



OFFICIAL LOG BOOK

ISSUED BY THE
MINISTRY OF TRANSPORT
IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(03) (38 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
M/S John Biscoe	181806	Stanley Falk Islands	810.48	415.97	Henry Kirkwood Comdr R.N.	

Port at which and Date when voyage commenced	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port. Stanley F.I. Date. 2nd May 1950	Falkland Is. - I.K. and thence after Atlantic waters etc.	Port. Stanley, Falkland Is. Date. 28th April 1950

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of Stanley, Falkland Islands, on 28th day of April 1950.

Countersigned

B. Begg
Superintendent.

H. Kirkwood Master.
Commander Royal Navy.

"Falkland", Roughton Lane, Address
Woodhall Spa, Lincolnshire.

FASTEN Envelope by gumming this Label across flap.
OPEN by cutting Label instead of Envelope.

THIS LOG-BOOK MUST BE

RETURNED TO

SHIPPING MASTER,
STANLEY, FALKLAND IS

ATIONERY OFFICE.

AS SOON AS POSSIBLE

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

List of Crew and Report of Character

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
1	H. KIRKWOOD. <i>Commander</i>	Master	V.G.	V.G.	
2	C. MINCHIN. <i>Chief Officer</i>	Chief Officer	V.G.	V.G.	
3	G. R. SLAUGHTER. <i>2nd Mate</i>	2nd Mate	V.G.	V.G.	
4	F. R. BROOKE. <i>3rd Mate</i>	3rd Mate	V.G.	V.G.	
5	D. H. PUGH. <i>Surgeon</i>	Surgeon	V.G.	V.G.	
6	H. G. WARD. <i>Chief Engineer</i>	Chief Engineer	V.G.	V.G.	
7	J. R. RICHARDSON. <i>2nd Engineer</i>	2nd Engineer	V.G.	V.G.	
8	F. COLDINGLEY. <i>3rd Engineer</i>	3rd Engineer	V.G.	V.G.	
9	A. A. BRIDGE. <i>Electrician</i>	Electrician	V.G.	V.G.	
10	J. J. WILKES. <i>1st Steward</i>	1st Steward	V.G.	V.G.	
11	D. NICHOLSON. <i>Deckhand</i>	Deckhand	V.G.	V.G.	
12	J. T. SMITH		V.G.	V.G.	
13	R. A. McLEOD. <i>Carpenter</i>	Carpenter	V.G.	V.G.	
14	R. WALLIN. <i>Chief Steward</i>	Chief Steward	V.G.	V.G.	
15	S. HEWMAN. <i>Cook</i>	Cook	V.G.	V.G.	
16	F. HEWMAN. <i>Boys</i>	Boys	V.G.	V.G.	
17	C. W. JENNINGS. <i>Boys</i>	Boys	V.G.	V.G.	
18	E. G. BIGGS. <i>Boys</i>	Boys	V.G.	V.G.	
19	J. D. LEBELL. <i>Boys</i>	Boys	V.G.	V.G.	
20	F. G. P. SMITH. <i>Boys</i>	Boys	V.G.	V.G.	
21	H. J. SUTHER. <i>Deckhand</i>	Deckhand	V.G.	V.G.	
22	W. BOWEN. <i>W/T. Operator</i>	W/T. Operator	V.G.	V.G.	
23	R. McLELL. <i>Boys</i>	Boys	V.G.	V.G.	
24	B. BOWEN. <i>Deckhand</i>	Deckhand	V.G.	V.G.	
25	H. PECK. <i>Boys</i>	Boys	V.G.	V.G.	

Decline to Report (Derecorded) 28.

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	R. BOWEN. <i>Deckhand</i>	Deckhand	V.G.	V.G.	
27	P. E. BIGGS. <i>a. B.</i>	a. B.	V.G.	V.G.	
28	D. CASSAN. <i>a. B. Ref. a. B. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50.</i>	a. B. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50.	V.G.	V.G.	
29	C. LEWIS. <i>Boys</i>	Boys	V.G.	V.G.	
30	P. LULL. <i>Boys</i>	Boys	V.G.	V.G.	
31	D. H. McLEOD. <i>Boys</i>	Boys	V.G.	V.G.	
32	F. R. ANDERSON. <i>Deckhand</i>	Deckhand	V.G.	V.G.	
33	J. J. THOMAS. <i>Superintendent</i>	Superintendent	V.G.	V.G.	
34	R. J. MESS. <i>Boys</i>	Boys	V.G.	V.G.	
35	W. J. SLADE. <i>Doctor</i>	Doctor	V.G.	V.G.	
36	P. E. DAVIS. <i>Superintendent</i>	Superintendent	V.G.	V.G.	
37	C. W. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
38	P. H. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
39	P. HANWELL. <i>Boys</i>	Boys	V.G.	V.G.	
40	M. J. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
41	J. SMITH. <i>Boys</i>	Boys	V.G.	V.G.	
42	W. A. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
43	H. R. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
44	A. H. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
45	R. J. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
46	K. D. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
47	E. M. P. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
48	J. H. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
49	P. B. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	
50	H. G. BOWEN. <i>Boys</i>	Boys	V.G.	V.G.	

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
51	W. Bodys	Superintendent	V.G.	V.G.	
52	A.G. Butler	"	V.G.	V.G.	
53	A.W.R. Hewat	"	V.G.	V.G.	
54	J.D. Laukester	"	V.G.	V.G.	
55	K.R. Gordon	"	V.G.	V.G.	
56	J.G. Chial	"	V.G.	V.G.	
57	J.R. Speer	"	V.G.	V.G.	
58	E. Carter	Deckhand	V.G.	V.G.	
59	C. Anderson	"	V.G.	V.G.	
60	R. Wallis	Steward	V.G.	V.G.	
61	J.H. Anderson	O.S.	V.G.	V.G.	
62					
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75					

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
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91					
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99					
100					

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					

MARRIAGES, BIRTHS, AND DEATHS

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

MARRIAGES.—Section 140 (6) of the Merchant Shipping Act, 1894, requires the Master of the Ship to enter in his Official Log the particulars of every Marriage that has taken place on board. Masters are reminded that they have no power to perform the marriage ceremony on board their ships, and that if such ceremony is performed by them the marriage will not be a legal one.

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

254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.

(2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Ministry of Transport may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Ministry of Transport direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board each ship of the Registrar-General of Shipping and Seamen.

(5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds. Spaces are provided on the following pages of this book for the entry of all particulars required by the Eighth Schedule mentioned above. The facts should be carefully entered under the appropriate headings; and upon the next arrival of the ship in port (except when the log-book itself is surrendered at the end of the voyage or termination of the Agreement), a true copy of the entries must be delivered on Form B. & D. 1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen.

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

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

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

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

Master or Officer in Command.

MARRIAGES

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

(Signed) _____ Officiating Clergyman.

Columns to be filled in by the

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

DEATHS

Columns to be filled in by the

	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
1							Members of Crew (other than Lascars**) including
2							
3							
4							
5							
6							
7							
8							
9							
10							Lascars
11							
12							
13							
14							Persons who were not
15							
16							
17							
18							
19							
20							

*In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should be recorded in the column for "Rank or Rating, Profession, or Occupation." In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

(See Instructions on previous page).

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

(See Instructions on previous page).

Officer in Command.					To be filled in by Officer to whom Report is made	
Last place of Abode.	Cause of Death (see instructions on previous page)	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported.	
1 Masters.						
2						
3						
4						
5						
6						
7						
8						
9						
10 (see footnote**)						
11						
12						
13						
14 Members of the Crew.						
15						
16						
17						
18						
19						
20						

*In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should be recorded in the column for "Rank or Rating, Profession, or Occupation." In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1932.

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found	Date of Entry.	Signatures of Master and Mate.
29 th May 1949	Crew exercised at Lifeboat Stations. Port motor Lifeboat lowered in the water and engine run.	All gear and appliances in satisfactory condition.	29/5/49.	H. L. Lumsden Commander R.H. M. J. M. M. M.
23 rd June 1949	Crew exercised at Lifeboat Stations, wearing lifejackets.	All gear and appliances in satisfactory condition.	23/6/49.	H. L. Lumsden Commander R.H. M. J. M. M. M.
14 th Oct. 1949	Crew exercised at Lifeboat Stations, wearing lifejackets.	All gear and appliances inspected and found correct and in satisfactory condition.	14/10/49.	H. L. Lumsden Commander R.H. M. J. M. M. M.
13 th Nov. 1949	Crew exercised at Lifeboat Stations, wearing lifejackets.	All gear and appliances inspected and found correct and in satisfactory condition.	13/11/49.	H. L. Lumsden Commander R.H. M. J. M. M. M.
3 rd Dec. 1949	Crew exercised at Lifeboat Stations wearing lifejackets. Motorboat lowered and run.	All gear and appliances inspected and found correct and in good condition.	3/12/49.	H. L. Lumsden Commander R.H. M. J. M. M. M.
30 th Jan. 1950	Crew exercised at Lifeboat Stations. Motorboat lowered and run.	All gear and appliances inspected and found correct and in good condition.	30/1/50.	H. L. Lumsden Commander R.H. M. J. M. M. M.
24 th Feb. 1950	Crew exercised at Lifeboat Stations. Motorboat lowered and run.	All gear and appliances inspected and found correct and in good condition.	24/2/50.	H. L. Lumsden Commander R.H. M. J. M. M. M.
18 th March 1950	Crew exercised at Lifeboat Stations. Boat lowered and running reversed.	All gear and appliances inspected and found correct and in good condition.	18/3/50.	H. L. Lumsden Commander R.H. M. J. M. M. M.

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1895 to 1932.

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933.)

[illegible]

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.

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Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters, Rules, 1933.)

[illegible]

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

RECORD OR INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF
TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES. 1937).

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
4 th May 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	14/5/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
28 th May 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	28/5/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
3 rd June 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	3/6/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
13 th June 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	13/6/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
26 th June 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	26/6/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
3 rd July 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	3/7/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
10 th July 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	10/7/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
16 th Oct 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	16/10/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
23 rd Oct. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	23/10/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
1 st Nov. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	1/11/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. RN.
6 th Nov. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	6/11/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. R.N.
13 th Nov. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	13/11/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. R.N.
19 th Nov. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	19/11/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. R.N.
3 rd Dec. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	3/12/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. R.N.
10 th Dec. 1949.	All living quarters, galley, Bathrooms, storerooms, etc. inspected and found in very clean and satisfactory condition.	10/12/49.	H. [Signature] Command. R.N. Master. Minchin Lt Com. R.N.

[illegible][illegible]

[illegible]

EMPLOYMENT OF LASCARS.

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

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

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

VOYAGE.	DECK DEPARTMENT.	ENGINE DEPARTMENT.	STEWARDS' DEPARTMENT.		TOTAL.
			Cordl. Ship's Cook.	Others.	
From the United Kingdom.					
To the United Kingdom.					

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

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

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

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

Master

Date: _____

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

(17) For Examination of Provisions or Water to be paid by the party who proves to be in default, in addition to costs of survey—	(43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts—	s. d.
In all countries	In all countries except China	9 6
£1 5 0	In China	10 0

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line		Portions of the deck line and Load Lines.		Load Line.	
Tropical	3	feet	5	inches.	(T) 4 1/4 inches above S
Summer	3	feet	9 1/4	inches.	(S) Upper edge of line through centre of disc.
Winter	4	feet	1 1/2	inches.	(W) 4 1/4 inches below S
Winter North Atlantic	4	feet	3 1/2	inches.	(WNA) 6 1/4 inches below S
(If assigned)					
Allowance for fresh water for all freeboards.			4 1/4	inches	
The upper edge of the deck line from which these freeboards are measured is _____ inches					
above the top of the _____ deck at side.					
(Above particulars to be taken from Load Line Certificate).					
Maximum draught of water in summer. _____ feet. _____ inches.					

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.

NOTES.

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.11A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH
with
DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

DEPARTURES.												
Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				
		Forward. (3)	Aft. (4)	Port. (5)	Star-board. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.*		For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)	
									Weight. (10)	Ins.	Distance. (11)	Ins.
2220.		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
28 May 49	Stanley, F. Is.	11-10	13-0	-	-	-	Continuous		Falkland		Islands.	
1555												
11 June 49	Stanley, F. Is.	11-9	13-8	8-9 1/2	8-9 1/2	8-9 1/2						
0958												
19 June 49	Montevideo	11-10	13-8	8-9	8-9	8-9						
2150												
24 June 49	Rio de Janeiro	11-9	13-6	8-7	8-7	8-7						
1010												
4 July 49	St. Vincent C.V.	11-6	14-0	8-5	8-5	8-5						
1950												
8 July 49	Madaira	11-6	14-0	8-5	8-5	8-5						
1600												
11 Oct 49	Southampton	12-0	14-0	8-4	8-4	8-4						
1130												
31 Oct 49	St. Vincent C.V.	11-10	14-0	8-4	8-4	8-4						
0700 1944												
9 Nov 49	Montevideo	12-3	13-6	8-4	8-4	8-4						
1130												
26 Nov 49	Stanley, F. Is.	13-0	13-0	8-2	8-2	8-2	to	Falkland		Islands	Dependence	
2115												
21 Dec 49	South Georgia	11-0	12-6	-	-	-						
1600												
16 Feb 50	Stanley, Falkland	13-1	13-11	7-9	7-9	7-9						
1828												
20 Feb 50	Stanley, Falkland	12-3	13-6	8-4	8-4	8-4	"					

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 10 to 19. *See Notes on page 19.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 19

				SIGNATURES.		ARRIVALS		
Total Allowances.	Mean Draught in salt water as calculated after making the appropriate allowances.		Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice L.L. 14A or 14B).	MASTER.	MATE.	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place.
-(12)	(13)		(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft.	Ins.	Ft.	Ins.				
					H. L. L. L.	Minchin	1915.	
					H. L. L. L.	Minchin	4 June 49	Stanley, F. Is.
					H. L. L. L.	Minchin	2140	
					H. L. L. L.	Minchin	15 June 49	Montevideo
					H. L. L. L.	Minchin	1550	
					H. L. L. L.	Minchin	24 June 49	Rio de Janeiro
					H. L. L. L.	Minchin	0240	St. Vincent
					H. L. L. L.	Minchin	4 July 49	C. Verde Is.
					H. L. L. L.	Minchin	1725	
					H. L. L. L.	Minchin	8 July 49	Madaira
					H. L. L. L.	Minchin	1000	
					H. L. L. L.	Minchin	14 July 49	Southampton
					H. L. L. L.	Minchin	0630	
					H. L. L. L.	Minchin	21 Oct 49	St. Vincent, C.V.
					H. L. L. L.	Minchin	1630	
					H. L. L. L.	Minchin	4 Dec 49	Montevideo
					H. L. L. L.	Minchin	0417	
					H. L. L. L.	Minchin	14 Dec 49	Stanley, F. Is.
					H. L. L. L.	Minchin	0820	
					H. L. L. L.	Minchin	19 Dec 49	South Georgia
					H. L. L. L.	Minchin	0630	
					H. L. L. L.	Minchin	31 Dec 49	Stanley, Falkland Is.
					H. L. L. L.	Minchin	0930	
					H. L. L. L.	Minchin	30 Feb 50	Stanley, Falkland Is.
					H. L. L. L.	Minchin	0640	
					H. L. L. L.	Minchin	14 Feb 50	Stanley, Falkland Is.

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 15 to 19. *See Notes on page 19.

[illegible]

DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938.

(See page 3 of Cover).

24

(1) In column headed Batteries, state *daily* while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.

(2) In column headed Auto-alarm, state *daily* while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours. Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
28 th July 1949	Yes	Not fitted	W.B. Jones	# C.I.L.	28 th July 1949	Yes	Not fitted	W.B. Jones	# C.I.L.
29 th "	Yes	"	W.B. Jones	# C.I.L.	29 th "	Yes	"	W.B. Jones	# C.I.L.
30 th "	Yes	"	W.B. Jones	# C.I.L.	30 th "	Yes	"	W.B. Jones	# C.I.L.
31 st "	Yes	"	W.B. Jones	# C.I.L.	31 st "	Yes	"	W.B. Jones	# C.I.L.
1 st Aug -	Yes	"	W.B. Jones	# C.I.L.	1 st "	Yes	"	W.B. Jones	# C.I.L.
2 nd "	Yes	"	W.B. Jones	# C.I.L.	2 nd "	Yes	"	W.B. Jones	# C.I.L.
3 rd "	Yes	"	W.B. Jones	# C.I.L.	3 rd "	Yes	"	W.B. Jones	# C.I.L.
4 th "	Yes	"	W.B. Jones	# C.I.L.	4 th "	Yes	"	W.B. Jones	# C.I.L.
11 th Aug -	Yes	"	W.B. Jones	# C.I.L.	11 th "	Yes	"	W.B. Jones	# C.I.L.
12 th "	Yes	"	W.B. Jones	# C.I.L.	12 th "	Yes	"	W.B. Jones	# C.I.L.
13 th "	Yes	"	W.B. Jones	# C.I.L.	13 th "	Yes	"	W.B. Jones	# C.I.L.
14 th "	Yes	"	W.B. Jones	# C.I.L.	14 th "	Yes	"	W.B. Jones	# C.I.L.
15 th "	Yes	"	W.B. Jones	# C.I.L.	15 th "	Yes	"	W.B. Jones	# C.I.L.
19 th "	Yes	"	W.B. Jones	# C.I.L.	19 th "	Yes	"	W.B. Jones	# C.I.L.
20 th "	Yes	"	W.B. Jones	# C.I.L.	20 th "	Yes	"	W.B. Jones	# C.I.L.
21 st "	Yes	"	W.B. Jones	# C.I.L.	21 st "	Yes	"	W.B. Jones	# C.I.L.
22 nd "	Yes	"	W.B. Jones	# C.I.L.	22 nd "	Yes	"	W.B. Jones	# C.I.L.
23 rd "	Yes	"	W.B. Jones	# C.I.L.	23 rd "	Yes	"	W.B. Jones	# C.I.L.
24 th "	Yes	"	W.B. Jones	# C.I.L.	24 th "	Yes	"	W.B. Jones	# C.I.L.
25 th "	Yes	"	W.B. Jones	# C.I.L.	25 th "	Yes	"	W.B. Jones	# C.I.L.
26 th "	Yes	"	W.B. Jones	# C.I.L.	26 th "	Yes	"	W.B. Jones	# C.I.L.
27 th "	Yes	"	W.B. Jones	# C.I.L.	27 th "	Yes	"	W.B. Jones	# C.I.L.
28 th "	Yes	"	W.B. Jones	# C.I.L.	28 th "	Yes	"	W.B. Jones	# C.I.L.
29 th "	Yes	"	W.B. Jones	# C.I.L.	29 th "	Yes	"	W.B. Jones	# C.I.L.
30 th "	Yes	"	W.B. Jones	# C.I.L.	30 th "	Yes	"	W.B. Jones	# C.I.L.
1 st July 1949	Yes	"	W.B. Jones	# C.I.L.	1 st "	Yes	"	W.B. Jones	# C.I.L.
2 nd "	Yes	"	W.B. Jones	# C.I.L.	2 nd "	Yes	"	W.B. Jones	# C.I.L.
3 rd "	Yes	"	W.B. Jones	# C.I.L.	3 rd "	Yes	"	W.B. Jones	# C.I.L.

[illegible]

DAILY RECORD required by MERCHANT SHIPPING (WIRELESS SHIPPING) RULES, 1938.

(See page 3 of Cover).

26

- (1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.
 (2) In column headed Auto-alarm, state daily while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours.
 Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
26 Feb 1938	Yes	Yes	Wilson	Wilson					
27 Feb	Yes	Yes	Wilson	Wilson					
28 Feb	Yes	Yes	Wilson	Wilson					
29 Feb	Yes	Yes	Wilson	Wilson					
30 Feb	Yes	Yes	Wilson	Wilson					
1 Mar 1938	Yes	Yes	Wilson	Wilson					
2 Mar	Yes	Yes	Wilson	Wilson					
3 Mar	Yes	Yes	Wilson	Wilson					
4 Mar	Yes	Yes	Wilson	Wilson					
5 Mar	Yes	Yes	Wilson	Wilson					
6 Mar	Yes	Yes	Wilson	Wilson					
7 Mar	Yes	Yes	Wilson	Wilson					
8 Mar	Yes	Yes	Wilson	Wilson					
9 Mar	Yes	Yes	Wilson	Wilson					
10 Mar	Yes	Yes	Wilson	Wilson					
11 Mar	Yes	Yes	Wilson	Wilson					
12 Mar	Yes	Yes	Wilson	Wilson					
13 Mar	Yes	Yes	Wilson	Wilson					
14 Mar	Yes	Yes	Wilson	Wilson					
15 Mar	Yes	Yes	Wilson	Wilson					
16 Mar	Yes	Yes	Wilson	Wilson					
17 Mar	Yes	Yes	Wilson	Wilson					
18 Mar	Yes	Yes	Wilson	Wilson					
19 Mar	Yes	Yes	Wilson	Wilson					
20 Mar	Yes	Yes	Wilson	Wilson					
21 Mar	Yes	Yes	Wilson	Wilson					
22 Mar	Yes	Yes	Wilson	Wilson					
23 Mar	Yes	Yes	Wilson	Wilson					
24 Mar	Yes	Yes	Wilson	Wilson					
25 Mar	Yes	Yes	Wilson	Wilson					
26 Mar	Yes	Yes	Wilson	Wilson					
27 Mar	Yes	Yes	Wilson	Wilson					
28 Mar	Yes	Yes	Wilson	Wilson					
29 Mar	Yes	Yes	Wilson	Wilson					
30 Mar	Yes	Yes	Wilson	Wilson					
31 Mar	Yes	Yes	Wilson	Wilson					

31 Mar	Yes	Yes	Wilson	Wilson					
1 Apr	Yes	Yes	Wilson	Wilson					
2 Apr	Yes	Yes	Wilson	Wilson					
3 Apr	Yes	Yes	Wilson	Wilson					
4 Apr	Yes	Yes	Wilson	Wilson					
5 Apr	Yes	Yes	Wilson	Wilson					
6 Apr	Yes	Yes	Wilson	Wilson					
7 Apr	Yes	Yes	Wilson	Wilson					
8 Apr	Yes	Yes	Wilson	Wilson					
9 Apr	Yes	Yes	Wilson	Wilson					
10 Apr	Yes	Yes	Wilson	Wilson					
11 Apr	Yes	Yes	Wilson	Wilson					
12 Apr	Yes	Yes	Wilson	Wilson					
13 Apr	Yes	Yes	Wilson	Wilson					
14 Apr	Yes	Yes	Wilson	Wilson					
15 Apr	Yes	Yes	Wilson	Wilson					
16 Apr	Yes	Yes	Wilson	Wilson					
17 Apr	Yes	Yes	Wilson	Wilson					
18 Apr	Yes	Yes	Wilson	Wilson					
19 Apr	Yes	Yes	Wilson	Wilson					
20 Apr	Yes	Yes	Wilson	Wilson					
21 Apr	Yes	Yes	Wilson	Wilson					
22 Apr	Yes	Yes	Wilson	Wilson					
23 Apr	Yes	Yes	Wilson	Wilson					
24 Apr	Yes	Yes	Wilson	Wilson					
25 Apr	Yes	Yes	Wilson	Wilson					
26 Apr	Yes	Yes	Wilson	Wilson					
27 Apr	Yes	Yes	Wilson	Wilson					
28 Apr	Yes	Yes	Wilson	Wilson					
29 Apr	Yes	Yes	Wilson	Wilson					
30 Apr	Yes	Yes	Wilson	Wilson					
1 May	Yes	Yes	Wilson	Wilson					
2 May	Yes	Yes	Wilson	Wilson					
3 May	Yes	Yes	Wilson	Wilson					
4 May	Yes	Yes	Wilson	Wilson					
5 May	Yes	Yes	Wilson	Wilson					
6 May	Yes	Yes	Wilson	Wilson					
7 May	Yes	Yes	Wilson	Wilson					
8 May	Yes	Yes	Wilson	Wilson					
9 May	Yes	Yes	Wilson	Wilson					
10 May	Yes	Yes	Wilson	Wilson					
11 May	Yes	Yes	Wilson	Wilson					
12 May	Yes	Yes	Wilson	Wilson					
13 May	Yes	Yes	Wilson	Wilson					
14 May	Yes	Yes	Wilson	Wilson					

27

28
OFFICIAL LOG of the M.V. John Bruce.
from Stanley, Falkland Is. towards Southampton.

Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 22 of the

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
1700 8 th July 1949	approaching Funchal Bay Madeira	8 th July 1949	On preparing starboard anchor for entering harbour, head was found to be missing, only shank remaining in house pipe. Patent stockless anchor. Head broken off by fracture of pin during heavy head sea on passage from St. Vincent C.V. to Madeira. 4 th July to 8 th July 1949 Minchin Lt. Com. RN. Commander R. H. Master.	
1100 11 th Oct. 49	Southampton	11 th Oct. 1949.	This day, H. Peck, Licensed to act as the Ship's Officer was taken off articles as a deserter on the ship sailing from Southampton. This rating failed to join ship from leave as shown 5/10/49. All past and present debts known in his possession. Balance of wages £7.5.6d to be paid to his wife by H. Peck, Port Stanley, Sta. Minchin Lt. Com. RN. Commander R. H. Master.	
			Balance of wages £4.5.6d paid to H. H. Peck at Stanley on 24 th Nov. 1949. H. Minchin	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

29
OFFICIAL LOG of the M.V. John Bruce.
from Stanley, Falkland Is. towards Antofagasta.

Merchant Shipping (Safety and Load Line Conventions) Act, 1932, are to be made in a special Supplementary Log Book, Form O 10

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
1700 26 th Jan. 1950.	Port Lockroy, Brink Island.	26/1/50.	On weighing starboard anchor, anchor was found to be missing having parted from the cable at the swivel shackle. Ship had been riding out since H. E. by gale since 2000. 24 th Jan in Port Lockroy anchorage, anchored in 6 fathoms with 3 shackles on Port anchor and 2 shackles on starboard. Minchin Lt. Com. RN. Commander R. H.	
0800 to 2210. 9 th Feb. 1950.	68° . 07' S. 70° . 00' W.	9/2/50	Keel navigating in heavy pack ice striking ice heavily at times. Damage if any, unknown. Minchin Lt. Com. RN. Commander R. H. Master.	
1400 to 2330 12 th Feb. 1950.	68° . 01' S. 69° . 49' W.	13/2/50	Keel navigating in heavy pack ice striking ice heavily at times. Damage if any, unknown. Minchin Lt. Com. RN. Commander R. H. Master.	
0900 to 1700 29 th March 1950.	65° . 00' S. 64° . 00' W.	29/3/50.	Keel navigating in dense pack ice and glacier ice, striking ice heavily at times. Damage, if any, unknown. Minchin Lt. Com. RN. Commander R. H. Master.	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

NOTE.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any), and every entry of wages due to, or of the sale of the effects of, any Seaman or Armatore who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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

Da
Hoi
Ooo:

NO
(d)

NOTE.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

Account of
Loss of
Fortitude
Indicted

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 223 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

towards

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any), and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who leaves Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

Eng. 1.
(120 Men)



ISSUED BY THE
MINISTRY OF WAR TRANSPORT
In pursuance of
67 & 68 Vict. ch. 60.

SHIPPING MASTER

SHI/LOG/JO#2

[Executed in Twenty-Four Pages.]

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. Gross. Net.	Horse Power of Engines (if any) N.H.P. L.H.P. B.H.P.
M/V "John Biscoe"	181806	Stanley Falkland Is.	1948	870.48 415.77	750
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.
Stanley A. Biscoe	Government House Stanley Falkland Is.		15		

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 several capacities expressed against their respective names on a voyage from

the Falkland Islands to any ports or places between the limits of 65 degrees North latitude and 75 degrees South latitude, trading in any rotation and to end on the completion of the 1949/1950 Season in the Antarctic Waters or earlier at the option of the Master.

And it is also agreed that

- (a) The crew when required to, will act or work in accordance with their Government contract subject to the regulations promulgated from time to time by His Excellency the Governor of the Falkland Islands.
- (b) The seamen and greasers shall mutually assist each other in the general duties of the ship.
- (c) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officer deputed by him. Further it is agreed that at the time when the crew or any individual member finally leaves the ship at the termination of the contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the Master or authorised deputy. For each breach of the foregoing the Master may at his entire discretion, impose on each member of the crew concerned, a fine not exceeding 2 days pay.
- (d) All stores and provisions issued to the crew are only for use and consumption on board ship and the property in any unused or unconsumed stores or provisions remains in the shipowner. Any member of the crew taking ashore, selling, destroying or giving away any such stores or provisions renders himself liable to prosecution.
- (e) The crew shall wear uniform when and where required.
- (f) No overtime will be paid—all rates of pay being inclusive.
- (g) Should any member of the crew fail to join at the specified time or times appointed by the Master, he may ship substitutes at once.
- (h) No cash shall be advanced or liberty granted other than at the pleasure of the Master.

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 a person who shall lawfully succeed him, and of their Superior Officers, everything relating to the said Ship and the Stores and Cargo thereon, whether on board, in boats or on shore; in consideration of which Services be duly performed, the said Master hereby agrees to pay to the said Crew Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed therein.

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 the Owner out of the Wages of the Person guilty of the same.

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

And it is also agreed, that the additional clauses on pages 2 to 4 and 6 Regulations authorised by the Board of Trade which are printed herein are numbered 1-6 inclusive

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

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

Signed by *Stanley A. Biscoe* Commanded *John Biscoe* Master
on the *2nd* day of *May* 194*9*

Date of Commencement of First Voyage.	Port at which Voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
2/5/49	Stanley Falkland Islands	27 APR 1950	Stanley Falkland Is.	28 th April 1950	<i>Stanley A. Biscoe</i> Commanded <i>John Biscoe</i> R.N. Owner.

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 Ministry of War Transport and printed on the Sixth 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 unaltered. 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.
- WL 41080/783 1,600 Bks. 12/45, R.I.Co., Ltd., Op.738(107).
- [Twenty-four pages.]

ADDITIONAL CLAUSES.

(1) Bed and bedding will be supplied. In the event of same not being returned in good condition (fair wear and Tear excepted) the following amounts will be deducted from wages:-

Mattress }
Blankets } Cost price.
Pillows }



ADDITIONAL CLAUSES.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1945, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article.	Allowance per week.	Article.	Allowance per week.
Water	28 quarts	Milk	4 ozs.
Soft Bread	7 lbs.	Condensed or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	5 lbs. 10 ozs.	Milk for Cooking	2 ozs.
Smoked Ham or Bacon	8 ozs.	Butter	10½ ozs.
Fresh Fish	1 lb. 8 ozs.	Suet	2 ozs.
Eggs	2 No.	Cooking Fat (other than suet) or Margarine	4 ozs.
Potatoes	7 lbs.	Marmalade, Jam or Syrup	4 ozs.
Dried or Compressed Vegetables	8 ozs.	Cheese	4 ozs.
Split Peas	4 ozs.	Pickles	1 pint
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Onions	8 ozs.
Flour	2 lbs.	Dried Fruits	5 ozs.
Rice	6 ozs.	Fine Salt	2 ozs.
Oatmeal, Rolled Oats or similar cereal	6 ozs.	Mustard	1 oz.
Tea	3 ozs.	Pepper	1 oz.
Coffee (containing not more than 25 per cent. Chicory)	2 ozs.	Curry Powder	1 oz.
or			
Cocoa or Chocolate	3 ozs.		
Sugar	1 lb. 5 ozs.		

Note.—There is no entitlement under the above Scale to additional quantities of sugar, butter, margarine, suet or cooking fat for use in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 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.
- Bread.**—The issue of soft bread under the scale shall not be required:—
 - in a ship of less than 1,000 tons gross registered tonnage; or
 - 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.
- 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 $\frac{3}{4}$ lb. of salt meat or $\frac{1}{4}$ 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.

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.
- Smoked Ham or Bacon.**—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of $2\frac{1}{2}$ lbs. of dried fish or $1\frac{1}{2}$ lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Fish.**—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of $1\frac{1}{2}$ ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- 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. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of $13\frac{1}{2}$ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- 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.
- Rice.**—If rice is not procurable semolina may be carried as a substitute.
- 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.
- 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 $\frac{1}{2}$ 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.
- Dried Fruits.**—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- 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 $\frac{1}{2}$ lb. of fresh onions must be issued.
- 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	1 lb.	To be considered equal	Marmalade	1 lb.	
Preserved Meat	1 lb.		Jam	1 lb.	
Cocoa	1 oz.		Syrup	1 lb.	To be considered equal.
Cocoa or Chocolate	1½ ozs.	To be considered equal.	Butter	1 lb.	
Tea	1 lb.		Cheese	1 lb.	
Flour	1 lb.		Condensed Milk	1 lb.	To be considered equal.
Biscuit	1 lb.		Dried Milk	4 ozs.	
Rice	1 lb.	To be considered equal.	Mustard	1 lb.	To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder	1 lb.	
Split Peas	1 lb.				
Flour	1 lb.	To be considered equal			
Green Peas, Haricot or Butter Beans	1 lb.	when issued with meat rations.			
Rice	1 lb.				

Name of

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.	
							Date.	Place.
1		Master John first. H. L. Lunnard.	38	Liverpool	To A. Kirkwood Esq. "Valued" Roughton Lane. Woodhall Spa	Same.	2/4/49	Stanby Talk B.
2		Minchin	29	Worham	Askel's Mead. Havering	Same.		
3		Mr. Langrish	26	Talk B.	Ryde S.O.W.	Same.		
4		F.R. Brooke	22	London	F. Phos Thorpell House Wickham Mt.	Same.		
5		DN Bonfold	35	Rockester	4. Rochester 1. Marchwood Esq. London W5	Same.		
6		J. Ward	41	Portsmouth	W. Kasklin. Haverhill Rotherham Lane Wymon. Dorset	Same.		
7		Mr. Richardson	29	Manchester	W. Margaret 15. Tewkesbury Rd. Barcholton	Same.		
8		F. Bordyby	25	Leeds	M. Enisella Chelmsford Charles Dr. Sale. Chis	Same.		
9		C. G. Emidge	33	Portsmouth	M. Anne 60 Lillian St. Burby Leeds H.	Same.		
10		Grumfield	33	Edinburgh	F. Albert 18. Randal Ave. Exeter. Portsmouth	Same.		
11		D. Nicholas	21	Talk B.	M. Ada Wilton House Ealing Rd. Richmond Gt	Same.		
12		H. Smith	22	— do —	F. — do — Government	Same.		
13		H. A. McLeod	22	Bedford	M. — do — — do —	Same.		
14		R. Hallin	42	Berkshire	W. — do — — do —	Same.		
15		S. Newman	54	Talk B.	W. — do — — do —	Same.		
16		W. Newman	16	— do —	M. — do — — do —	Same.		
17		W. G. Gentry	41	— do —	W. — do — — do —	Same.		
18		W. Biggs	48	— do —	W. — do — — do —	Same.		
19		J. D. Lehen	19	— do —	M. — do — — do —	Same.		
20		W. P. Smith	21	— do —	M. — do — — do —	Same.		

* 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, Cabin Boys not merely as Boys.
‡ If the advance of wages is not conditional on going to sea this Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

§ 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."
** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (b) F. Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship

M/S John Biscoe

OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE				.. Number of weeks for which Insur- ance Act Contrib- utions are payable		Reference No.
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.			
							Date.	Place.	Cause.		10.	20.	21.				
Master E. W. R.	—	11 June	—	—	—	—	28 APR 1950	Stanby	Dis	—	H. Lunnard	Bus	1				
1st Cook L. C. R. N.	—	—	—	—	—	—	—	do	do	—	Minchin	Bus	2				
2nd Cook L. T. R. N.	—	—	—	—	—	—	—	do	do	—	R. Langrish	Bus	3				
3rd Cook L. T. R. N.	—	—	—	—	—	—	—	do	do	—	F. R. Brooke	Bus	4				
4th Cook L. T. Bonfold R. N.	—	—	—	—	—	—	—	do	do	—	—	—	5				
5th Cook L. T. C. R. N.	—	—	—	—	—	—	28 APR 1950	Stanby	Dis	—	H. G. Ward	Bus	6				
6th Cook E. R. A.	—	—	—	—	—	—	—	do	do	—	R. Richardson	Bus	7				
7th Cook E. R. A.	—	—	—	—	—	—	—	do	do	—	J. Bordyby	Bus	8				
8th Cook E. R. A.	—	—	—	—	—	—	—	do	do	—	M.	Dis	9				
9th Cook R. N.	—	—	—	—	—	—	—	do	do	—	—	—	10				
10th Cook R. N.	—	—	—	—	—	—	28 APR 1950	—	—	30 11 5	D. Nicholas	Bus	11				
11th Cook —	—	—	—	—	—	—	13/50	Stanby	M. 6.	87 1 1	H. Smith	Bus	12				
12th Cook —	—	—	—	—	—	—	28 APR 1950	Stanby	Dis	62 4 6	H. A. McLeod	Bus	13				
13th Cook —	—	—	—	—	—	—	—	do	do	37 0 7	R. Hallin	Bus	14				
14th Cook —	—	—	—	—	—	—	—	do	do	9 7 -	S. Newman	Bus	15				
15th Cook —	—	—	—	—	—	—	—	do	do	16 7 -	W. Newman	Bus	16				
16th Cook —	—	—	—	—	—	—	—	do	do	7 3 -	W. G. Gentry	Bus	17				
17th Cook —	—	—	—	—	—	—	—	do	do	29 10 1	R. G. Biggs	Bus	18				
18th Cook —	—	—	—	—	—	—	—	do	do	42 9 5	J. D. Lehen	Bus	19				
19th Cook —	—	—	—	—	—	—	—	do	do	41 17 2	W. P. Smith	Bus	20				

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

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the Dis.A. number is given on Health Cards and the local office and serial number

PARTICULARS

PARTICULARS								
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.	
							Date.	Place.
1.			2.	3.	4.	5.	6.	7.
21		M. J. Brown	19	Talk Is	F. 70. J. Is Government	Same.	2/5/49	Manly Talk Is.
22		W. Brown.	23	- do	M. - do	Same.	- do	- do
23		R McGill	17	- do	F. - do	Same	- do	- do
24		Basil Barnes	18	- do	M. - do	Same	- do	- do
25		H. Park.	20	- do	W. - do	Same	- do	- do
28		R. Bonner.	19	- do	M. - do	Same	- do	- do
27		R. Briggs.	24	- do	M. - do	Same	- do	- do
28		D. Carran	20	Buenos Aires	J. Montague 4. High St. Chislehurst Kent	Same	- do	- do
29		L. Lewis	19	Portsmouth	M. Thura Strangways House Boundary St. Hampton	Same	- do	- do
30		Dis A - R247594 R. Wells	18	Stampten	M. Mary 39. Park Rd. Hampton	Same	- do	- do
31		L. L. M. Lewis	20	Talk Is	B. 70. J. Is Government	First	4/5/49	- do
32		U. R. Anderson	17	Talk Is	B. 70. J. Is Government	First	5/1/49	- do
33		Jocelyn Thomas	33	Bath	Sister - Mrs. H. Livingston 25 Adanton Estate, Thornton, York	Same	11/6/49	- do
34		Bob S. Woss.	29	West Hampton	Walter St. Crepton SA. Manchester 14. Rances	Same	- do	- do
35		William T. L. Staden	28	West Hampton	Mother. Mrs. Hugh Staden 25. Spence Way, Collet, Surrey	Same	- do	- do
36		P. E. Davies	23	Portsmouth	J. E. Readell Port Stanley F.I.	First	- do	- do
37		Frederick Brooklyn	31	Wigan	W. Davis 40 Kent St. Bolton	Ex R. N.	6/10/41	Sutton
38		Percy Henry Burr	11	Leam	Mrs. E. C. C. C. C.	35. Machine Works, Mill Lane, W. 10. 1/4	do	do
39		Peter Howell	5	Seaborn	7. 1/2			

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

‡ 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."

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.														RELEASE		**	Reference No.
We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.														Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Number of weeks for which Insurance Act Contributions are payable	Reference No.
In what capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	19.	20.	21.				
Deckhand	—	at sea	16/13/4	—	—	—	28 APR 1950	Manly	Dis	19 12 5	<i>M. J. Brown</i>	<i>Bob</i>	21				
W/T Operator	—	—	£0	—	5	—	—	do	do	29 7 10	<i>W. Brown</i>	<i>Bob</i>	22				
Galley Assistant	—	—	10	—	—	—	—	do	do	17 4 6	<i>R. M. Gill</i>	<i>Bob</i>	23				
Deckhand	—	—	16/13/4	—	—	—	24/4/49	Manly	Injury	14 16	Not available	<i>Bob</i>	24				
Engineer	—	—	18/15	—	7	—	7/10/49	Manly	Deserted	—	—	—	25				
Deckhand	—	—	16/13/4	—	—	—	28 APR 1950	Manly	Dis	24 4 8	<i>R. Bonner</i>	<i>Bob</i>	26				
R.B.	—	—	—	—	—	—	—	do	do	69 3 6	<i>R. Briggs</i>	<i>Bob</i>	27				
W/T Operator	R.N.	—	1	—	—	—	14/3/49	Manly	Dis	—	—	—	28				
Galley Assistant	—	—	10	—	5	—	18 JUL 1949	—	do	4 3 1	M.	—	29				
Galley Assistant	—	—	10	—	—	—	—	do	do	16 4 10	M	—	30				
Engineer	—	—	18/15	—	—	—	28 APR 1950	—	—	79 2 0	<i>D. L. M. Lewis</i>	—	31				
Deckhand	—	—	16/13/4	—	—	—	27 APR 1950	Manly	Dis	32 15 7	—	—	32				
Deckhand	—	—	—	—	—	—	14/3/49	Manly	Dis	—	—	—	33				
Deckhand	—	—	—	—	—	—	14/3/49	Manly	Dis	—	—	—	34				
Deckhand	—	—	—	—	—	—	14/3/49	Manly	Dis	—	—	—	35				
Deckhand	—	—	—	—	—	—	14/3/49	Manly	Dis	—	—	—	36				
Deckhand	—	—	—	—	—	—	28 APR 1950	Manly	Dis	—	—	—	37				
Deckhand	—	—	—	—	—	—	—	do	do	—	—	—	38				
Deckhand	—	—	—	—	—	—	—	do	do	—	—	—	39				
Deckhand	—	—	—	—	—	—	—	do	do	—	—	—	40				

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

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c.
To be filled in by the Master upon the Discharge, Drift, or
Deception of any Member of his Crew.

RELEASE

Number

of

weeks

for

which

Insurance

is

payable

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Name of

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.	
							Date.	Place.
61		<i>J. H. Anderson</i>	<i>21</i>	<i>Talk Is.</i>	<i>Grandmother, Mrs. W. Anderson</i>	<i>Same</i>	<i>17/4/50</i>	<i>Stanley, 2 St.</i>
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* 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.
 † 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".

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship *John Riscoe*

OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, Etc. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE.				..	
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insurance Act Contributions are payable.	
8	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.			20.	21.	
0-5		as per	11/13/44			28	20 APR 1950	Stanley	Dis	9 15 5	J. H. Anderson			Bul	61	
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country, state if a natural born British subject, or naturalised.
 Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.
 Cabin Boys not merely as Boys.
 The words "not conditional" should be inserted above the entry of the amount.
 this Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

28/4/48

W Bonner signed articles in place of Mason on 28/4/48 at £240 per annum condition that voyage was for Stanley/pts/Stanley only.

Name does not appear on Office Copy of Agreement

Anderson joined vessel at last moment - signed at sea

Crew for the M/V John Biscoe

W/T Operator.	Mason	£240
Steward	R Wallin	£300
Donkeyman	C Jennings	£300
Cook	S Newmand	£240
Pantry Boy.	F Newmand	£120
Cabin Boy.	R Peck	£120
Carpenter	K McLeod.	£240
R.R. Assistants	J Lehen	
	E Biggs	
Deckhands	G Pearson	£225
	W Watson	£200
	J Smith	
	J Anderson	
	H Duncan	
	B Reive	
	D Nicholson	
	J Curran	
	R Bonner	
	Sorenson	£200

NT

ent and Date from which to be on be

Name	Rank	Rate	
Burran, J.	Deckhand	nil	£16-13-4
Duncan, H.H.	do	£6-13-4	do
Anderson, J.H.	do	do	do
Watson, W.	do	nil.	do
Nicholson, D	do	£2-11-0	do
Reive, B.	do	nil.	do
Smith, J.T.	do	nil.	do
Sorenson, A.J.	do	do	do
Bonner, R.	do	£3.	do
Lehen, J.D	Greaser	£5.	£18-15-0
Biggs, E.G.	do	£12.	do
Pearson, Geo	do	£12.	do
Smith, Peter.	do	nil.	do
Jennings, G.	Deckman.	£18	£25-0-0
Wallin, R.	Steward	£4	£25-0-0
Newman, S. S.W	Cook	£6.	£20-0-0
Newman, J. W. J.W	P. Boy.	£2.	£10-0-0
McLeod, K.	Carpenter	nil.	£20-0-0
Peck, T.	C. Boy.	£2	10-0-0
Biggs, Eric.	Engineman Apprentice	nil.	£ Indentured
P. Mason	P.O. Tel.		£20.

Sign F.I. Members OFF old articles

Attachments

born British subject, Electrical Engineers, Boys. " should be inserted "Revenge"; and the

for which contri-
bution being sh

should ensure that the DIS.A. number is given on Health Cards and the local office and serial number (c)O. Where no

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	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.	
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* If a British subject, state town or country of birth, and if born in a foreign country, describe here and in the Certificate of Descent, English Descent, Donk-yamen,

§ 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".

*** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

OF ENGAGEMENT

[illegible]

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

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (a) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Consular Fees Orders in Council.

Services required by Law.

	In countries other than China. s. d.	In China. s. d.
(10.) For every seaman engaged before a Consular Officer	8 0	8 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned)	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer	8 0	8 0
(13.) For every desertion certified by a Consular Officer	4 0	4 0
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4 0	4 0
(15.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48)	6 6	7 0

Services required by parties interested.

	In countries other than China. s. d.	In China. s. d.
(33.) 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 Act requires should be made accessible to the Crew:—		
In Countries other than China—		
Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.		
In China—		
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) 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 in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval)	6 6	7 0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, 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 Consular Officers or Superintendents.

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered from 1 to 30—both inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Act.

The discharge books of the crew engaged have been delivered to the Master, and it is stated, no discharge books this crew have been issued.

for SHIPING MASTER,
STANLEY, FALKLAND IS.

2nd May 1949

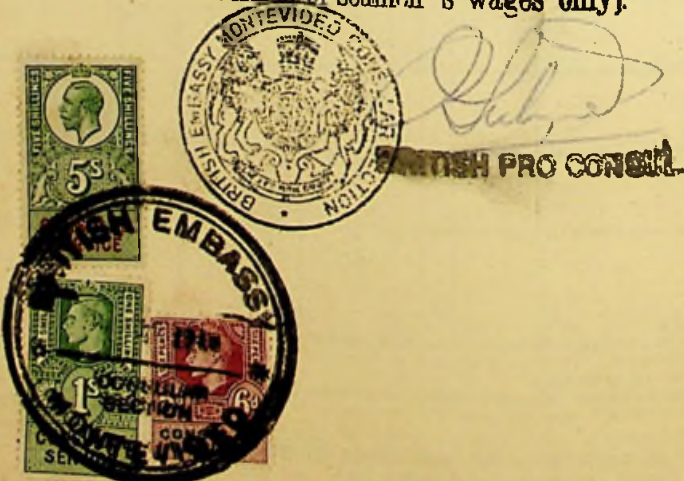
I hereby certify that I have sanctioned the engagement of the seamen whose names appear on lines 31-36 inclusive.

for SHIPING MASTER,
STANLEY, FALKLAND IS.

BRITISH CONSULATE
MONTEVIDEO

Vessel arrived June 15th
Agreement deposited June 16th
-do- returned June 17th

Average rate of exchange \$8.95.- £1
(for conversion of seamen's wages only).



Name of

Ship M.A. John Biscoe

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Changes made in crew as this
now have been reported



all changes reported.
J.E. Cunningham
Asst. Supr.

BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 4th November
Agreement deposited 7th November
-do- returned 8th November
Average rate of exchange \$6.55.- £1
(for conversion of seamen's wages only).

Customs

14th Nov 49 Falkland Islands

Vessel Arrived 14th November 1949
Papers deposited - do - 1949
Papers returned 26th November 1949
Rate of exchange - do -

I hereby certify that I have this day sanctioned the engagement on the terms of the within-written Agreement of the seamen whose names appear on lines 58-59 and the discharge by mutual consent of the seaman whose name appears on line 13.

SHIPPING MASTER,
STANLEY, FALKLAND IS.

I hereby certify that I have this day sanctioned the discharge on the grounds of injury of the seaman whose name appears on line 24

SHIPPING MASTER,
STANLEY, FALKLAND IS.

SHIPPING OFFICE,
SOUTH GEORGIA.

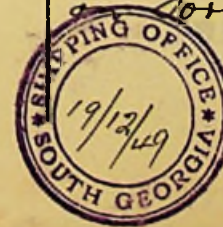
26 Dec 1949

Vessel Arrived 19th Dec 1949
Articles Deposited 20th Dec 1949
Articles Returned 26th Dec 1949

Shipping Master

I hereby certify that I have sanctioned the discharge at this port of the seaman whose name appears on line numbered 54 of this Agreement.

Change made in crew reported
to the C.C. 2/a.



Shipping Master

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 44, 46, 48, 950-53 incl. 957.

B. Sigg 4/12/49
SHIPPING MASTER,
STANLEY, FALKLAND IS.

I hereby certify that I have sanctioned the discharge of the seamen whose names appear on lines 12, 42, 43, 45, 47, 55 & 56 and the engagement on the terms of the written agreement of the seamen whose names appeared on lines 60 & 61

B. Sigg
Shipping Master
20/3/50.

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 32.

B. Sigg
SHIPPING MASTER,
STANLEY, FALKLAND IS.

27. APR. 1950

Agreement terminated
this 28th day of April
1950

B. Sigg
SHIPPING MASTER,
STANLEY, FALKLAND IS.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or Endorsements, an additional form Eng. 1 should be used.

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

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

The cases of seamen having the following reference Numbers

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

under Section 28 (12c)†

.....Signature.

.....Date.

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

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

[Twenty-four pages.]

INSTRUCTIONS TO MASTERS.

Agreements.

1. The Merchant Shipping Acts require the Master of every Ship, *except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom*, 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 Crew 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) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a 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 act, may be punished by the infliction of a Penalty, not exceeding 100*l.* or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 7). The employment of children under the age of 14 years is prohibited.

Engagement of Crews and Seamen in the United Kingdom.

6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.

7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.

8. 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 Certificate for himself, his Mates, and his Engineers, and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.
- (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.

9. 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.

10. The Superintendent will give the like Certificate to a master who has entered into a Running Agreement with his Crew, upon his complying with sub-section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 5*l.*

13. 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.

14. Upon the arrival of the Ship at a Port abroad where there is a British Consular Officer, or a Superintendent, the Master is bound under a

Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.

15. If the Ship remains at any port for a period less than forty-eight hours, and the Consular Officer or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be produced to the Consular Officer or Superintendent for inspection.

16. The engagement or discharge of any Seaman abroad must be made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras, 20, 21 and 22 below). The Master must also obtain the sanction of the Consular Officer, or Superintendent, as the case may be, before he leaves a seaman or apprentice behind at a port abroad, whether by reason of desertion or of illness, or through some other cause.

Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if 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.*

18. In every case in which a Crew is 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, etc., of the payment of wages.

19. 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 the 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 ship 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 Consular Officer or Superintendent abroad on behalf of the Board of Trade and Ministry of War Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*l.* for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.

21. 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.

22. 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 Merchant Shipping Acts.

23. Upon payment of wages and settlements 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 9, cols. 19 and 20.)