of degrees north and degrees latitude trading to and fro as may be required.

The Agreement shall terminate in the United Kingdom on the expiration of the said period of six months - unless the Government shall otherwise determine - but should the ship be absent from the United Kingdom at the date of expiration the Agreement shall remain in force until the vessel's first arrival at her port of destination in the United Kingdom after such date or the discharge of cargo consequent on that arrival, provided that the maximum period of employment shall not exceed 2 years.

No member of the crew shall be entitled to claim his discharge during the currency of this Agreement unless he is certified to be physically unfit to perform the duties for which he was engaged, or unless he requests discharge on grounds of special urgency, when he may be discharged with the consent of the master. In the event of any dispute on either point the matter shall be referred to the Superintendent, Mercantile Marine Office, who shall whenever possible consult with the representatives of the Owners, Officers, and men concerned.

The Master shall not otherwise discharge any seaman during the currency of this Agreement unless:—

- (1) in the case of a Radio Officer the Officer receives instructions from the Wireless Company by which he is employed to leave the vessel for other duties;
- (2) he proves incompetent to perform the duties for which he was engaged;
- (3) he is guilty of any offence against discipline for which the Agreement imposes a fine.
- (4) he is guilty of any offence under sections 220, 221, or 225 of the Merchant Shipping Act 1894;
- (5) it is in the opinion of a competent Government authority undesirable in the national interests that he should remain on board;
- (6) in the opinion of the Master the ship will be unemployed or laid up for repairs or otherwise in the U.K. or the crew is being reduced owing to change of trade, cargo, or number of passengers carried, provided that in these cases 7 days notice shall be given; or

- (7) it was noted on the Articles at the time of signing on that he was being engaged as a temporary relief.

The foregoing to be without prejudice to the seamen's rights under Section 162, Merchant Shipping Act, 1894.

SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1939, 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 or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article.	Allowance per week.	Article.	Allowance per week.
Water ...	28 quarts.	Milk { Condensed or Dried ...	4 lbs.
Soft Bread ...	7 lbs.	Milk for cooking { Condensed or Dried ...	2 lbs.
Fresh Meat ...	8½ lbs.	Butter (see note 2 below) ...	4 lb.
Fresh Fish ...	See note 1 below and paragraphs 3, 4 and 5 of Conditions and Exceptions.	Marmalade or Jam ...	1 lb.
Eggs ...	See note 1 below and paragraphs 3, 4 and 5 of Conditions and Exceptions.	Syrup ...	2 ozs.
Smoked Ham or Bacon ...	7 lbs.	Cheese ...	4 ozs.
Potatoes ...	7 lbs.	Suet ...	4 ozs.
Dried or Compressed Vegetables ...	1 lb.	Pickles ...	1 pint
Peas, Split ...	1 lb.	Onions ...	1 lb.
Green Peas, Haricot Beans or Butter Beans ...	2 lbs.	Dried Fruits ...	3 ozs.
Flour ...	6 ozs.	Fine Salt ...	2 ozs.
Rice ...	6 ozs.	Mustard ...	1 oz.
Oatmeal, Rolled Oats or similar cereal ...	3 ozs.	Pepper ...	1 oz.
Tea ...	2 ozs.	Curry Powder ...	1 oz.
Coffee (containing not more than 25 per cent. Chicory) or Cocoa (or Chocolate) ...	3 ozs.		
Sugar (see note 2 below) ...	1½ lbs.		

NOTE 1.—The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lbs. 3 ozs.

NOTE 2.—The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. GENERAL.—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. BREAD.—The issue of soft bread under the scale shall not be required:—

(a) in a ship of less than 1,000 tons gross registered tonnage; or

(b) if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;

but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.

3. MEAT.—The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking.

When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 ozs. weekly but not exceeding 8 ozs. and count as preserved meat.

NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. FISH.—The weight of fresh fish is the gross weight before preparation for cooking.

Fresh fish up to an amount not exceeding 1½ lbs. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

In any week in which less than 8 ozs. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 ozs. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ ozs. of dried fish or 1 oz. of tinned fish to 2 ozs. of fresh fish.

5. EGGS.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1½ ozs. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

6. POTATOES.—Fresh potatoes (when procurable in a sound condition) 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 rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

7. DRIED MILK.—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

8. VEGETABLES.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

9. DRIED FRUITS.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches or apricots.

10. ONIONS.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.

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

NOTE.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

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

Salt Meat ...	¾ lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade ...	1 lb.	To be considered equal.
Preserved Meat ...	¾ lb.	To be considered equal.	Jam ...	1 lb.	To be considered equal.
Coffee ...	1 oz.	To be considered equal.	Syrup ...	1 lb.	To be considered equal.
Cocoa or Chocolate ...	1½ ozs.	To be considered equal.	Butter ...	4 lb.	To be considered equal.
Tea ...	3 ozs.	To be considered equal.	Cheese ...	¾ lb.	To be considered equal.
Flour ...	1 lb.	To be considered equal.	Condensed Milk ...	24 ozs.	To be considered equal.
Biscuit ...	1 lb.	To be considered equal.	Dried Milk ...	4 ozs.	To be considered equal.
Rice ...	1 lb.	To be considered equal.	Mustard ...	1 oz.	To be considered equal.
Oatmeal, Rolled Oats or similar cereals ...	1 lb.	To be considered equal.	Curry Powder ...	1 oz.	To be considered equal.
Split Peas ...	¾ lb.	To be considered equal when issued with meat rations.			
Flour ...	¾ lb.	To be considered equal when issued with meat rations.			
Green Peas, Haricot or Butter Beans ...	¾ lb.	To be considered equal when issued with meat rations.			
Rice ...	¾ lb.	To be considered equal when issued with meat rations.			

Name of PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. (Dis. A's).	Age.	Nationality. (If British state birthplace —see footnote).	ADDRESSES OF MASTER AND CREW. (1) Port of Engagement Address. (2) Home Address. N.B.—Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.
1	2	3	4	5
1	<i>L. M. A. P.</i> Master to sign first	38	London.	(1) Stanley Falklands. (2) Manager, Midland Bank, Chancery Lane, Essex.
2	<i>J. Robinson</i>	46	Whitby Yorks.	(1) Stanley Falklands. (2) J. Robinson, 16 George St. Whitby, Yorks.
3	<i>H. White</i>	26	So. Shields.	(1) Stanley Falklands. (2) Mrs. J. White, 15 Kippcott Terrace, South Shields.
4	<i>Mr. Jackson</i>	44	Southampton	(1) Stanley Falklands. (2) Mrs. J. Jackson, 105 Hill Street, Davidson's Main, Edinburgh.
5	<i>J. Faulkner</i>	29	Birkenhead.	(1) Stanley Falklands. (2) Mrs. A. Faulkner, 30 Camden Rd. Aggleston, Birkenhead.
6	<i>W. D. H.</i>	25	Australia	(1) Stanley Falklands. (2) Mrs. A. D. H., Victoria St. Hurry Hurry, N.S.W. Australia.
7	<i>J. Townsend</i>	41	Portsmouth B'wall	(1) Stanley Falklands. (2) Mrs. C. Townsend, 41 Bathurst St. London, E.C.4.
8	<i>M. L. Dick</i>	30	Canada.	(1) Stanley Falklands. (2) Mrs. M. L. Dick, 41 Bathurst St. London, E.C.4.
9	<i>Chong Hay</i>	36	China.	(1) Stanley Falklands. (2) Mrs. C. Hay, 41 Bathurst St. London, E.C.4.
10	<i>J. Smith</i>	30	Stanley F.I.	(1) Mrs. J. Smith, Stanley Falklands. (2) Mrs. M. Rutter, Stanley Falklands.
11	<i>M. Rutter</i>	30	Stanley F.I.	(1) Mrs. M. Rutter, Stanley Falklands. (2) Mrs. L. Barnes, Stanley Falklands.
12	<i>Mr. Barnes</i>	30	Stanley F.I.	(1) Mrs. L. Barnes, Stanley Falklands. (2) Mrs. J. L. Summers, Stanley Falklands.
13	<i>Mrs. F. Summers</i>	44	Stanley F.I.	(1) Mrs. J. L. Summers, Stanley Falklands. (2) Mrs. E. Joseph, Stanley Falklands.
14	<i>W. Joseph</i>	31	Dominica W. Indies.	(1) Mrs. E. Joseph, Stanley Falklands. (2) Mrs. J. Lanning, Stanley Falklands.
15	<i>J. Lanning</i>	20	Stanley F.I.	(1) Mrs. J. Lanning, Stanley Falklands. (2) Mrs. S. Kirk, Stanley Falklands.
16	<i>W. S. Kirk</i>	28	Stanley F.I.	(1) Mrs. S. Kirk, Stanley Falklands. (2) Mrs. H. Clifton, Stanley Falklands.
17	<i>J. E. Clifton</i>	33	Stanley F.I.	(1) Mrs. H. Clifton, Stanley Falklands. (2) Mrs. V. Browning, Stanley Falklands.
18	<i>L. J. B. G. G.</i>	24	Stanley F.I.	(1) Mrs. V. Browning, Stanley Falklands. (2) Mrs. N. Biggs, Stanley Falklands.
19	<i>F. Biggs</i>	18	Stanley F.I.	(1) Mrs. N. Biggs, Stanley Falklands. (2) Mrs. J. Lanning, Stanley Falklands.
20	<i>P. Lanning</i>	16	Stanley F.I.	(1) Mrs. J. Lanning, Stanley Falklands. (2) Mrs. J. Lanning, Stanley Falklands.

* If a British subject, state town or country of birth, and if born in a foreign country, state in a natural born British subject, or naturalised.
† 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, Refrigerators, etc.
‡ If the advance of wages is not conditional on going to sea, the words "not conditional" should be inserted above the entry of the amount.

Ship

OF ENGAGEMENT.

Name of last ship with official No. or Port of Registry and Year of discharge if more than a year previous.	Date and Place of signing this Agreement.	In what Capacity engaged.	No. of Certificate (if any) and No. of R.N. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per calendar Month.	Amount of Wages advanced upon or at the time of Engagement.	Amount of Weekly (Half-Monthly or Monthly) Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	Reference No.
5	6	7	8	9	10	11	12	13	14
San bast. London.	31/10/42 Stanley Falklands	Master	23718	00.05 1/11/42.	- - -	- - -	8 0 0		1
do	do do	Chief Officer	23718	do	26 5 -	- - -	10 - -		2
do	do do	2nd. Officer	13718	do	21 5 -	- - -	12 - -		8
do	do do	Chief Eng.	13718	do	48 - -	- - -	10 - -		4
do	do do	2nd. Eng.	13718	do	29 15 -	- - -	3 - -		5
do	do do	3rd. Eng.	13718	do	20 - -	- - -	- - -		6
do	do do	4th. Eng.	13718	do	16 5 -	- - -	7 - -		7
do	do do	Radio Officer	13718	do	4 - -	- - -	- - -		8
do	do do	Mess Room Steward	13718	do	9 12 6 -	- - -	- - -		9
do	do do	Carpenter	13718	do	13 15 0 -	- - -	- - -		10
do	do do	Bosun	13718	do	12 10 0 -	- - -	- - -		11
do	do do	Pumpman	13718	do	12 2 6 -	- - -	- - -		12
do	do do	Chief & Ship's Cook	13718	do	14 2 6 -	- - -	- - -		13
do	do do	A.B.	13718	do	10 12 6 -	- - -	- - -		14
do	do do	A.B.	13718	do	10 12 6 -	- - -	- - -		15
do	do do	A.B.	13718	do	10 12 6 -	- - -	- - -		16
do	do do	A.B.	13718	do	10 12 6 -	- - -	- - -		17
do	do do	Sailor	13718	do	10 12 6 -	- - -	- - -		18
do	do do	O.S. Junior	13718	do	5 16 3 -	- - -	- - -		19
do	do do	Boy.	13718	do	4 10 0 -	- - -	- - -		20

country, state in a natural born British subject, or naturalised.
Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys.
words "not conditional" should be inserted above the entry of the amount.

Name of PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. (Dis. A/B)	Age.	• Nationality (If British state birthplace —see footnote).	ADDRESSES OF MASTER AND CREW	
				(1) Port of Engagement Address. (2) Home Address. N.B. — Both to be inserted. The Home Address is the one to which communications should be made in the event of the death of the Seaman.	
	1	2.	3.	4.	
21	A Whillock	35	Stanley F.I.	(1) Mrs. P. Berrido, Darwin, Falklands. (2)	
22	R. M. Loner	23	Stanley F.I.	(1) Mrs. C. McLaren, Stanley Falklands. (2)	
23	Joseph Newman	35	Stanley F.I.	(1) Mrs. J. Newman, Stanley Falklands. (2)	
24	L Grant	25	Stanley F.I.	(1) Mrs. M. Grant, Stanley Falklands. (2)	
25	P Bender.	25	Stanley F.I.	(1) Mr. G. Bender, Woody Valley, Falklands. (2)	
26	W Porter	25	Stanley F.I.	(1) Mrs. M. Porter, Stanley Falklands. (2)	
27	G Perry	35	Stanley F.I.	(1) Mr. G. Perry, Spring Point, Falklands. (2)	
28	G. Berrido	18	Stanley F.I.	(1) Mrs. P. Berrido, Darwin, Falklands. (2)	
29	J Anderson	31	Stanley F.I.	(1) Mrs. H. Anderson, Stanley Falklands. (2)	
30				(1) (2)	
31				(1) (2)	
32				(1) (2)	
33				(1) (2)	
34				(1) (2)	
35				(1) (2)	
36				(1) (2)	
37				(1) (2)	
38				(1) (2)	
39				(1) (2)	
40				(1) (2)	

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

Ship OF ENGAGEMENT.

Name of last ship with Official No. or Port of Registry and Year of discharge if more than a year previous.	Date and Place of signing this Agreement.		In what Capacity engaged.	No. of Certificate (if any) and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Calendar Month.		Amount of Wages advanced upon or at the time of Engagement.		Amount of Weekly, Half-Monthly or Monthly Allowance.		Signature or Initials of Official before whom the Seaman is engaged.	Reference No.
	Date.	Place.				11.	12.	13.	14.	15.	16.		
Fitzroy	3/10/42.	Stanley Falklands	O.S. Senior		00.05 1/11/42	7	7	6	-	-	-		21
San Rasto London.	do	do	Fireman		do	11	2	6	-	-	-		22
do	do	do	Fireman		do	11	2	6	-	-	-		23
do	do	do	Fireman		do	11	2	6	-	-	-		24
do	do	do	Fireman		do	11	2	6	-	-	-		25
do	do	do	Fireman		do	11	2	6	-	-	-		26
do	do	do	2 nd		do	9	17	6	-	-	-		27
do	do	do	Asst. Steward		do	9	2	6	-	-	-		28
do	do	do	2 nd Cook		do	10	2	6	-	-	-		29
													30
													31
													32
													33
													34
													35
													36
													37
													38
													39
													40

country, state if a natural born British subject, or naturalised.
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.

Ship
●
OF ENGAGEMENT.

[illegible]

country, state if a natural born British subject, or naturalised.
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
OFFICE OF THE
SECRETARY OF THE
NAVY
WASHINGTON, D. C.