Eng. 1.								Ĵ.1.	SHI/LOG/WF#3
- 20 man	T. A	TOTA		NTD	Lago		0.11		n Eight pages:
-		L LI				DUNT	OF	CREV	V. ~ / /
	The tern some	es situate beno	every Ship em	ployed in t	d Kingdom H	SHIP. og beliveen some pla de Islands of Gue	ice or places	in the United	Kingdom and
ISSUED BY THE BOARD OF TRADE, to pursuance of	Any Erasure, Interlin	cation, or Alterati	een the River 1 on in this Agr	Elbe and Br cement will	rest inclusive. be void unless	made with the co	usent of the	persons interested	
57 & 58 Viot., cb. 60.	all Name of Ship.		Official No.	a Mercantile Port of 1		or Consular or Port No. and		cer.	Nominal Horse Power
WEST.			6380	a ;	M. J8	Date of Register.	Gross. 101-6	Not 7 64.31	of Engines (if any).
	REGISTERED MANAG			Jalke	000000	No. of Seamen for accommodation is c	whom		FOR
Hanult	m & Same der Sk		No. of House St	reet and Tow	D.) Rosudan	14.		1	FICULARS AS TO E, SEE PAGE 3.
The S	everal Persons whose	names are heret	o subscribed,		6P	is also agreed, that			
are engaged	ations are contained herein, as Sailors, hereby agree to	serve on board th						÷ 1	
Beveral capac	ities expressed against their :	respective Names,	on a voyage i	rom	(a.) S	bould any of the	anou foil t		
TT I	ound the coasts o	f the Relk	T C		(b.) Se	hould any of the r may ship substit	all keen	their possesti	
I	slands and to the outh America and	East Coas		-	under a po (c.) Th	enalty of five shilling seamen and fir	ngs for each	case of neglect	the voyage,
1	ervitory, Chile, imits of 33 degree	es South L	at.		(d.) Th	neral duties of the te crew shall be de whom not less the	e ship. cined compl	ete with	hands hands
	nd 56 degrees Sou eturn to Stanley.	ton Lat, an	u		(e.) Th	e fremen shall kee Wa 19230/12663 30000	p the galley	supplied with	coal
	This agreement ater than the 30t	h June, 19	33, or		AND ISN	AND STATE		1	
а	n the first arriv fter that date or f cargo consequen	the disch	arge					8	
	The crew shall	work coals	and					\$	
	argo and for ball here required.	ASC WHER A	10	1 10	•		*		2
	Crew agree to conduct them								
and to be obe who shall lay	anner, and to be at all times dient to the lawful commands vfully succeed him, and of th	of the said Masterier Superior Offi	er, or of any Pe cers, in everyt	erson hing					
in boats, or formed, the s	e said Ship and the Stores an on shore; in consideration aid Master hereby agrees to	n of which Servic pay to the said (	es to be duly brew as Wages	per- the					
Provisions ac And it i	t their Names respectively e cording to the Scale on the c s hereby agreed that any E	ther side hereof. mbezzlement or	wilful or negli	igent					
the Owner or And it is	of any part of the Ship's Car at of the wages of the Person a further agreed, that if any	guilty of the sam Seaman enters him	e						
And it i	is incompetent, he is liable t s also agreed, that the Regu are printed herein and num	lations authorize	d by the Boar	rd of					
are adopted b	y the parties hereto, and she And it is also agreed, that if	Il be considered a	as embodied in	this	3n TA	itness whereof t	he said Pa	ties have subs	cribed their Names
himself to be	aggrieved by any breach of t same to the Master or Office er, who shall thercupon take	the Agreement or r in charge of the	otherwise, he : Ship in a quiet	shall tand		ne days mentioned			patures.
and it is also wages shall be	stipulated that advances on e made as specified against the provided for that purpose.	account and all	otments of pa	rt of	Signed by	2nd day of	Ja	mar	Master.
Date of	Port at which			These		filled up at the ond	of the Voyage	).	1 .
Commencement of Voyage.	Voyage commenced.	Date of Termination of Voyage.	Port a Voyage te	t which rminsted.	Date of Del of Lists Superinten	to I her	-	to the truth of it and Account	the Entries in this of Crew, &c
2/1/33	Stanley .	26/1/33	Tafall	enes	30/5/8	3			Master.
1. Here is to be ins 2. Here are to be i	erted the nature, and as far as pra nserted the Numbers of any of th	cticable, the duration e Regulations for pr	of the intended	voyage or eng	be Board of Trad	maximum period and le, and printed on the	the places or third page h	parts of the world areof, which the pa	, if any, which are excluded. arties agree to adopt.
3. Here any other N.B This form	must not be unstitched. No	leaves may be te			u ho oddad an a	which had Comp	should be to	kon at the tim	o of and adamant that
additional	Form Eng. 1 should be obtained. (44) 1,000. 4/15								[Eight 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.

	_		Wator.	Soft Brond.	Biscuit.	Salt Beef.	Salt Pork.	Preserved Moat	Fish.	Petatocs.	Dried or Compressed Vegetables.	Pens, Split	Pens, Greon.	Calavances or Haricot Beans	Flour.	Rice.	Oatmeal.	Tea.	Coffee,	Sugar.	Milk Condensed.	Buttor.	Marmalacle or Jam.	Syrup or Molasses.	Suet.	Pickles.	Dried Fruits	Fine Salt.	Mustard.	Pepper	Curry Powden	Onione
			 ats	lbs	lbs	lbs.	lba	lbs.	1b.	lbs.	lb.	pt.	pt.	pt.	lbs.	Ib.	oz.	oz.	oz.	1Ъ.	īb.	њ.	lb.	њ	07.	pt.	oz.	az .	62	oz.	oz.	oz
Sunday			 4	1	1034	1		3		103.		P∝	P		1					in the												
Monday			 4		1		1									1										+++				198	•••	
Tuesday Wednesday		***	 4	1		11									-		4			-						•••				••••		••
Wednesday			 4		1			2							1		***													•••		••
Thursday			 4	1			1				,					1	***			-					***	***						
Friday			 4		1			2	P.F.											-						111	- 84				***	
Saturday	***		 4		1	11									1	***	4			-					••••	411						
Weekly			 25	3	4	3	2	21	3	G	- <u>-</u> -	ŝ	ł	3	2	ż	s	13	4	11	1	ł	1	ł	4	$\frac{1}{2}$	5	2	4	1.	4	

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—

(a) in a ship of less than one thousand tons gross registered tonnage; or

(b) if rough weather renders the making of the bread impracticable, or

(c) in any ship until the date of the first agreement with the crew entered into after the first day of January nineteen hundred and eight; but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.

3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under ove scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings. 4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork. 5. Fresh potatoes must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits at the above scale.

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. 6. Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound of fresh vegetables, or vegetables preserved in tins, to one once of dried or compressed vegetables.

7. A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of five ounces of the mixture to four ounces of coffee.

The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes.

9. The onions to be issued under the above scale must be fresh onions when in season ; and, when fresh onions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued.

10. In port-

n port—

(a) soft bread shall be issued in lieu of biscuit; and
(b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meat and dried or compressed vegetables need not be issued. 11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

SUESTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE

											CUPON	a pun	OA OD	<b></b>			
Fresh mean						1	l lb.		Split Peas							1 pt. 1	
						1		To be considered equal.	Flour				11.7			à ib.	To be considered equal when
Preserved me	at						\$ "	1	Calavances	or har	icot bes	ns				5 116.	issued with meat rations.
		:	•••	•••	•••		1 OZ.		Rice	***		114				2 lb.	
	•••	***						To be considered equal.	Marmalade				· · · 1		1		Y
Tea Flour			***				5	1	Jam		1.000				1	1 ,,	To be considered equal.
Biscuit			•••		•••	1	16.	To be considered equal.	Butter			14				1	
Dian				•••	••••	1	**	- 10 be considered equal.	Mustard		***						To be considered equal.
11100									i Curry Powd	er	***		•••	•••		)	l

## BILL OF FARE.

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

	BREAKFAST.	DINNER.	SUPPER.
Sunday			
Monday			
Tuesday			•
Wednesday			
Thursday			
Friday			
Saturday	-		
Articles sup- plied daily			

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

> Maximum load-line in fresh water, \_\_\_\_feet\_\_\_\_inches above the centre of the disc. Maximum load-line in winter, North Atlantic \_\_\_\_feet\_\_\_\_inches below the centre of the disc STEAM SHIP. Maximum load-line in fresh water \_\_\_\_\_feet \_\_\_\_inches above the centre of the disc. Maximum load-line in Indian summer\_\_\_\_feet\_\_\_\_inches above the centre of the disc. Maximum load-line in summer the centre of the disc.

Maximum load-line in winter-feet-inches below the centre of the disc. Maximum load-line in North Atlantic winter\_\_\_\_feet\_\_\_\_inches below the centre of the disc. . These particulars are to be taken from the certificate of approval of the position, or alteration of the position, of the disc, and the words which are not applicable should be 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 spectrumy. The additional free-board spectrum and for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may rom, or call at, Ports in British North America, or custern 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,

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 of a Mercantile Marine Office, or Consular or Colonial Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

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

No.	OFFENCE.
1 2 3 { 4	Striking or assaulting any person on Board or belonging to the S Bringing or having on Board intoxicating liquors Drunkenness. First Offence , Second and for each subsequent Offence Taking on board and keeping possession of any fire-arms, knuckl sword-stick, bowie-knife, dagger, or any other offensive weap out the concurrence of the Master, for every day during whi or instrument
5	Insolent or contemptuous language or behaviour to the Master lawful commands, if not otherwise dealt with according to la
6	Absence without leave (if not otherwise dealt with according such absonce occurs
	1 2 3 { 4

## ACCOUNT OF APPRENTICES ON BOARD.

Christian and Surnames of the Apprentices at full length.	Year of Birth.	Nationality.* [if British, state birthplace]. 3.	Reg Dat
1.	2.		4
	1		
	+		
	_		
*			
	_		

2

0

### LOAD-LINE AND DRAUGHT OF WATER. POSITION OF DISC.

### SAILING SHIP.

### 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 | 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 Super-intendent of a Mercantile Marine Office, or Consular or Colonial Officer, before whom the offender is discharged ; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the First must be deducted from the Offender's wages, and paid over to the Officer.

3

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.

	Amount of Fine or Punishment.	Signature of Superintendent or Officer Abroad.
e Ship (if not otherwise prosecuted) ckle-duster, loaded cane, slung-shot, apon or offensive instrument, with- which a seaman rotains such weapon ister or officers, or disobedience to o law	Five Shillings. Five Shillings. Ten Shillings. Five Shillings. Five Shillings. Five Shillings.	Rod.

gistry of	Indenture	Date of Joining subsequent to commencement	Date, Plac If th	Date, Place, and Cause of leaving this ship, or of Death. If the Apprentice remains it should be stated. To be filled up by the Master.								
e of	Port of 5.	of this Agreement. G.	Date. 7.	Place. S.	Cause. 9.							
		_										
		_										
		_										

n in a Foreign Country, state if a natural born British subject or naturalised.

						7		0
4						1.	-	Name of
						T PA	RTICI	ULA
No			- Northern Hitz	<ul> <li>(1) Port of Engrgement Address, and</li> <li>(2) Home Address.</li> </ul>	Ship	in which he last served, and ar of Discharge therefrom.	Date at	nd Place of Signing ais Agreement.
Reference No	SIGNATURES OF CREW.	Age.	<ul> <li>Nationality (if Bratish, state birthplace).</li> </ul>	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.	Year.	State Name and Official No. or Port she belonged to,		Pince,
1	David H. H. Christian Master to sign first.	29	- Busun	( ) Stanles.	2	Vest Falklan	J 2/1/32	Stantes
2	R Hirtle	44	banada	( ) Stanley ( ) Falkland fo.	-	do	do	do
3	quill. Ketter	49	Invies	( ) Calle Jorge mont		do	de	o do
4	6. Schröder	53	British Craturalisa in Dalklan	(1) Ficagallanes		- do	æ	= do
5	Rofael Velosque	26	Bhile	(1) balle 21 de mayo 225 (1) magallanes	-	West Full	ans 133	3 Staily
6 ( 7 (	Bunasdino Stande	35	do	(1) Calle Balmerda 22 (2) hagallane	-	do	6	to do
8	Oryerts fillanoll	31	alo -	(1) 21 de heayo Paraghang. (2) Myafallang J (1) Galle & Higgens 105		du		lo do
	miguel Vinon	35	Brile Rostrik	(3) magallanes		đo	d	o do
9	# Watto	37	"mun	() Hornley () Jallalond Va		Josephland	11	Stepter
10	Morrison	29	Brach	() Kalkler as	-	dafo,	upis	Stephene
11	Telasquest =	36	Chilean	( Balmaceda 161, ( Magallanes	1928	Patrol boat Potvenie	23//33	Magallones Chile.
12	Gatto Derhest.	44	German	(1) Childre 1470 (2) Magallanes	19-14		/2/33	Maga Marros Chile.
13		1000	Chilean	(1) Serrano 555, (2) Magellanes	<i>Вск.</i> 1932	Santa Cruz	13/2/33	Chile.
14 15	William Kig Hours	29	Fulklants	( Chanky 71.5		Persev crame	17/3/33	Shaula
16∫								
17∫		•						
18								
19								
20								
l			[{	() ()				

West : valklan Ship\_ PARTICUI To be filled in by th Decertion OF ENGAGEMENT. No, of Certificate (if any) and No, of Reserve Commis-alon or R. V. 2 (if any), Signa-ture of Initial Officia Date, Place, and Cau or of Amount of Wages Advanced upon or at the time of Engage-ment.1 Date and Hour at which he is to be en board, In what Capacity engaged t Amount of Wages p. r. Week Month. Date man i ngage Piac R in master once non 26/9 Magalla 5 13 Ch. 23/13 Mag aux 133 hale 20 0 Thechanic do 13 aux Pat 1 211 Apk do au 10 Magal Sallor do aul 24/133 °ch 26/5/33 Magal do do un Magale Chile 13/2/33 flo do jus 19/1/33 magai las do do Star 161 " IR. 1 13/ 14 7 133 23/1/33 Magal 14 4. IR 13/2/33 Maga Cook at Steward Unce 10,0,0 -Huth Magall 3 Chi Cook ab 26/ Sleward Auce 10.0.0 15/33 -Magallo Che thored 24/5/33 at Sailor oure 8:0. 2. 5 26/5/33 Mayar -do-800 -do--4

0.

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

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

				Ð
ULARS OF DISCHARG the Master upon the Disc. on of any Member of his C	harge, Death or	RELEASE,	Number	
ause of leaving this Ship, of Death.	Balance of Waces paid on Dischargo,	We, the understened Members of the Crew of this Ship, do here by a flear ethic Ship, and the Rister and Owner or wheres thereach, from all Chains for Wages, or otherwise in respect of the Voyage and i, the Neter, is in rely ro- learetheread under the Neter, will not rely ro- learetheread under the Neter of the Voyage.	Contri-	Reference No.
ace. Cause.§	19,	Signatures of Crew (such to be on the line on which he signed in Cel. 1.) and Date 20, 21,		
17. 18.				] 1
llanes. hile wis.	7 1310	To Hingthe Hwall	?	2
lile me	- 9 19 H	Funded to Sign cline hold	1	3
Maphan -		Failed to Scoulle IR	-	4
there tis.	32 11 3	Befail applasque world		5
kile Dis .	35 175	Burrandino Elgueta Hold		6
Manes Die.	1294	the fillowoil wold		7
alland Dis. La. Inc.	514	muyud Viroy Hwith		8
mley MC	14 16 5	Mall: The	r	9
illanes dis . rile me		Alfornia Hutb.		10
allanes Dis	800	Aron to Awll	5	}11
like Dis.	29 010	Prine Sut Hull	-	12
ule Dis.	1328	to mungo achiantas		13
lile Dis.	18188	91. Roy. Flowers Hurlb.		14
				15
i				16
				17
				18
			•	19
				20

(Eight pages.

5

Name of

### FEES CHARGEABLE BY CONSULS.

### NOTICE.

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

Services required by Law.		
	8.	d.
(1.) For every seaman engaged before Consular		
Officers	2	0
(2.) For every alteration in agreements with		
seaman made before Consular Officers	2	0
(3.) For every seaman discharged or left behind		
with the Consular Officers sanction	2	0
(4.) For every desertion certified by Consular		
Officers	<b>2</b>	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)	2	6

(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 ... ... ... ... ... ... 10 0

Services required by parties interested.

(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)

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 by Officers in British Possessions Abroad

Stanley. BRITISH CONSULATE Julkland S. 9 no January essel arrived 17th January 1933. I hereby certify that I es deposited/ 8th January 1933. neturned 23 Manaday 1933 have Sanctioned the engagement of the seamen whose appear on lines of this aforement H. B. M I hereby certify that I have 23 Stanctioned the discharge of the seamen mentioned against lines Nos. 3. 2 and 11 Jun 1933 Thereby certify that the 10, on the grounds of unitual consent. Balances of wages to the above seamen as shown in Col. 19 of the within Revenuent was paid to seamen in my presence. book h 4 loft ship & 2 seemen he 94 horo signed agramment merchant Shipping agts complete Hofuablour James Robetson HISUR Consul Sanctioned the engement of the securion whose mane appear on line No. 1 of the the witten dree ment. master mrs. Acts completed with the en srows HBlu Coasul

Or Endorsements made by Consuls or by Officers in British Possessions Abroad. Stanley. A.S. Fritish Vice Consulate Rio Gallego. I hereby certify that I have Vissel arrived 27 #January 1933 Sanctioned the discharge of the Articles Deposited 27 January 1933 Seancen whose name appears on articles Withdraws: line 9 of this agreement athat the balance of wagles due to her (£14.16.5) I have certify that the has been part thim average burying rate of exchange I also certify that I have for sight drafts on hondon this Sanctioned the engagement of Seaman dy is \$13.30 to El. (For conversion whose name appears on line 14 of scamens waggs only this agreement SHIPPING MASTER BRITISH CONSULATE MAGALLANES. Wages and effects of seamen left behind abroad by reason of desertion, neglect to join, etc. (Section 28, Merchant Shipping Act, 1906). Vessel arrived Stt February 1933 Articias deposited 10th February 1933 Endorsement to be made by the proper Officer on the termination of Articles returned 13th February 1933 the voyage The wages and effects of seamen with the following reference numbers Average Rate of Exchange 55. = +1. in this Agreement have been duly accounted for to me. Nos. (for conversion of seamen's wages only). Hwfeid Brows H. BLM. CONSUL. seamon have not been delivered ; † Accounts of wages of those with reference Nos. I herely certify that I have sanctioned the discharge of the Seawen wentioned on lines Nos. Fand 11, on the prounds of mutual consent. being exempted under Section 2S (12b), and those with reference Nos. Sesuren have been pail to the up from ander Section 28 (12c) two unstower HabuConsul. Thereby certify that There Sanctioned the engagement of the seamen Simature Signatures appeter on lives Hot. 12 and 13 These exemptions do not apply when the Master elects to deal with the accounts The S anto completed with twfid from [Eight pages

## CERTIFICATES

Vest Salk

T

### Agreements.

1. The Merchant Shipping Act requires the Master of every Ship, except Ships of less than eighty tons crelusively employed in the consting 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 5l, to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent, Justice, Officer of Costoms, 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 Scamen 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 Mcrcantik Marine, who will read over and explain the Agreement to the 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 475 (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 **d** 1 or left the Ship within twenty-four hours of her putting to sea, is to be mide 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 10.3 an Agreement subjects the Master of a foreign-going Ship to a Penaly 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 any foreign Port where there is a British Consular Officer, or at any port in any British Possession abroad, 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 Chiel Officer of Customs, 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 Chief Officer of Customs 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 2s. 6d. (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 the British Consul in a foreign port, or before the Customs Officer in a British Possession, 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 Colonial Officer 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 5l. for noncompliance. 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. 20 and 21.)

ME/107/34.

\_\_\_\_

British Consulate, Magallanes, Chile. 14th February, 1934.

Sir,

I have the honour to transmit herewith the Articles and Official Log Book of the Schooner "West Falkland", O.N.156380.

2. The crew were brought to the Consulate by the Master and discharged before me, the ship being at the time anchored in Gente Grande Bay, Tierra del Fuego.

3. The Master promised to bring the official Log Book but failed to do so and sailed for Europe on a passenger ship. The Log Book was later brought to me by the Agents.

4. As will be observed the Log is incomplete; for this reason it and the Articles were retained by me pending the return of the Master, but as this seems now unlikely I forward them to you for such action as you may deem desirable.

I am, Sir,

Your obedient Servant,

Hufeichrown H. B. M. Consul.

The Shipping Master,

Port Stanley,

Falkland Islands.-

Shipping Office, Stenley, Falkland Islands, 19th February, 1934.

Sir,

I have the honour to acknowledge the receipt of your letter ref: ME/107/34 of the 14th of February, 1934, transmitting the Articles and Official Log-book of the Schooner "West Falkland", for which I thank you.

I am,

Sir,

Your obedient servant,

Shipping Master.

HIS BRITTANIC MAJESTY'S CONSUL, BRITISH CONSULATE, MAGALLANES, CHILE. Eng. 1. (20 men).

### [Executed in Eight pages. AGREEMENT AND ACCOUNT OF CREW. FOREIGN-GOING SHIP.

agreemen

Contination

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.

And it is also agreed, that

57 & 58 Vict., cb. 60.

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

Namo of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registere Gross.	d Tonnage.	Nominal Horse Power of Engines (if any).	
WEST FALKLA	ND 156380	Falkland de.	2 1931	101.67	64.31	75-	
REGISTERED MANAGING			No. of Seamen fo			FOR	
Name.	Add (State No. of House		accommodation is	certified.	PARTICULARS AS TO LOAD LINE, SEE PAGE 3.		
Handton Kandeto to	63 Hore Sty	ade London 20	14.				

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

And the Crew agree to conduct themselves in an orderly, faithful, honest, And the Crew agree to conduct themserves in an orderly, intrindit, holicst, 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 per-formed, the said Master hereby agrees to pay to the said Crew as Wages the mint their Newser supervision conversed and the mith

formed, 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 agreed that the Regulations authorized by the Board of

And it is also agreed, that 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 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 mange the back of the particular steps in the part of the promotion steps in the same time of the part wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

3n UNITNESS whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by		 Master.
- 6 2		

\_day of\_

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

on the \_\_\_\_

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.

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.

V 481. Wt. 994/54. (44) 1,000. 4/15. - McC. & Co. Ltd. --

191\_\_\_\_

# 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. Molas Meat 0 lb. ľb 1Ъ. pt. lb. lbs. lbs. lbs. lbs. lbs. ...... .... Sunday... Monday Tuesday Wednesday 2 .... -----... 11 .... 1 Thursday Friday ... Saturday ... 3 3 1 11 4 1 5 2 2 1 8 12 4 11 1 1 1 --- 28 3 4 3 2 24 2 6 1 3 3 3 Weekly

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— 1. 2

(a) in a ship of less than one thousand tons gross registered tonnage; or

(b) if rough weather renders the making of the bread impracticable, or
 (c) in any ship until the date of the first agreement with the crew entered into after the first day of January nineteen hundred and eight;
 but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.

 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 bove 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. the above scale.

Within the tropies, a pound and a hard of preserved meat of inter bounds of rich inter bruges in the track of the postatoes 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 balf a pound of fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables. 7. A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of

five ounces of the mixture to four ounces of coffee.

The dried fruit issued under the above scale must be raisins, sultanes, 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 **Q** 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.

10. In port-

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

(a) soft bread shall be issued in hen of Discuit; and
(b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meat and dried or compressed vegetables need not be issued.
11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

SUBSTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE

							TO BE USED WITHOUT REASONABLE CAUSE.
Fresh meat	•••	 	 	1	1b.)		Split Peas
Salt meat		 	 	1		To be considered equal.	Split Feas pt. pt.
Preserved m	eat	 	 		1.		Flour
Coffee		 	 		OZ I		Calavances or haricot beansi pt. issued with meat rations.
Cocoa		 	 			To be considered equal.	Rice
Тел		 	 			-o be considered equal.	Marmalade
Flour		 	 	1	16.		Jam I To be considered equal
Biscuit		 	 	1		To be considered equal.	Buttor
Rice		 				an pe consideren ednur.	
		 	 •••		<b>,,</b> )		Curry Powder

## BILL OF FARE,

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

	BREAKFAST.	DINNER.	SUPPER.
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			1
Saturday			
Articles sup- plied daily			

* The centre of the disc is placed at.	LOAD-LINE AND FC
	* POSITION OF LINES US
	Maximum load-line in fresh wate
	Maximum load-line in winter, No
·	ST
	Maximum load-line in fresh wate
	Maximum load-line in Indian sur
	Maximum load-line in summer th
	Maximum load-line in winter
	Maximum load-line in North Atla
• These particulars are to be taken fro	m the certificate of approval of the positio
<b></b>	where the Summer menths ar

0

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 spec field for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may rom, or call at, Ports in British North America, or extern Ports in the United States, North of Cape Hatteras, from October to March inclusive. The reduced free-board allowed for voyages in the Fine Scason 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 Regula-tions, 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 Agree-ment, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by erasing such of the Regulations as are not adopted. The signature or initials of the Superintendent of a Mercantile Marine Office, or Consular or Colonial Officer before whom the Agreement is made, must be placed opposite such of the Regulations as are adopted.

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

No.	OFFENCE.
1 2	Striking or assaulting any person on Board or belonging to Bringing or having on Board intoxicating liquors
3	Drunkenness. First Offence
4	Taking on board and keeping possession of any five arms, kn sword-stick, howie-knife, dagger, or any other offensive out the concurrence of the Master, for every day during or instrument
δ	Insolent or contemptuous language or behaviour to the lawful commands, if not otherwise dealt with according
6	Absence without leave (if not otherwise dealt with accor such absonce occurs
	1 2 3 4 δ

## ACCOUNT OF APPRENTICES ON BOARD.

Year of	Nationality." [if British, state	Registry of	Indonture	1 Joining	Date, Place, and Cause of leaving this ship, or of Death. If the Apprentice remains it should be stated. To be filled up by the Master.				
2.	3.	Date of 4.	Port of 5.	Agreement. 6.	Date. 7.	Place. 8.	Cause. 9.		
		•							
+									
-				-					
				_					
				-					
				-					
	of Birth.	of [if British, state Birth. birthplace]. 3.	of [if British, state Birth. birthplaco]. 2. 3. Unato of 4.	of [if British, state Birth. 2. 2. 3. 3. 4. 5.	Year of Birth, 2.     Nationality." [if British, state birthplace].     Registry of Indonture Dato of Port of 4.     Joining subsequent to Port of 4.	Birth. Birthplacoj. 2. 2. 4. 5. 6. 7. 1. 1. 1. 1. 1. 1. 1. 1	Birth. Birthplacoj. 2. Dato of Port of Agreement. 4. 5. 6. 7. 8.		

' If a British Subject, state Town or Country of Birth, and it bor

2

### DRAUGHT OF WATER. SITION OF DISC

deck-line marked under the provisions of the Merchant Shipping Act, 1894 SED IN CONNECTION WITH THE DISC. LING SHIP.

er, \_\_\_\_fcet\_\_\_\_inches above the centre of the disc.

orth Atlantic \_\_\_\_\_feet\_\_\_\_inches below the centre of the disc

### EAM SHIP.

r\_\_\_\_fect\_\_\_\_inches above the centre of the disc. mmer\_\_\_\_feet\_\_\_\_inches above the centre of the disc.

ie centre of the disc

feet \_\_\_\_\_inches below the centre of the disc.

antic winter ...... feet ...... inches below the centre of the disc.

on, or alteration of the position, of the disc, and the words which are not applicable should be erased.

Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, he shewn to the Super-intendent of a Mercantile Marine Office, or Consular or Colonial Officer, hefore 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.

	Amount of Fine or Punishment	Signature of Superintendent or Officer Abroad.	
to the Ship (if not otherwise prosecuted)	Five Shillings. Five Shillings. Five Shillings. Ten Shillings.		
ing which a seaman retains such weapon	Five Shillings.		
e Master or officers, or disobedience to ing to law	Five Shillings.		
corning to mw) for each day on which	Five Shillings.		

3

4

Reference No.

1

2

3

4

5

6

7

8

9

10

11

 $12^{\frac{1}{2}}$ 

13

14

15

16

17

18

19

20

Master to sign first.

SIGNATURES OF OREW,

.

## Name of

Place.

s

0

Ship\_

-	OF ENGAGEMENT.							P To be fill	ARTICULARS ed in by the Mast Describen of any	OF DISCHARGE, or upon the Dischar Member of his Crea	&c. rge, Death or ø.	RELEASE.			5
	In what	No. of Certificate (if any) and No. of Reserve	Date and Hour at which he is	Amount of Wages Par Week	Amount of Wages Advanced upon or at the	i l	Signa- ture or Initials of Official	Date, Place	e, and Cause of lea or of Death.	aving this Ship,	Ralance of Wares	We, the undersigned Members of the Crew of this Ship, do berely release this Ship, and the Haster and Owner or ovener thereof, from all Claims for Wages, and L, the Menter, do herely re- lease the scild under, most brancher of the Grew from all Claims in respect of the add Voyage.		ist which hang Cantri- lite ore	et [-
	Capacitr cugaged t	Commis- sion or R. V. 2 (if any).	to be on board.	Month.	time of Engage- ment.1	Allotment.	whom the Sca- man is cogaged	Date.	Place.	Cause.§	of Wares paid on Discharge.	Lave to a single and compared to the set of the set	the balance of Wigns was just and Release signed and Date.	been paid.	
	9.	10		12,	13,	14,	15,	16.	17.	18.	19.	±0.	21,	<u></u>	-
															1
										-					-
										-					_
															-
										_			-		_
				-						-					
		-	_												-
				_ _ _			<u> </u>			_			-		-
															_
													_		-
		-					T								
			-							-					
			-										-		-
													_		
		-													
		-	-										i		

PARTICULARS

Date.

7.

Ship in which he last served, and Year of Discharge therefrom,

.

Year.

5,

State Name and Official No or Port she belonged to,

(1) Port of Engagement Address, and

N.B - Both to be inserted. The House Address is the one to which communications should be made in the event of the death of the Scaman.

(2) Homo Address.

(1)

(2)

(1)

(1) (:) í (1)

(1)

(1) (2) (1)

(1)

(1) (2) (1)

(2)

(1) (2)

(1) (2)

(1) (°)

> (1) (2)

> (1) (=)

(1) (?)

(1) (2)

(1) (2)

(1) (1)

(1) (?)

(i) 0

\*Nationality (If British, state hirthplace)

Age.

Date and Place of Sin g

.

^

∫ (1) (2)

\* If a British Subject, state Town or Country of Birth, and if born in a foreign † 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 the advance of wages is not conditional on going to sea, the § 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 Learing

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 Shap," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Deserted," "Left Sick," "Died." [Eight pages.

[Eight pages.

5

0

0

ship.

## FEES CHARGEABLE BY CONSULS.

### NOTICE.

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

Services required by Law.			Services required by parties interested.	
<ul> <li>(1.) For every seaman engaged before Consular Officers</li> <li>(2.) For every alteration in agreements with seaman made before Consular Officers</li> <li>(3.) For every seaman discharged or left behind with the Consular Officers sanction</li> </ul>	2	0	(6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agree- ment being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the Crew 10	ď.
<ul> <li>(4.) For every desertion certified by Consular Officers</li> <li>(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)</li> </ul>			(7.) For inspecting ship's papers when their pro- duction 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) 2	6

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 by Officers in British Possessions Abroad.

## BRITISH CONSULATE MAGALLANES. Vessel arrived 28th april 1933 Articles deposited 29 april 1933. Articles returned

(fer conversion of seamen's, wages optimit Hur unfround

H B. M. CONSUL

I hereby certify that I have Sauctioned the discharge of the seamen whose names appear our lines 2, 5, 6, 12, 13, 14 on termination of agreement

Awf ica prown H. M. Consul?

6

# CERTIFICATES

Or Endorsements made by Consuls or by Officers in British Possessions Abroad.

Wages and effects of seamen left behind abroad by reason of desertion, neglect to join, etc. (Section 28, Merchant Shipping Act, 1906).

Endorsement to be made by the proper Officer on the termination of the voyage.

The wages and effects of seamen with the following reference numbers in this Agreement have been duly accounted for to me. Nos.

+ Accounts of wages of those with reference Nos.

seamen have not been delivered ;

being exempted under Section 28 (12b), and those with reference Nos.

under Section 28 (12c)

Simature.

Date.

T

1. 4 . 6  $\dot{\tau}$  These exemptions do not apply when the Master elects to deal with the accounts Eight pages. collectively

### Arreements.

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 euter into an Agreement with every Seaman whom he carries to see 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 Scamen 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 Castoms, 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 Scamen 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 Mercanite Marine, who will read over and explain the Agreement to the 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 **4.15** (7) M.S.A. 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or sub-sequent to the last voyage.

10. The engagement of substitutes for Seamen, who have 2.1 or left the Ship within twenty-four hours of her putting to sea, is to be mide 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 11.0 an Agreement subjects the Master of a foreign-going Ship to a Penaly of 5l.

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 any foreign Port where there is a British Consular Officer, or at any port in any British Possession abroad, 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 Chief Officer of Customs, 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 Chief Officer of Customs 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 2s. 6d. (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 the British Consul in a foreign port, or before the Customs Officer in a British Possession, 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 Colonial Officer 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  $\delta l$ , for noncompliance. 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 scaman, 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 arc 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. 20 and 21.)