



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

# OFFICIAL LOG BOOK

(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.		
<i>m/v</i> "John Biscoe"	181806	Stanley Falk. Is.	597 1/2	478	<i>bmtrs.</i> H. Kirkwood, R.N.	<i>6.5.5.</i> <i>37016</i>

Port at which and Date when voyage commenced	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Stanley I. Is.</i> Date <i>28. APR. 1950</i>	<i>Between the Falk. Is. to any port or place between the limits of 65° N. lat. and 75° S. lat. trading in any direction and to end on the 31st May, 1951 or earlier at Master's discretion.</i>	Port <i>3/5/51</i> Date <i>Stanley I. Is.</i>

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of *Stanley I. Is.* on *3rd* day of *May* 19*51*

Countersigned

*[Signature]*  
Superintendent.

SHIPPING MASTER,

STANLEY, FALKLAND IS

*[Signature]* Master.

*Port Stanley* Address

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	Commander H. Kirkwood.	Master.			30
2	First-Commander C. M. M. M.	Chief Officer.	V. G.	V. G.	28.
3	Second-Commander G. R. Blauzette.	2nd Officer.	V. G.	V. G.	
4	Third-Commander F. R. Brooke.	3rd Officer.	V. G.	V. G.	
5	H. G. Watt.	Chief Engineer.	V. G.	V. G.	
6	J. C. C. C.	2nd Engineer.	Disqualified.		30
7	J. R. Richardson.	2nd Engineer.	V. G.	V. G.	
8	A. Brookfield.	Electrician.	V. G.	V. G.	
9	C. W. Jennings.	Boatswain.	V. G.	V. G.	
10	K. A. McLeod.	Carpenter.	V. G.	V. G.	28.
11	W. B. B.	W. T. B.	V. G.	V. G.	
12	R. W. W.	Chief Steward.	V. G.	V. G.	
13	S. H. H.	Chief Cook.	V. G.	V. G.	
14	J. D. D.	Donkeyman.	V. G.	V. G.	
15	P. B. B.	O. S.	V. G.	V. G.	32
16	D. H. H.	O. S.	V. G.	V. G.	
17	R. B. B.	O. S.	V. G.	V. G.	
18	H. J. J.	O. S.	V. G.	V. G.	
19	C. A. A.	O. S.	V. G.	V. G.	
20	C. C. C.	O. S.	V. G.	V. G.	
21	J. H. H.	O. S.	V. G.	V. G.	
22	C. G. G.	Steward.	V. G.	V. G.	
23	H. G. P.	Steward.	V. G.	V. G.	
24	D. L. L.	Steward.	V. G.	V. G.	
25	R. W. W. Junior.	Steward.	V. G.	V. G.	30

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	J. W. W.	2nd Steward.	V. G.	V. G.	32
27	R. W. W.	2nd Cook.			31.
28	P. B. B.	2nd Cook.	V. G.	V. G.	
29	P. B. B.	2nd Cook.	V. G.	V. G.	
30	M. W. W.	2nd Cook.	V. G.	V. G.	
31	J. G. G.	2nd Cook.	V. G.	V. G.	
32	C. W. W.	2nd Cook.	V. G.	V. G.	
33	R. W. W.	2nd Cook.	V. G.	V. G.	
34	K. W. W.	2nd Cook.	V. G.	V. G.	
35	D. W. W.	2nd Cook.	V. G.	V. G.	
36	B. W. W.	2nd Cook.	V. G.	V. G.	
37	H. W. W.	2nd Cook.	V. G.	V. G.	
38	J. H. H.	2nd Cook.	V. G.	V. G.	
39	D. H. H.	2nd Cook.	V. G.	V. G.	
40	J. G. G.	2nd Cook.	V. G.	V. G.	
41	P. D. D.	2nd Cook.	V. G.	V. G.	
42	K. D. D.	2nd Cook.	V. G.	V. G.	
43	W. B. B.	2nd Cook.	V. G.	V. G.	
44	R. A. A.	2nd Cook.	V. G.	V. G.	
45	C. W. W.	2nd Cook.	V. G.	V. G.	
46	D. W. W.	2nd Cook.	V. G.	V. G.	
47	K. W. W.	2nd Cook.	V. G.	V. G.	
48	R. B. B.	2nd Cook.	V. G.	V. G.	
49	P. B. B.	2nd Cook.	V. G.	V. G.	
50	J. S. S.	2nd Cook.	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. Johnston	Master.			
52	R. M. Kane	1 <sup>st</sup> Mate	V. G.	V. G.	
53	J. A. Park	2 <sup>nd</sup> Mate	V. G.	V. G.	
54	A. de St. Jorre	3 <sup>rd</sup> Mate	V. G.	V. G.	
55	A. Brooklyn	Electrician	V. G.	V. G.	
56	John M. McMillan	Miss Boy.	V. G.	V. G.	
57	Michael R. Leader	Miss Boy.	V. G.	V. G.	
58	Brian L. Wallace	Miss Boy.	V. G.	V. G.	
59	James L. Hamilton	Surgeon	V. G.	V. G.	31
60	K. S. Pierce Butler	Superior	V. G.	V. G.	31
61	D. H. Penfold	"	V. G.	V. G.	31
62	A. Hamlett	"	V. G.	V. G.	31
63	W. G. Richards	"	V. G.	V. G.	31
64	K. A. Lenton	"	V. G.	V. G.	31
65	A. W. Mansfield	"	V. G.	V. G.	31
66	R. A. Todd-White	"	V. G.	V. G.	31
67	A. J. Vernon	"	V. G.	V. G.	31
68	B. D. Hunt.	"	V. G.	V. G.	31
69	J. R. Bowling.	"	V. G.	V. G.	31
70	P. H. Hoare	"	V. G.	V. G.	31
71	H. Thyer	"	V. G.	V. G.	31
72	A. F. Lewis	"	V. G.	V. G.	31
73	J. A. Brown	"	V. G.	V. G.	31
74	J. W. Pander	"	V. G.	V. G.	31
75	R. C. Hills	"	V. G.	V. G.	31

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	A. Sporne	Superior	V. G.	V. G.	31
77	E. Scott.	3 <sup>rd</sup> Eng.	V. G.	V. G.	
78	J. Ford	Superior	V. G.	V. G.	31
79	A. MacArthur	"	V. G.	V. G.	31
80	S. Hirtle	Asst Cook	V. G.	V. G.	32
81	R. S. Slesor	Superior	V. G.	V. G.	32
82	D. B. Duke	"	V. G.	V. G.	31
83	A. W. R. Stewart	"	V. G.	V. G.	31
84	J. S. Stock	"	V. G.	V. G.	31
85	J. Biggs	"	V. G.	V. G.	32
86	M. Braigie Halkett.	Miss Boy.	V. G.	V. G.	
87	D. H. Penfold	Superior	V. G.	V. G.	32
88	R. C. Hills	"	V. G.	V. G.	32
89	A. Sporne	"	V. G.	V. G.	32
90	L. H. Woods	"	V. G.	V. G.	32
91	W. B. Alagia	"	V. G.	V. G.	32
92	A. Hamnett	"	V. G.	V. G.	32
93	J. Ford	"	V. G.	V. G.	32
94	H. Thyer	"	V. G.	V. G.	32
95	J. Hamilton	"	V. G.	V. G.	32
96	H. A. Hawkins	"	V. G.	V. G.	32
97	W. Roberts	"	V. G.	V. G.	32
98	P. Peck	"	V. G.	V. G.	32
99	K. Blithrose	Miss Boy.	V. G.	V. G.	
100	W. H. Watson	D. S.	V. G.	V. G.	

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					

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

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

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

(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, 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.

**MARRIAGES**

Date . . .	Names and Surnames of both	Age.	Whether Single,	Profession or	Father's Name and Surname.	Profession or Occupation
------------	----------------------------	------	-----------------	---------------	----------------------------	--------------------------

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 moneys due to a deceased seaman or apprentice, of any deductions from his wages, and of his clothes and effects, on the relevant Form W. & E-1, C.15, or C.C.15. The Forms required will be furnished by the Superintendent or Consul Officer, upon application.

## MARRIAGES

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

(Signed)

*Officiating Clergyman.*

Master or Officer in Command.

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.

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

(See Instructions on previous page).

Officer in Command.				To be filled in by Official to whom Report is made.		
Father.		Mother.		Signature of 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 Official to whom Report is made.	
Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported.	
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.
3 <sup>rd</sup> May 1950	Crew exercised at Lifboat Stations wearing lifejackets. Motorboat lowered and run.	All Life Saving and Fire fighting appliances inspected and found in good condition.	3. 5. 50	H. Johnston M. Johnston
22 <sup>nd</sup> May	Crew exercised at Lifboat Stations wearing lifejackets. Motorboat lowered and run.	All Life Saving and Fire fighting appliances inspected and found in good condition.	22. 5. 50	H. Johnston M. Johnston
21. 10. 50	Crew mustered at boat stations for roll call & exercised at Fire Drill.	All life saving appliances examined & found in good order.	21. 10. 50	S. Johnston R. Johnston
28. 10. 50	Crew mustered at boat stations for roll call & exercised at Fire drill.	- Do -	28. 10. 50	R. Johnston S. Johnston
4. 11. 50	Crew exercised at Boat drill wearing life jackets. Fire drill exercised.	- Do -	4. 11. 50	R. Johnston S. Johnston
11. 11. 50	Crew mustered at boat stations. All boats swung out & in. Crew exercised at fire drill.	- Do -	11. 11. 50	R. Johnston S. Johnston
18. 11. 50	Crew mustered at boat stations. Motor boat lowered & run. Crew exercised at fire drill.	- Do -	18. 11. 50	R. Johnston S. Johnston
25. 11. 50	Crew exercised at fire drill. Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	25. 11. 50	R. Johnston S. Johnston
2. 12. 50	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	2. 12. 50	R. Johnston S. Johnston
9. 12. 50	Crew exercised at boat drill. All boats swung out & in. Crew exercised at fire drill.	- Do -	9. 12. 50	R. Johnston S. Johnston
16. 12. 50	Crew mustered at boat stations. Motor boat lowered & run. Fire drill exercised.	- Do -	16. 12. 50	R. Johnston S. Johnston
23. 12. 50	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	23. 12. 50	R. Johnston S. Johnston
30. 12. 50	Crew exercised at fire drill.	- Do -	30. 12. 50	R. Johnston

\* 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, 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.
6. 1. 51	Crew mustered at boat stations. Motor boat lowered & run & exercised at fire drill.	All life saving appliances examined & found in good order.	6. 1. 51	S. Johnston R. Johnston
13. 1. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	13. 1. 51	R. Johnston S. Johnston
20. 1. 51	Crew mustered at boat stations. All boats swung out & in. Crew exercised at fire drill.	- Do -	20. 1. 51	R. Johnston S. Johnston
27. 1. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	27. 1. 51	R. Johnston S. Johnston
3. 2. 51	Crew mustered at boat stations. All boats swung out & in. Fire drill exercise.	- Do -	3. 2. 51	R. Johnston S. Johnston
10. 2. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	10. 2. 51	R. Johnston S. Johnston
17. 2. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	17. 2. 51	R. Johnston S. Johnston
24. 2. 51	Fire drill carried out. Crew mustered at boat stations. No 2 Boat lowered & manned.	- Do -	24. 2. 51	R. Johnston S. Johnston
3. 3. 51	Fire drill exercise. Crew mustered at boat stations. No 3 Boat lowered & manned.	- Do -	3. 3. 51	R. Johnston S. Johnston
10. 3. 51	Fire drill carried out. Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	10. 3. 51	R. Johnston S. Johnston
17. 3. 51	Crew mustered at boat stations. No 1 Boat swung out & lowered & manned. Crew exercised at fire drill.	- Do -	17. 3. 51	R. Johnston S. Johnston
24. 3. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	24. 3. 51	R. Johnston S. Johnston
31. 3. 51	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	31. 3. 51	R. Johnston S. Johnston
7. 4. 51	Crew exercised at fire drill.	- Do -	7. 4. 51	R. Johnston

\* 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, 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 (Masters) 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 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 shall 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 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.)

[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
13 <sup>th</sup> May 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	13/5/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
27 <sup>th</sup> May 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	27/5/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
3 <sup>rd</sup> June 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	3/6/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
18 <sup>th</sup> June 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	18/6/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
25 <sup>th</sup> June 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	25/6/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
2 <sup>nd</sup> July 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	2/7/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
9 <sup>th</sup> July 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	9/7/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
18 <sup>th</sup> July 1950	All living quarters, Galley, Bathrooms, Storerooms, etc, inspected and found in clean and good condition.	18/7/50	H. [Signature] Commanded R.N. Master. [Signature] Lieut. R.N.
15. 10. 50	Brews quarters, Galley, Storerooms inspected and found in clean and good condition.	15/10/50	[Signature] Mate. [Signature] Master.
22. 10. 50	- Do -	22/10/50	[Signature] Mate. [Signature] Master.
29. 10. 50	- Do -	29/10/50	[Signature] Mate. [Signature] Master.
5. 11. 50	- Do -	5/11/50	[Signature] Mate. [Signature] Master.
12. 11. 50	- Do -	12/11/50	[Signature] Mate. [Signature] Master.
19. 11. 50	- Do -	19/11/50	[Signature] Mate. [Signature] Master.
26. 11. 50	- Do -	26/11/50	[Signature] Mate.



Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
3. 12. 50	Brew's Quarters, living rooms bathys. storerooms etc. inspected + found in clean + good condition	3. 12. 50	W. Johnston Master R. K. Kaine Mate
10. 12. 50	- Do -	10. 12. 50	W. Johnston Master R. K. Kaine Mate
17. 12. 50	- Do -	17. 12. 50	W. Johnston Master R. K. Kaine Mate
24. 12. 50	- Do -	24. 12. 50	W. Johnston Master R. K. Kaine Mate
31. 12. 50	- Do -	31. 12. 50	W. Johnston Master R. K. Kaine Mate
7. 1. 51	- Do -	7. 1. 51	W. Johnston Master R. K. Kaine Mate
14. 1. 51	- Do -	14. 1. 51	W. Johnston Master R. K. Kaine Mate
21. 1. 51	- Do -	21. 1. 51	W. Johnston Master R. K. Kaine Mate
28. 1. 51	- Do -	28. 1. 51	W. Johnston Master R. K. Kaine Mate
4. 2. 51	- Do -	4. 2. 51	W. Johnston Master R. K. Kaine Mate
11. 2. 51	- Do -	11. 2. 51	W. Johnston Master R. K. Kaine Mate
18. 2. 51	- Do -	18. 2. 51	W. Johnston Master R. K. Kaine Mate
25. 2. 51	- Do -	25. 2. 51	W. Johnston Master R. K. Kaine Mate
4. 3. 51	- Do -	4. 3. 51	W. Johnston Master R. K. Kaine Mate
11. 3. 51	- Do -	11. 3. 51	W. Johnston Master R. K. Kaine Mate

[illegible]

[illegible]

(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.
			Certd. 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
	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.

Freeboard from deck line.		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 (If assigned)	4 feet	3 1/2 inches.	(WNA) 6 1/4 inches below S.
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 \_\_\_\_\_ Steel upper \_\_\_\_\_ deck at side.

Maximum draught of water in summer seven to eight feet seven or eight 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.M.A. 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 9-16 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 35° 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  
the  
DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

## DEPARTURES.

Date and Hour of Departure.	Dock, Wharf, Harbour or Other Place.	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water.	ALLOWANCE.				
		Forward.	Aft.	Port.	Star-board.	Mean.		For Density of Water.*	For Ashes and Rubbish.*		For Fuel, etc., to be consumed on Stretch of Inland Water.*	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		(11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
0430	Stanley.											
15/50	Stanley.	9-1	13-6									
0645	Stanley.											
15/6/50	Stanley.	10-2	13-4	-	-	-						
0805	Stanley.											
23/6/50	Montevideo	10-4	13-6	-	-	-						
2105	Montevideo											
13/7/50	Montevideo	10-2	13-2	-	-	-						
1500	Montevideo											
16-10-50	Southampton	15' 0"	13' 2"	7' 3 3/4"	7' 3 3/4"	7' 3 3/4"	1025	-	-	-	-	-
noon	Southampton											
27/10/50	St. Vincent C.V.	15' 0"	13' 4"	7' 2 3/4"	7' 2 3/4"	7' 2 3/4"	1025	-	-	-	-	-
1000	St. Vincent C.V.											
12/11/50	Montevideo	15' 0"	13' 4"	7' 2 3/4"	7' 2 3/4"	7' 2 3/4"	1025	-	-	-	-	-
1300	Montevideo											
19/11/50	Port Stanley	14-3	12-9	6-6 3/4	6-6 3/4	6-6 3/4	1025	-	-	-	-	-
2000	Port Stanley											
11/12/50	South Georgia	13-6	14-6	7-4 3/4	7-4 3/4	7-4 3/4	1025	-	-	-	-	-
1100	South Georgia											
13/1/51	Port Stanley	13-6	14-6	6-0 3/4	6-0 3/4	6-0 3/4	1025	-	-	-	-	-
1600	Port Stanley											
20/1/51	South Georgia	13-8	14-2	6-1 3/4	6-1 3/4	7-5 3/4	1025	-	-	-	-	-
1100	South Georgia											
10-3-51	Port Stanley	10-10	14-0	7-7 3/4	7-7 3/4	7-7 3/4	1025	-	-	-	-	-
1145	Port Stanley											
15-3-51	South Georgia	10-6	14-6	7-6 3/4	7-6 3/4	7-6 3/4	1025	-	-	-	-	-
0700	South Georgia											
25-3-51	Port Stanley	10-6	13-8	7-11 3/4	7-11 3/4	7-11 3/4	1025	-	-	-	-	-
1300	Port Stanley											
18-4-51	South Georgia	10-2	14-2	7-11 3/4	7-11 3/4	7-11 3/4	1025	-	-	-	-	-

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19. \*See 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.I. 11A 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.					
	14' 1"	7' 3 3/4"		H. Johnson	H. Johnson	1635	Stanley.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	19/5/50	Stanley.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0105	Stanley.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	20/6/50	Montevideo.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	20/6/50	Montevideo.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	20/6/50	Montevideo.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0930	Montevideo.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	19/7/50	Southampton.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0730	Southampton.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	27/10/50	St. Vincent C.V.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	1100	Montevideo
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	10/11/50	Montevideo
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	1600	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	16/11/50	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0600	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	10/12/50	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	2100	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	14/12/50	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	1500	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	16/1/51	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0130	Port Stanley.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	5/3/51	Port Stanley.
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	0915	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	13/3/51	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	1745	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	19/3/51	Port Stanley
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	1800	South Georgia
	14' 2"	7' 2 3/4"		H. Johnson	H. Johnson	18/4/51	South Georgia

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19. \*See 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.
15 <sup>th</sup> June 1950	Yes	Not fitted	W. B. Jones	H. J. Jones	5 <sup>th</sup> Feb. 1951	Yes	Not fitted	W. B. Jones	D. J. Jones
16 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	6 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
17 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	7 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
18 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	8 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
19 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	9 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
20 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	10 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
21 <sup>st</sup> "	Yes	"	W. B. Jones	H. J. Jones	11 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
22 <sup>nd</sup> "	Yes	"	W. B. Jones	H. J. Jones	12 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
23 <sup>rd</sup> "	Yes	"	W. B. Jones	H. J. Jones	13 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
24 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	14 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
25 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	15 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
26 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	16 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
27 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	17 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
28 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	18 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
29 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	19 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
30 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	20 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
1 <sup>st</sup> July 1950	Yes	"	W. B. Jones	H. J. Jones	21 <sup>st</sup> "	Yes	"	W. B. Jones	D. J. Jones
2 <sup>nd</sup> "	Yes	"	W. B. Jones	H. J. Jones	22 <sup>nd</sup> "	Yes	"	W. B. Jones	D. J. Jones
3 <sup>rd</sup> "	Yes	"	W. B. Jones	H. J. Jones	23 <sup>rd</sup> "	Yes	"	W. B. Jones	D. J. Jones
4 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	24 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
5 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	25 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
6 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	26 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
7 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	27 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
8 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	28 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
9 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	29 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
10 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	30 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
11 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	1 <sup>st</sup> Mar. 1951	Yes	"	W. B. Jones	D. J. Jones
12 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	2 <sup>nd</sup> "	Yes	"	W. B. Jones	D. J. Jones
13 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	3 <sup>rd</sup> "	Yes	"	W. B. Jones	D. J. Jones
14 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	4 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones

15 <sup>th</sup> July 1950	Yes	Not fitted	W. B. Jones	H. J. Jones	5 <sup>th</sup> March 1951	Yes	Not fitted	W. B. Jones	D. J. Jones
16 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	6 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
17 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	7 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
18 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	8 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
19 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	9 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
20 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	10 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
21 <sup>st</sup> "	Yes	"	W. B. Jones	H. J. Jones	11 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
22 <sup>nd</sup> "	Yes	"	W. B. Jones	H. J. Jones	12 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
23 <sup>rd</sup> "	Yes	"	W. B. Jones	H. J. Jones	13 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
24 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	14 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
25 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	15 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
26 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	16 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
27 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	17 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
28 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	18 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
29 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	19 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
30 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	20 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
31 <sup>st</sup> "	Yes	"	W. B. Jones	H. J. Jones	21 <sup>st</sup> "	Yes	"	W. B. Jones	D. J. Jones
1 <sup>st</sup> Nov.	Yes	"	W. B. Jones	H. J. Jones	22 <sup>nd</sup> "	Yes	"	W. B. Jones	D. J. Jones
2 <sup>nd</sup> "	Yes	"	W. B. Jones	H. J. Jones	23 <sup>rd</sup> "	Yes	"	W. B. Jones	D. J. Jones
3 <sup>rd</sup> "	Yes	"	W. B. Jones	H. J. Jones	24 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
4 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	25 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
5 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	26 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
6 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	27 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
7 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	28 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
8 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	29 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
9 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	30 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones
10 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	1 <sup>st</sup> Mar. 1951	Yes	"	W. B. Jones	D. J. Jones
11 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	2 <sup>nd</sup> "	Yes	"	W. B. Jones	D. J. Jones
12 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	3 <sup>rd</sup> "	Yes	"	W. B. Jones	D. J. Jones
13 <sup>th</sup> "	Yes	"	W. B. Jones	H. J. Jones	4 <sup>th</sup> "	Yes	"	W. B. Jones	D. J. Jones



# DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) 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.
14th Nov 1950	Yes	Not Fitted	W. B. Jones	D. J. Johnston	17th Nov 1950	Yes	Not Fitted	W. B. Jones	D. J. Johnston
15 "	Yes	"	W. B. Jones	D. J. Johnston	18 "	Yes	"	W. B. Jones	D. J. Johnston
16 "	Yes	"	W. B. Jones	D. J. Johnston	19 "	Yes	"	W. B. Jones	D. J. Johnston
17 "	Yes	"	W. B. Jones	D. J. Johnston	20 "	Yes	"	W. B. Jones	D. J. Johnston
18 "	Yes	"	W. B. Jones	D. J. Johnston	21 "	Yes	"	W. B. Jones	D. J. Johnston
19 "	Yes	"	W. B. Jones	D. J. Johnston	22 "	Yes	"	W. B. Jones	D. J. Johnston
20 "	Yes	"	W. B. Jones	D. J. Johnston					
21 "	Yes	"	W. B. Jones	D. J. Johnston					
22 "	Yes	"	W. B. Jones	D. J. Johnston					
23 "	Yes	"	W. B. Jones	D. J. Johnston					
24 "	Yes	"	W. B. Jones	D. J. Johnston					
25 "	Yes	"	W. B. Jones	D. J. Johnston					
26 "	Yes	"	W. B. Jones	D. J. Johnston					
27 "	Yes	"	W. B. Jones	D. J. Johnston					
28 "	Yes	"	W. B. Jones	D. J. Johnston					
29 "	Yes	"	W. B. Jones	D. J. Johnston					
30 "	Yes	"	W. B. Jones	D. J. Johnston					
1st Dec 1950	Yes	"	W. B. Jones	D. J. Johnston					
2 "	Yes	"	W. B. Jones	D. J. Johnston					
3 "	Yes	"	W. B. Jones	D. J. Johnston					
4 "	Yes	"	W. B. Jones	D. J. Johnston					
5 "	Yes	"	W. B. Jones	D. J. Johnston					
6 "	Yes	"	W. B. Jones	D. J. Johnston					
7 "	Yes	"	W. B. Jones	D. J. Johnston					
8 "	Yes	"	W. B. Jones	D. J. Johnston					
9 "	Yes	"	W. B. Jones	D. J. Johnston					
10 "	Yes	"	W. B. Jones	D. J. Johnston					
11 "	Yes	"	W. B. Jones	D. J. Johnston					

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
12th Dec 1950	Yes	Not Fitted	W. B. Jones	D. J. Johnston	17th Dec 1950	Yes	Not Fitted	W. B. Jones	D. J. Johnston
13 "	Yes	"	W. B. Jones	D. J. Johnston	18 "	Yes	"	W. B. Jones	D. J. Johnston
14 "	Yes	"	W. B. Jones	D. J. Johnston	19 "	Yes	"	W. B. Jones	D. J. Johnston
15 "	Yes	"	W. B. Jones	D. J. Johnston	20 "	Yes	"	W. B. Jones	D. J. Johnston
16 "	Yes	"	W. B. Jones	D. J. Johnston	21 "	Yes	"	W. B. Jones	D. J. Johnston
17 "	Yes	"	W. B. Jones	D. J. Johnston	22 "	Yes	"	W. B. Jones	D. J. Johnston
18 "	Yes	"	W. B. Jones	D. J. Johnston	23 "	Yes	"	W. B. Jones	D. J. Johnston
19 "	Yes	"	W. B. Jones	D. J. Johnston	24 "	Yes	"	W. B. Jones	D. J. Johnston
20 "	Yes	"	W. B. Jones	D. J. Johnston	25 "	Yes	"	W. B. Jones	D. J. Johnston
21 "	Yes	"	W. B. Jones	D. J. Johnston	26 "	Yes	"	W. B. Jones	D. J. Johnston
22 "	Yes	"	W. B. Jones	D. J. Johnston	27 "	Yes	"	W. B. Jones	D. J. Johnston
23 "	Yes	"	W. B. Jones	D. J. Johnston	28 "	Yes	"	W. B. Jones	D. J. Johnston
24 "	Yes	"	W. B. Jones	D. J. Johnston	29 "	Yes	"	W. B. Jones	D. J. Johnston
25 "	Yes	"	W. B. Jones	D. J. Johnston	30 "	Yes	"	W. B. Jones	D. J. Johnston
26 "	Yes	"	W. B. Jones	D. J. Johnston	31 "	Yes	"	W. B. Jones	D. J. Johnston
27 "	Yes	"	W. B. Jones	D. J. Johnston	1st Jan 1951	Yes	"	W. B. Jones	D. J. Johnston
28 "	Yes	"	W. B. Jones	D. J. Johnston	2 "	Yes	"	W. B. Jones	D. J. Johnston
29 "	Yes	"	W. B. Jones	D. J. Johnston	3 "	Yes	"	W. B. Jones	D. J. Johnston
30 "	Yes	"	W. B. Jones	D. J. Johnston	4 "	Yes	"	W. B. Jones	D. J. Johnston

27

28  
**OFFICIAL LOG of the S.V. "John Biscoe"**  
**from Port Stanley, Falkland Is. towards U.K.**

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
0645 19 <sup>th</sup> May 1950	San Carlos Falkland Is.	23 <sup>rd</sup> May 1950	K. McLeod, Carpenter No. 10 on the Ship's Articles was absent without leave from 0645, 19 <sup>th</sup> May to 0900 23 <sup>rd</sup> May and is hereby fined 10/- for each day of such absence.	
			<i>B. Duggan</i> 23/5/50 Minchin Lt. Com. R.N. H. (Signature) Commander R.N. Master.	
1000 20 <sup>th</sup> June 1950	Montevideo Uruguay	20 <sup>th</sup> June 1950	This day Lieut. Commander C. Minchin R.N. Chief Officer No. 2 on Ship's Articles was discharged to British Hospital. Montevideo and signed off Articles sick (Ulcerative Colitis) and went to continue voyage. Wage account - bi-date Admiralty agreement. Personal effects - packed for transport to home address with the exception of small amount of effects (sufficient for air travel) left in this custody at Hospital.	
			H. (Signature) M.P. Doughty Lieut. R.N. Commander R.N. 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.

Page 29 of Official Log of the M.V. "John Biscoe" from Stanley, Falkland Islands towards Antarctica.

Date & Hour of the Occurrence.	Place of the Occurrence.	Date of Entry.	Entries required by Act of Parliament.
1700 26th Jan. 1950.	Port Lockroy Wiencke 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 severe N.E. 'ly gale since 2000, 24th Jan. in Port Lockroy anchorage, anchored in 6 fathoms with 3 shackles on Port anchor and 2 shackles on Starboard anchor.  L't. Com. R.N. H. (Signature) Commander R.N. Master.
0800 to 2210. 9th Feb. 1950.	68 - 07'S. 70 - 00'W.	9/2/50	Vessel navigating in heavy pack ice striking ice heavily at times. Damage if any, unknown.  L't. Com. R.N. H. (Signature) Commander R.N. Master.
1400 to 2330 12th Feb. 1950.	68 - 01'S. 69 - 49.5'W.	13/2/50	Vessel navigating in heavy pack ice striking ice heavily at times. Damage if any, unknown.  L't. Com. R.N. H. (Signature) Commander R.N. Master.
0900 to 1700 29th March. 1950.	65 - 00'S. 64 - 00'W.	29/3/50	Vessel navigating in close pack ice and glacier ice, striking ice heavily at times. Damage if any, unknown.  L't. Com. R.N. H. (Signature) Commander R.N. Master.

Certified true copy of page 29 of Official Log of M.V. "John Biscoe", 2nd May 1949 to 28th April 1950.

*B. Duggan*  
 SHIPPING MASTER, 14/6/50  
 STANLEY, FALKLAND IS.

OFFICIAL LOG of the S.V. <sup>30</sup>John Biscoe At Southampton.  
and from Southampton towards Port Stanley F.I.

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
4. 8. 50	Southampton	4/8/50	I. William Johnston, have this day taken over command of the vessel from H. Kirkwood. All ships papers have been landed over to me. Vessel at Thornycroft's Yard undergoing extensive repair. Crew on leave. W. Johnston. Master.	
12. 10. 50	Southampton	12/10/50	R. Wallin Greaser No 25. was this day discharged before the Shipping Master. W. Johnston. R. K. K. Mate	
16. 10. 50	Southampton	16/10/50	hos 52 to 76 inclusive were this day signed on in the presence of the Shipping Master. W. Johnston. R. K. K. Mate	
3 P.M. 16. 10. 50	Southampton	16/10/50	F. Bordingley 2 <sup>nd</sup> Eng. No 6. was absent without leave from 7 A.M. 14 <sup>th</sup> Oct. and failed to return to ship at sailing time 3 P.M. today He has therefore been treated as a deserter and his name taken off the agreement with the consent of the Shipping Master. W. Johnston. R. K. K. Mate	

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.

OFFICIAL LOG of the S.V. <sup>31</sup>John Biscoe  
from Southampton towards Port Stanley.

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
11/11/50	Montevideo	12/11/50	hos 77, 78, 79 were engaged at Montevideo 11/11/50 in the presence of the British Consul. W. Johnston. Master. R. K. K. Mate	
17/11/50	Port Stanley	17/11/50	R. M. Bill Oest Cook No 24 was this day transferred to the engine room as Greaser. W. Johnston. Master. R. K. K. Mate	
18/11/50	"	18/11/50	hos 59, 61, 62, 64, 68 to 73 & 78 were this day discharged and hos 80 & 81 were engaged before the Shipping Master. W. Johnston. Master. R. K. K. Mate	
10/12/50	South Georgia	10/12/50	hos 82 to 85 inclusive were this day engaged and No 65 was discharged before the Shipping Master. W. Johnston. Master. R. K. K. Mate	
16/12/50	Port Stanley	16/12/50	hos 60, 63, 66, 67, 74 to 76, 79, 82 to 84 were this day discharged with the consent of the Shipping Master. W. Johnston. Master. R. K. K. Mate	

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.



32  
OFFICIAL LOG of the S. V. John Biscoe  
from towards  
Relieving Antarctic Bases.

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
12. 1. 51	Port Stanley	12/1/51	M.R. Leader Mess Boy was this day promoted to Asst Cook W. Johnston Master. Rhubane Mate	
13. 1. 51	Port Stanley	13/1/51	nos 80 + 81 were this day discharged + nos 86 to 96 inclusive were engaged with the consent of the Shipping Master. W. Johnston Master Rhubane Mate	
19. 1. 51	South Georgia	19/1/51	nos 97 + 98 were this day engaged + no 85 discharged with the consent of the Shipping Master. W. Johnston Master Rhubane Mate	
9. 3. 51	Stanley F.I.	9/3/51	nos 26, 87 to 94, 96 and 97 were this day discharged and no 99 was engaged before the Shipping Master. W. Johnston Master Rhubane Mate	
15. 3. 51	South Georgia	15/3/51	nos 95 and 98 were this day discharged in the presence of the Shipping Master. W. Johnston Master Rhubane Mate	
22. 3. 51	Stanley.	22/3/51	no 15 was this day discharged and no 100 was engaged in the presence of the shipping master. W. Johnston Master Rhubane Mate	

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.

33  
OFFICIAL LOG of the  
from towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
18. 4. 51	South Georgia	18/4/51	no 100 was this day discharged before the Shipping Master. W. Johnston Master Rhubane Mate	
3. 5. 51	Port Stanley	3/5/51	The crew were this day discharged and Articles of Agreement closed in the presence of the Shipping Master. W. Johnston Master Rhubane Mate	

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.

[illegible]

12. 1.

13. 1.

19. 1.

9. 3

15. 3

22.

**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.

Amount of  
fine or  
forfeiture  
imposed

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, and 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 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 be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to 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.

**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 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.

# AGREEMENT AND LIST OF THE CREW

## FOREIGN-GOING SHIP.



ISSUED BY THE  
MINISTRY OF TRANSPORT  
In pursuance of  
57 & 58 Vict. ch. 60.

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. <sup>1</sup>	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Notes Power of Engines (if any) N.H.P. I.H.P. B.H.P.
m/v John Risca	181806	Stanley Falk.	1/1948	Gross. 897.96	Net. 478	750
REGISTERED MANAGING OWNER OR MANAGER.			CHARTERER. <sup>2</sup>			
Name.	Address (State No. of House, Street and Town).	No. of Seamen and Apprentices for which accommodation is certified.	Name.		Address.	
Falkland Is. Govt.	Government House, Stanley, F.I.	15				

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

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 31st May 1951 or earlier at the option 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 any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew the Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

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

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

And it is also agreed, that the additional clauses on pages 2 to 4 and the Regulations authorized by the Ministry of Transport which are printed herein and 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.

and it is also agreed, that<sup>3</sup>

(a) The seamen and greasers shall mutually assist each other in the general duties of the ship.

(b) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officers deputed by him. Further it is agreed that at any 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.

(c) 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.

(d) The crew shall wear uniform when and where required.

(e) No overtime will be paid-all rates of pay being inclusive.

(f) 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.

(g) No cash shall be advanced or liberty granted other than at the pleasure of the Master.

(h) 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 )



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

Signed by H. L. ... Master

on the 28 APR 1950 day of 194

Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
28 APR 1950	STANLEY, FALKLAND IS.	Stanley 2.5	-	3/5/51	<u>H. Johnston</u> 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 Ministry of 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 unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng 1 should be obtained and used.

## ADDITIONAL CLAUSES.

## 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) ORDERS, 1915 and 1946. TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note.—The Scale agreed upon is in addition to the Lime or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article	Allowance per week.	Article	Allowance per week.
Water	25 quarts	Milk { Condensed or Dried	9½ ozs.
Soft Bread	7 lbs.	Milk for Cooking { Condensed or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	4 lbs. 11 ozs.	Butter	10½ ozs.
Smoked Ham or Bacon	8 ozs.	Suet	2 ozs.
Fresh Fish	1 lb. 8 ozs.	Cooking Fat (other than suet) or Margarine	4 ozs.
Eggs	2 No.	Marmalade, Jam or Syrup	8 ozs.
Potatoes	7 lbs.	Cheese	1 pint
Dried or Compressed Vegetables	8 ozs.	Pickles	5 ozs.
Split Peas	4 ozs.	Onions	2 ozs.
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Dried Fruits	2 ozs.
Flour	2 lbs.	Fine Salt	½ oz.
Rice	6 ozs.	Mustard	½ oz.
Oatmeal, Rolled Oats or similar cereal	3 ozs.	Pepper	½ oz.
Tea	2 ozs.	Curry Powder	½ oz.
Coffee (containing not more than 25 per cent. Chicory)	3 ozs.		
Cocoa or Chocolate	1 lb. 5 ozs.		
Sugar			

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 ½ lb. of salt meat or ¼ 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 2½ lbs. of dried fish or 1½ 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 1½ 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 18½ 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 ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- 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 ½ 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	3 lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	To be considered equal.
Preserved Meat	1 lb.		Jam	1 lb.	
Coffee	1 oz.	To be considered equal.	Syrup	1 lb.	
Cocoa or Chocolate	1½ oz.		Butter	½ lb.	
Tea	1 lb.	To be considered equal.	Cheese	9½ ozs.	To be considered equal.
Flour	1 lb.		Condensed Milk	4 ozs.	
Biscuit	1 lb.		Dried Milk		To be considered equal.
Rice	1 lb.		Mustard		To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder		
Split Peas	1 lb.	To be considered equal when issued with meat rations.			
Flour	1 lb.				
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				



# POSITIONS OF THE DECK LINE AND LOAD LINES.

	Freeboard from deck line.		Load Line.	
Tropical	3 feet 5 inches	(T)	4 1/2 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 1/2 inches below S.	
Winter North Atlantic (if assigned)	4 feet 3 1/2 inches	(WNA)	6 1/2 inches below S.	
Allowance for fresh water for all freeboards:— 4 1/2 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.)				

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. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

## REGULATIONS FOR MAINTAINING DISCIPLINE

SANCTIONED BY THE MINISTRY OF TRANSPORT IN PURSUANCE OF S. 115 (2) OF THE MERCHANT SHIPPING ACT, 1894.

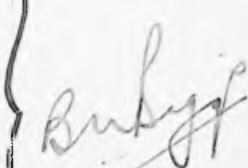

These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shown to the Superintendent or Consular Officer before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew, which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 284.

No.	OFFENCE.	Amount of Fine for a first offence.	Amount of Fine for a second or subsequent offence.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	Ten Shillings.	One Pound.	 <b>SHIPPING MASTER</b> 
2	Bringing or having on board intoxicating liquors	Ten Shillings.	One Pound.	
3	Drunkenness	Ten Shillings.	One Pound.	
4	Taking on board and keeping possession of any firearm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Ten Shillings.	One Pound.	
5	Insolent or contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	Ten Shillings.	One Pound.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound.	

## Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade.

Where in any port a fireman or trimmer is required and no person over 18 years of age is available, young persons over 16 may be employed, but in such cases two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age.

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth.

This summary must be included in every agreement with the crew.

## List of Young Persons under 18 years of age, and account of all Apprentices employed on board during the voyage.

Name in full.	Date of Birth	Nationality† (if British, state birthplace).	Capacity.	If Apprentice Particulars of Indentures.		Date of joining for the voyage.	Particulars of Leaving To be filled up by the Master. If remaining it should be stated.		Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
				Date.	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons* under 18 years of age including Apprentices.									
Fred. Newman	1938	Talk. Islands	Butty Boy			2/5/49	9/3/51	Discharged	
Peter Henry Burt	11/34	London	Mess Boy			3/10/49	25/7/50	Discharged	
Peter Hadwell	5/134	Scot. Borough	Mess Boy			3/10/49	24/7/50	Do.	
Michael John Walsh	22/132	London	Mess Boy			3/10/49	14/7/50	Do.	
Francis George Osborne	7/12	Talk. Is.	Butty			7/6/50		Remaining	
Ed. Malachuk	25/12/1944			✓					
Michael Robert Sanders	1943			✓					
Brian John Wallace	24/5/44			✓					
Anthony John Venn	1942								
Stanley Robert Hottle	12/10/44	Talk. Is.	Asst. Cook.	x		18/4/50	3/1/51	Discharged	
Resolute John Craigie Hall	24/1/44	do	Mess Boy.	✓		3/1/51			
Kenneth Blatherne		Talk. Is.	Mess Boy.	✓					
2. Apprentices over 18 years of age.									

† 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.  
\* In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

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		H. P. [Signature]	39	L. port	(1) 40 A. Kirkwood, Kay, Valencia (2) Raughton Lane, Woodhall Spa	Same	23	Stanley
2		[Signature]	31	Wrexham	(1) Ashell's Head, Haverfordwest (2) Ryde O.S.	do		do
3		[Signature]	27	Talk. Is.	(1) F. Hob. Thirpall House (2) Weekham Market	do		do
4		F.R. Brooke	23	London	(1) H. Marchwood Cres. (2) London W.5	do		do
5		H. G. Ward	42	Portsmouth	(1) W. Margaret (2) 15 Newbury Rd. Burslem	do		do
6		F. Goodingby	26	Manchester	(1) M. Anne, Co. Lillian Str. (2) Burslem, Leeds	do		do
7		J.R. Richardson	29	Leeds	(1) M. Phiscilla, Cleveland (2) Charlton Dr. Salt Cheek	do		do
8		[Signature]	34	Magdalen	(1) W. Davis (2) 40 Kent St. Bkton	do		do
9		C.W. Jennings	42	Talk. Is.	(1) c/o The Falkland (2) 35 Government	do		do
10		H.A. McLeod	23	do	(1) do (2) do	do		do
11		W. Bonner	24	do	(1) do (2) do	do		do
12		[Signature]	43	do	(1) do (2) do	do		do
13		S. Newman	55	do	(1) do (2) do	do		do
14		J.D. Loken	20	do	(1) do (2) do	do		do
15		R. Biggs	25	do	(1) do (2) do	do		do
16		R. Richardson	22	do	(1) do (2) do	do		do
17		R. Bonner	20	do	(1) do (2) do	do		do
18		[Signature]	22	do	(1) do (2) do	do		do
19		L. Anderson	20	do	(1) do (2) do	do		do
20		L. Courts	20	do	(1) do (2) do	do		do

\* 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.

\*\* 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 Biscoe*

## OF ENGAGEMENT

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 Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE			Number of weeks for which Insurance Act Contributions are payable and Date.	Reference No.
						Date.	Place.	Cause.	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 of Crew (each to be on the line on which he signed in Col. 1.)		
Master		at once	Separate Agreement		[Signature]	1/8/50	SOIN	Agreed		[Signature]	[Signature]	1	1
1st Officer	R. Bonner	do	do		[Signature]	2/8/50	Manchester	Illness		[Signature]	[Signature]	2	2
2nd Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	3	3
3rd Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	4	4
4th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	5	5
5th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	6	6
6th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	7	7
7th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	8	8
8th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	9	9
9th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	10	10
10th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	11	11
11th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	12	12
12th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	13	13
13th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	14	14
14th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	15	15
15th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	16	16
16th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	17	17
17th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	18	18
18th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	19	19
19th Officer	R. R.N.	do	do		[Signature]	1/8/50	SOIN	do		[Signature]	[Signature]	20	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. the words "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



Name of

## PARTICULARS

Reference No.	Signature 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.
21	J.H. Anderson	21	Talk. Ss.	(1) 90 The Falkland Is (2) Gaurament	Same	23/1/50 Stanley Talk. Is.
22	E.B. Riggs	48	do	(1) do (2) do	do	do do
23	L.P. Smith	22	do	(1) do (2) do	do	do do
24	D.L. Lewis	22	do	(1) do (2) do	do	do do
25	R. Wall	19	Argentine.	(1) do (2) do	do	do do
26	J.H. Neuman	17	Talk. Ss.	(1) do (2) do	do	do do
27	R. Mc Gill	18	do	(1) do (2) do	do	do do
28	P. Durr	16	London	(1) M. Ulega, 35 Malonesbury (2) Road London	do	do do
29	Peter Harwell	17	Seaboro'	(1) Fr. Harry J. Helaw. (2) Leeds Road Gillingham	do	do do
30	M. Wall	14	London	(1) M. Constance, 37 Belsay (2) Hill, Guildford	do	do do
31	J.G. Jaklach	28	London	(1) F. K. Delahue, The Cove (2) Knoll Road, Sidcup, Kent	do	1/5/50 do
32	C. O. Dorrance	15	Talk. Is.	(1) 2/0 Falkland Is. Gaurant (2) do	First	1/4/50 do
33	H. Asi	25	S. Africa	(1) F. A. E. Asi, 13 Chantlain Rd. (2) Kimmingsburg, S. Africa	Same	1/4/50 do
34	H. Parn	27	England	(1) F. H. E. Parn, Vantage Pass (2) Trough, Halifax, Eng.	do	do do
35	J. Kramer	29	India	(1) M. Mrs. W. Farmer (2) 19 Broadlands Close, Exeter	do	do do
36	Ch. Hux	28	India	(1) M. Mrs. M. Jaffar (2) 31 Seacombe Street, Gresham Hill	do	do do
37	W. Richards	21	Falklands	(1) H. 22 Cambridge Rd. (2) Cambs	do	do do
38	E. W. Lewis	29	British	(1) H. Mrs. C. H. Lewis (2) Daxworthy Rd, Havant, Hants	do	do do
39	D. H. Malins	27	British	(1) M. Mrs. C. M. MALINS (2) Field's Rd, ST. GEORGE'S PL. YORCK	do	do do
40	J. P. Bonner	45	British	(1) W. Mrs. J. F. Bonner (2) SAN CARLOS, FALKLAND IS.	do	do do

\* 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.

\*\* NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) 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" on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship M.V. John Biscoe

## OF ENGAGEMENT

To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.														RELEASE		Number of weeks for which Insurance Act Contributions are payable	Reference No.
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.L. (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 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 Release of Wages was Paid and Release signed and Date.				
							Date.	Place.	Cause.		19.	20.					
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.				
O.S.			1734		- - -	But	3/5/51 Stanley	talk 9s	Dis	- - -	J.H. Anderson	But	21				
Greaser			415		13 - -	But	do	do	do	- - -	Eric S. Briggs	But	22				
do			1915		3 - -	But	do	do	do	- - -	J. S. Smith	But	23				
do			195		- - -	But	do	do	do	- - -	D.L. Lewis	But	24				
do			1815		3 - -	But	12/50	SOTEN	Dis	10 25	Eng 2.		25				
Asst. Bld			12 - -		2 - -	But	9/51 Stanley	2.81	Dis	3 12	M. Neuman	But	26				
Asst. Bld			12 - -		- - -	But	3/51 Stanley	talk 9s	do	- - -	R. McGill	But	27				
Meas Boy			10 - -		- - -	But	12/50	Sot	Dis	15 72	M		28				
do			10 - -		5 - -	But	12/50	do	do	25 11	M		29				
do			10 - -		4 - -	But	do	do	do	42 17 3	M		30				
Medical Officer			- 1 -		- - -	But	19 JUL 1950		Dis	nil	Eng 2.		31				
Steward Boy			10 - -		3 - -	But	3/51 Stanley	talk 9s	do	- - -	C. O. Dorrance	But	32				
do			- 1 -			But	19 JUL 1950		dis	nil	Eng 2		33				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2		34				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2		35				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2		36				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2		37				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2		38				
do			1 -			But	19 JUL 1950		dis	nil	Eng 2.		39				
do			1 -			But	21/6 Montserrat M.C.			- - -	form M	But	40				

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 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

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 one year previous.	Date and Place of Signing this Agreement.	
							Date	Place
41		Johaid.	23	British.	(1) Mr. J.C. Reid. (2) 78 Southwick St. Southwick, SA.	Same	14/50	Stanley 2. Is.
42		A.D. Hunt	28	British.	(1) W. Mr. I.O. Hunt. TAE WIDOMILL (2) Seabury, Gros.	Same	do	do
43		W. Body	28	British.	(1) F. CAPT BODY. (2) 1 THURCHCRAIG CREW PAISLEY	do	do	do
44		R.A. Lenton	26	LONDON U.K.	(1) M. Doris Lenton. (2) Wychemwood Red Barn Rd. Loughborough	do	do	do
45		E. Wilson	66	London.	(1) Ruby Wilson. 65 Haverly Road (2) Kellie, Queens Park, London	do	do	do
46		D. Jordan	23	Birdrie.	(1) F. M. JARDINE (2) 10, IMPERIAL DRIVE, BIRDRIE.	do	do	do
47		Miss Ruth	33	British	(1) Mrs. Pierce-Butler (2) 14 Tylney Lane, Tyldestey, Lancs	do	do	do
48		R.S. Bownphrey	33	Boole, Liverpool.	(1) W. Mrs. Bownphrey (2) 27 Grosvenor Av., London, N.W. 1.	do	do	do
49		William Loran	26	Canadian BORDEN	(1) F. AR ST. LOUIS (2) 14 DORINGTON AVE	do	do	do
50		John S. Huckle	25	BRITISH ABBOTS LANGLEY	(1) F. F. HUCKLE (2) CALDER, SWANAGE, DORSET.	do	do	do
51		S. Johnston	42	British	(1) Bunker Robert. (2) Whitehead, Belfast	do	do	do
52		R. H. Kane	33	Island	(1) S. Marjorie (2) 28 College Rd. Limerick	do	do	do
53		J. P. Park	29	Bowling	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
54		A. de St. Jorre	28	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
55		A. Brooklyn	32	Mayenne	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
56		John Malcom	34	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
57		Michael Robert Landon	35	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
58		Brian Charles Wallace	34	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
59		James Landon	36	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do
60		John Landon	35	Leyschelle	(1) S. P. Park (2) 99 Addison Rd, Loughborough	do	do	do

† 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, etc.

\*\* 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 B. B. B."

## 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.S. (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.	Signa- ture 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 said Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.			20.	21.	
Spring		at sund	1 -			1	19 JUL 1950	dis	mil	Eng 2.						41
do			1 -			1	do do	dis	mil	Eng 2						42
do			1 -			1	19 JUL 1950	dis	mil	Eng 2						43
do			1 -			1	19 JUL 1950	dis	mil	Eng 2						44
Superv.			1 -			1	19 JUL 1950	dis	mil	Eng 2.						45
do			1 -			1	14/50 Stanley 2. Is.	dis	- -	not available				1		46
do			1 -			1	21/6 Montevideo MC	- -	- -	form M				1		47
do			1 -			1	19 JUL 1950	dis	mil	Eng 2.				1		48
do			1 -			1	21/6 Montevideo MC	- -	- -	form M				1		49
do			1 -			1	21/6 Montevideo MC	- -	- -	form M				1		50
Master.	5.15						14/50 Stanley 2. Is.	dis	- -	S. Johnston				1		51
Mate	109771	1/50	PA			1	do do	do	- -	R. H. Kane				1		52
Mate	1/50	PA				1	do do	do	- -	J. P. Park				1		53
Mate	52098	do	PA			1	do do	do	- -	A. de St. Jorre				1		54
Electrician		do	PA			1	do do	do	- -	A. de St. Jorre				1		55
Mess Room		1/50	Monthly			1	do do	do	- -	M. Phillips				1		56
Mess Room		do	Monthly			1	do do	do	- -	M. Leader				1		57
Mess Room		do	Monthly			1	do do	do	- -	B. C. Wallace				1		58
Surgeon	1947	1/50	PA			1	14/50 Stanley 2. Is.	dis	- -	1				1		59
Surge	5.	1/50	Monthly			1	14/50	- -	- -	1				1		60

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 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



Name of

## PARTICULARS

Reference No.	Signature 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	D.N. Porfold.	27	Rochester	(1) B. Kathleen (2) M. Smithers, L. Moore	Same	16/50 Ldn
62	A. Hammett.	23	Ldn	(1) M. Kate (2) 23 North St. E. Life	1st Ship	do do
63	W. G. Richards.	21	Poplar	(1) M. Ellen (2) Bourne, Lambeth	Same	do do
64	Ralph. A. Lenton.	27	Ldn	(1) M. Doris (2) Richmond, Red Gown Rd	do	do do
65	A.W. Mansfield.	24	do	(1) M. Beatrice (2) 21 Newton Rd. Ldn SW19	1st Ship	do do
66	R. G. Lidd White.	23	do	(1) J. Donald (2) 11 Ashbury Villas, Cambridge	do	do do
67	A. J. Vernon.	23	Lancaster	(1) M. Mildred (2) 100 The Ashurst, Peterboro	do	do do
68	B. D. Hunt.	20	Carlisle	(1) J. Harold (2) 20 Gwynny Dr. Darford	do	do do
69	J. R. Coaling.	19	Shill	(1) J. James (2) 5 B. Box Dr. Shill	do	do do
70	P. H. Howle.	20	Lancaster	(1) M. Margaret (2) 27 Lancaster Rd. Longdon	do	do do
71	R. E. Hills.	24	Hockley	(1) W. Andrew (2) Meadow Lane, Montebello	do	do do
72	A. Sporne.	21	Waltham	(1) M. Christine (2) 14 Thomas of Rose Ldn N19	do	do do
73	R. Thyer.	21	Gloucester	(1) M. Esther (2) 33 Dalmore Rd. Gloucester	do	do do
74	J. F. Lewis.	19	Lyldeston	(1) M. Olive (2) 1 Thelmore Dr. Lyldeston	do	do do
75	J. A. Brown.	26	Montrose	(1) J. Alex. (2) Police Stn. Kirkhill, Angus	do	do do
76	J. W. Pender.	20	Broughton	(1) M. Florence (2) 19 Westhill Dr. Broughton	do	do do
77	S. J. R. 357206	25	Peckham	(1) J. E. Green Scott (2) Union Bank, Innerleith	St. Ithinda	11/50 Monte video
78	J. S.	26	Colonsay	(1) J. M. A. J. J. (2) 9 Brookside Ave. Audenshaw	do	11/50 do
79	Wm. S. Macarthis	22	Marv. G.	(1) J. M. A. J. J. (2) 9 Brookside Ave. Audenshaw	do	do do
80	B. Hittle	16	Stanley	(1) J. M. A. J. J. (2) 9 Brookside Ave. Audenshaw	do	11/50 Stanley

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

\*\* NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship

The Biscoe

## OF ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.S. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week per Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowance.	Signature of Official before whom the Seaman is engaged.	Particulars of Discharge, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.	RELEASE	Number of weeks for which Insurance Act Contributions are payable.
8.	9.	10.	11.	12.	13.	14.	Date, Place and Cause of leaving this Ship, or of Death.	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.	21.
Suppy		10/50	-1-				10/50 Stanley Dis.	D.N. Porfold.	61
Suppy		10/50	-1-				10/50 Stanley Dis.	A. Hammett	62
Suppy		10/50	-1-				10/50 Stanley Dis.	W. Richards	63
Suppy		10/50	-1-				10/50 Stanley Dis.	R. A. Lenton	64
Suppy		10/50	-1-				10/50 Stanley Dis.	A.W. Mansfield	65
Suppy		10/50	-1-				10/50 Stanley Dis.	R. G. Lidd White	66
Suppy		10/50	-1-				10/50 Stanley Dis.	A. J. Vernon	67
Suppy		10/50	-1-				10/50 Stanley Dis.	B. D. Hunt	68
Suppy		10/50	-1-				10/50 Stanley Dis.	J. R. Coaling	69
Suppy		10/50	-1-				10/50 Stanley Dis.	not available	70
Suppy		10/50	-1-				10/50 Stanley Dis.	R. E. Hills	71
Suppy		10/50	-1-				10/50 Stanley Dis.	A. Sporne	72
Suppy		10/50	-1-				10/50 Stanley Dis.	R. Thyer	73
Suppy		10/50	-1-				10/50 Stanley Dis.	J. F. Lewis	74
Suppy		10/50	-1-				10/50 Stanley Dis.	J. A. Brown	75
Suppy		10/50	-1-				10/50 Stanley Dis.	J. W. Pender	76
Suppy		10/50	-1-				10/50 Stanley Dis.	S. J. R. 357206	77
Suppy		10/50	-1-				10/50 Stanley Dis.	J. S.	78
Suppy		10/50	-1-				10/50 Stanley Dis.	Wm. S. Macarthis	79
Suppy		10/50	-1-				10/50 Stanley Dis.	B. Hittle	80

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

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.
81		R. Hunt, Master, 38	38	Travelling	(1) J. S. Sisson,	Same	19/1/50	Stanley
82	S.	Dis. A. not produced	24	Travelling	(2) M. Ellen	Same	10/1/50	Stanley
83	S.	Dis. A. not produced	25	Travelling	(1) M. Nellie	Same	do	do
84	S.	Dis. A. not produced	24	Travelling	(2) 139 St. George's Rd. Hastings	Same	do	do
85	S.	Dis. A. not produced	21	Travelling	(1) M. P. Lane	Same	do	do
86	S.	Dis. A. not produced	21	Travelling	(2) 139 St. George's Rd. Hastings	Same	do	do
87		N. J. G. H. H. H. H.	16	do.	(1) F. Lane	Same	do	do
88		David N. Penfold	37	British	(2) Stanley, Jackman St.	Same	do	do
89		R. B. Hills	25	Hawthorn	(1) M. K. Hill	First	3/1/51	Stanley
90		A. Spence	21	LONDON	(2) Stanley, Jackman St.	Same	do	do
91		CH Wood	28	Liverpool	(1) W. Agnes	First	do	do
92		W. B. Hagia	33	Salisbury	(2) 9. Kent Road	Same	do	do
93		R. Hammett	24	London	(1) Mother, Kate	Same	do	do
94		J. F. F. F.	26	Gloucester	(2) 23, South Street, Elm, Fyfe	Same	do	do
95		N. Hyer	21	Gloucester	(1) Father, Percy	do	do	do
96		G. A. Hawkins	30	Heworth	(2) 9. Broadgate Ave, Audenshaw	do	do	do
97	S. 2.	Dis. A. N.P.	28	Travelling	(1) Father, Percy	do	do	do
98	S.	Dis. A. N.P.	21	do.	(2) 33, BALFOUR ROAD, GLOUCESTER	do	do	do
99		K. Lethbridge	17	do	(1) Father, Percy	do	do	do
100		A. H. Watson	25	do	(2) 14, Park Rd, Haverhill, Surrey	do	do	do

## OF ENGAGEMENT

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 of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE		Number of weeks for which Insurance Act Contributions are payable and Date.	Reference No.
							Date.	Place.	Cause.	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.		
1		13/1/51	Stanley	Dis		R. Hunt, Master						X	81
2		14/1/51	Stanley	Dis		David B. S. Duke							82
3		do	do	do		d. Hunt							83
4		do	do	do		do							84
5		12/1/51	Stanley	Dis		do							85
6		13/1/51	Stanley	Dis		N. H. H. H.							86
7		14/1/51	Stanley	Dis		D. H. H. H.							87
8		15/1/51	Stanley	Dis		R. B. Hills							88
9		16/1/51	Stanley	Dis		A. Spence							89
10		17/1/51	Stanley	Dis		CH Wood							90
11		18/1/51	Stanley	Dis		not available							91
12		19/1/51	Stanley	Dis		A. Hammett							92
13		20/1/51	Stanley	Dis		do							93
14		21/1/51	Stanley	Dis		N. Hyer							94
15		22/1/51	Stanley	Dis		do							95
16		23/1/51	Stanley	Dis		not available							96
17		24/1/51	Stanley	Dis		do							97
18		25/1/51	Stanley	Dis		P. Park							98
19		26/1/51	Stanley	Dis		X. H. H. H.							99
20		27/1/51	Stanley	Dis		do							100

1 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.

2 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".

3 If the advance of wages is not conditional on going to sea should be described as 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."

4 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 on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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 on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

## 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.
101					(1)			
					(2)			
102					(1)			
					(2)			
103					(1)			
					(2)			
104					(1)			
					(2)			
105					(1)			
					(2)			
106					(1)			
					(2)			
107					(1)			
					(2)			
108					(1)			
					(2)			
109					(1)			
					(2)			
110					(1)			
					(2)			
111					(1)			
					(2)			
112					(1)			
					(2)			
113					(1)			
					(2)			
114					(1)			
					(2)			
115					(1)			
					(2)			
116					(1)			
					(2)			
117					(1)			
					(2)			
118					(1)			
					(2)			
119					(1)			
					(2)			
120					(1)			
					(2)			

† The capacities of Engineers not employed on the Propelling Engine 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 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		** Number of weeks for which Insurance Contributions are payable	Reference No.			
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.T. (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 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.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.
													101
													102
													103
													104
													105
													106
													107
													108
													109
													110
													111
													112
													113
													114
													115
													116
													117
													118
													119
													120

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

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



## 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.	In China.
s. d.	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	3 0	3 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	3 0	3 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.	In China.
s. d.	s. d.	s. d.
(88.) 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 £8 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 are duly engaged and have signed the same in my presence.

No Dis A's produced.

*B. Bagg*  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.  
23 APR 1950

I hereby certify that I have sanctioned the discharge of the seamen whose name appears on lines 10 & 46 and the engagement on the terms of the within written Agreement of the seamen whose names appear on lines 31-50 incl.

*B. Bagg*  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.  
15/6/50  
No Dis A's produced.

No 10. Dis on 5/6/50.

31 & 32 on

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 20<sup>th</sup> June 1950.

Agreement deposited 21<sup>st</sup> June 1950.

- do - returned 22<sup>nd</sup> June 1950.

Average rate of exchange \$ 6.50 = £1  
(for conversion of seamen's wages only)

I hereby certify that the Seamen on lines 44, 40, 50, 47, & 42 have been discharged at this port with my sanction on the ground of Mutual Consent and that the wages being wages has been paid and that effects, Dis. A. and Insurance Card have been delivered to seamen.

*Carbarr*  
H. B. M. Vice-Consul.

I hereby certify that the Seaman on line 2 has been discharged at this port with my sanction on the ground of Mutual Consent and that the wages being wages has been paid and that effects, Dis. A. and Insurance Card have been delivered to seamen.

*Carbarr*  
H. B. M. Vice-Consul.

Agreement deposited on vessel's arrival & returned this day all changes in crew reported.

MERCANTILE MARINE OFFICE  
16 OCT 1950  
SOUTHAMPTON

*Shacombe*  
Asst. Supt.

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 10/11/50

Agreement deposited 11/11/50

- do - returned 11/11/50

Average rate of exchange \$ 6.55 = £1  
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seaman on line 77, 78, & 79 on the terms of this agreement which they have signed in my presence.

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

*H. A. Stanton*  
BRITISH PRO CONSUL

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 61-62, 64, 68-73 & 78-59 and the engagement on the terms of the within written Agreement of the seaman on line 80-81.

*B. Bagg*  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.  
18/6/50



## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

Name of Ship

SHIPPING OFFICE, SOUTH GEORGIA.	
10 <sup>th</sup> Dec 1950	
Vessel Arrived	10 <sup>th</sup> Dec 1950
Articles Deposited	10 <sup>th</sup> Dec 1950
Articles Returned	10 <sup>th</sup> Dec 1950

I hereby certify that the seaman whose name appears on line 65 of this agreement has been discharged at this Port with my sanction.



C. I. Stewart  
Shipping Master

I hereby certify that the seamen whose names appear on lines numbered 82 to 85 inclusive of this agreement have been engaged before me and signed the said agreement in my presence.

Des. A. is not produced.



C. I. Stewart  
Shipping Master

Stanley. 16/12/50  
I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 63, 67, 66, 74-76, 79, 82-84 & 85-9

*[Signature]*  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.

Stanley 13/1/51  
I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 80 & 81 and the engagement on the terms of the within written agreement of the seamen whose names appear on lines 86-96 inclusive

*[Signature]*  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.

SHIPPING OFFICE, SOUTH GEORGIA.	
19 <sup>th</sup> Jan 1951	
Vessel Arrived	16 <sup>th</sup> Jan 1951
Articles Deposited	17 <sup>th</sup> Jan 1951
Articles Returned	19 <sup>th</sup> Jan 1951

Ship

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have sanctioned the discharge at this Port of the seaman whose name appears on line numbered 85 of this agreement.



C. I. Stewart  
Shipping Master

I hereby certify that the seamen whose names appear on lines numbered 97 and 98 of this agreement have been engaged before me and signed the said agreement in my presence. Des. A. is not produced.



C. I. Stewart  
Shipping Master

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 26, 87-94, 96-97, and the engagement on the terms of the within written agreement of the seamen whose name appears on line 99.

*[Signature]* 9/3/51  
SHIPPING MASTER,  
STANLEY, FALKLAND IS.

I hereby certify that I have sanctioned the discharge of the seaman whose name appears on line 100 of this agreement.  
18/4/51  
*[Signature]*  
Shipping Master

I hereby certify that I have this day sanctioned the discharge of the seaman whose names appear on lines 95 and 98 of this agreement.



*[Signature]*  
Shipping Master

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 100 and the engagement on the terms of the within written agreement of the seaman whose name appears on line 100.

12/3/51

SHIPPING MASTER,  
STANLEY, FALKLAND IS.

NOTE.—If further space is required for Certificates of 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 Ministry of 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 Ministry of Transport, 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.)