



OFFICIAL LOG BOOK

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

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

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>John Biscoe</i>	<i>181806</i>	<i>Stanley Park Is.</i>	<i>897.96</i>	<i>478</i>	<i>W. Johnston</i>	<i>B.S.S. 38016</i>

Port at which and Date when voyage commenced	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Stanley, P.I.</i> Date <i>10th June, 53</i>	<i>Between the Park Is. and any ports or places between the limits of 65° N. lat. and 75° S. lat. trading in any Portation and to end on the 31st May, 1953 or earlier at Master's discretion.</i>	Port <i>Stanley, P.I.</i> Date

Delivered to the Superintendent of the Mercantile Marine Office at the
Port of *Port Stanley* on *7th* day of *May* 19 *53*.

Countersigned

[Signature]
Superintendent

W. Johnston Master.

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	D. Johnston	Master			
2	P. Le Page Croft	2 nd Mate	V. G.	V. G.	
3	H. R. Brown	3 rd Mate			
4	W. Bonner	R/O.			
5	H. J. Sornsen	Bos'un			
6	A. Goodwin	A.B. & Lamps			
7	A. B. McRae	A.B.			
8	J. Lamosa	A.B.			
9	W. Bender	A.B.			
10	R. Mc Gill	U.S.			
11	C. Boutts	A.B.			
12	H. Halkett	U.S.			
13	D. Stewart	U.S.			
14	H. G. Ward	Chief Engr.			
15	V. Morrow	Electrician			
16	J. R. Richardson	2 nd Engr.			
17	E. Scott	3 rd Engr.	V. G.	V. G.	
18	J. D. Loken	Donkeyman	V. G.	V. G.	
19	Ivan Short	Greaser			
20	J. Allan	Greaser			
21	D. McLeod	Greaser			
22	F. G. P. Smith	Greaser			
23	J. Marshall	Greaser			
24	R. Wallin	Chief Stew.			
25	F. D. Simmons	Asst. Stew.	V. G.	V. G.	

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List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	A. Juggins	mess Boy	V. G.	V. G.	
27	C. Perry	mess Boy	V.		
28	J. Rieve	mess Boy			
29	S. Newman	cook			
30	E. Gregory	Asst. cook	V. G.	V. G.	
31	F. W. Hunt	Superint.	V. G.	V. G.	
32	A. Hammett	"	V. G.	V. G.	
33	R. B. Hills	"	V. G.	V. G.	
34	A. Sporne	"	V. G.	V. G.	
35	H. Hetherway	"	V. G.	V. G.	
36	A. Bockett	"	V. G.	V. G.	
37	J. B. Hewing	"	V. G.	V. G.	
38	W. Balder	"	V. G.	V. G.	
39	J. B. Heal	"	V. G.	V. G.	
40	Thomas Burgess	"	V. G.	V. G.	
41	P. D. Stirling	"	V. G.	V. G.	
42	H. R. Broadbear	"	V. G.	V. G.	
43	A. H. Wallon	"	V. G.	V. G.	
44	J. Walker	"	V. G.	V. G.	
45	H. Edwards	"	V. G.	V. G.	
46	R. Hansen	"	V. G.	V. G.	
47	H. M. Preece	Chief Officer			
48	E. Street	Asst. Stew.			
49	D. Harder	mess Boy			
50	M. Siddy	mess Boy			

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List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
51	F. W. Brown	3 rd Mate			
52	W. Hibbert	3 rd Eng.			
53	R. F. Worswick	Supermy			
54	J. Edwards	Med. Officer			
55	F. A. Hall	Supermy			
56	H. Parsons	"			
57	W. Ward	"			
58	H. Tritton	"			
59	G. E. Hemmen	"			
60	F. G. Bird	"			
61	R. Tapp	"			
62	H. E. Powell	"			
63	J. Brookfield	"			
64	H. Smith	"			
65	A. H. Martin	"			
66	F. Clarke	"			
67	B. L. Holborne	"			
68	B. Taylor	"			
69	R. J. Banks	"			
70	E. G. Owen	"			
71	H. J. Tanton	"			
72	W. P. Shorey	Steward			
73	R. Mitchell	A.B.			
74	H. Henricksen	A.B.			
75	S. Hittle	U.S.			

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List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
76	G. H. Thompson	Seaman			
77	E. Soonsen	Greaser			
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					

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

List of Crew and Report of Character—Continued

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

MARRIAGES, BIRTHS, AND DEATHS

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

MARRIAGES.—Section 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, shall deliver or transmit, in such form as the Ministry of Transport direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board each ship of the Registrar-General of Shipping and Seamen.

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

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

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

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

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

Master or Officer in Command.

MARRIAGES

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

(Signed)

Officiating Clergyman.

BIRTHS

Columns to be filled in by the

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

DEATHS

Columns to be filled in by the

	Date of Death.	Place of Death (See instructions 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 upon 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.
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					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
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.
21. 6. 52	Crew mustered at Boat Stations for roll call. Fire drill exercise.	All life saving appliances examined & found in good order.	21. 6. 52	W. Johnston M. R. Brown
28. 6. 52	Do.	Do.	28. 6. 52	W. Johnston M. R. Brown
5. 7. 52	Do.	Do.	5. 7. 52	W. Johnston M. R. Brown
12. 7. 52	Do.	Do.	12. 7. 52	W. Johnston M. R. Brown
Vessel undergoing extensive repair at Southampton from 18/7/52 to 20/10/52				
25. 10. 52	Crew mustered at Boat Stations. Boat drill exercise.	All life saving appliances examined & found in good order.	25. 10. 52	W. Johnston M. R. Brown
8. 11. 52	Do.	Do.	8. 11. 52	W. Johnston M. R. Brown
22. 11. 52	Do.	Do.	22. 11. 52	W. Johnston M. R. Brown
6. 12. 52	Do.	Do.	6. 12. 52	W. Johnston M. R. Brown
20. 12. 52	Do.	Do.	20. 12. 52	W. Johnston M. R. Brown
3. 1. 53	Do.	Do.	3. 1. 53	W. Johnston M. R. Brown
17. 1. 53	Do.	Do.	17. 1. 53	W. Johnston M. R. Brown
31. 1. 53	Do.	Do.	31. 1. 53	W. Johnston M. R. Brown
14. 2. 53	Do.	Do.	14. 2. 53	W. Johnston M. R. Brown

* 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.

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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.
28. 2. 53	Crew mustered at Boat Stations for roll call and Fire drill exercise.	All life saving appliances examined & found in good order.	28. 2. 53	W. Johnston M. R. Brown
14. 3. 53	Do.	Do.	14. 3. 53	W. Johnston M. R. Brown
28. 3. 53	Do.	Do.	28. 3. 53	W. Johnston M. R. Brown
11. 4. 53	Do.	Do.	11. 4. 53	W. Johnston M. R. Brown
25. 4. 53	Do.	Do.	25. 4. 53	W. Johnston M. R. Brown

* 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.

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

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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
15. 6. 52	Brew + officers quarters, store rooms, galley etc. inspected & found in a clean + orderly condition	15/6/52	Dr. Johnston - Master. Mr R Bram.
22. 6. 52	Do.	22/6/52	Dr. Johnston - Master. Mr R Bram.
29. 6. 52	Do	29/6/52	Dr. Johnston - Master. Mr R Bram.
6. 7. 52	Do	6/7/52	Dr. Johnston - Master. Mr R Bram.
13. 7. 52	Do.	13/7/52	Dr. Johnston - Master. Mr R Bram.
	Vessel undergoing extensive repair at Southampton from 18/7/52 to 20/10/52		Dr. Johnston - Master. Mr R Bram.
26. 10. 52	Brews quarters, store rooms, galley, painting, etc. inspected & found in clean + orderly condition	26/10/52	Dr. Johnston Mr R Bram.
2. 11. 52	Do	2/11/52	Dr. Johnston Mr R Bram.
9. 11. 52	Do	9/11/52	Dr. Johnston Mr R Bram.
16. 11. 52	Do	16/11/52	Dr. Johnston Mr R Bram.
23. 11. 52	Do	23/11/52	Dr. Johnston Mr R Bram.
30. 11. 52	Do	30/11/52	Dr. Johnston Mr R Bram.
7. 12. 52	Do	7/12/52	Dr. Johnston Mr R Bram.
14. 12. 52	Do	14/12/52	Dr. Johnston Mr R Bram.
21. 12. 52	Do	21/12/52	Dr. Johnston Mr R Bram.

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
28/12/52	brew's quarters, stove rooms, galley, pantry etc. inspection + found in clean + orderly condition	28/12/52	W. Johns Lon AmReece
4/1/53	- do -	4/1/53	W. Johns Lon AmReece
11/1/53	- do -	11/1/53	W. Johns Lon AmReece
18/1/53	- do -	18/1/53	W. Johns Lon AmReece
25/1/53	- do -	25/1/53	W. Johns Lon AmReece
1/2/53	- do -	1/2/53	W. Johns Lon AmReece
8/2/53	- do -	8/2/53	W. Johns Lon AmReece
15/2/53	- do -	15/2/53	W. Johns Lon AmReece
22/2/53	- do -	22/2/53	W. Johns Lon AmReece
1/3/53	- do -	1/3/53	W. Johns Lon AmReece
8/3/53	- do -	8/3/53	W. Johns Lon AmReece
15/3/53	- do -	15/3/53	W. Johns Lon AmReece
22/3/53	- do -	22/3/53	W. Johns Lon AmReece
29/3/53	- do -	29/3/53	W. Johns Lon AmReece
5/4/53	- do -	5/4/53	W. Johns Lon AmReece

[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.
			Cordd. 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—
In all countries

(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 except China	9	d.
In China	10	d.

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.

Tropical.....	three	feet	five	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..... deck at side.

(Above particulars to be taken from Load Line Certificate).

Maximum draught of water in summer..... 17..... feet..... 7 1/2..... 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.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 38° 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. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				
		Forward. (3)	Aft. (4)	Port. (5)	Star- board. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)	
									Ins. Weight.	Ins.	Distance.	Ins.
17. 6. 52 0900	Port Stanley	11. 4	11. 4	8. 8 $\frac{3}{4}$	8. 8 $\frac{3}{4}$	8. 8 $\frac{3}{4}$	1025'					
23. 6. 52 noon	Montevideo	12. 3	14. 5	8. 0 $\frac{3}{4}$	8. 0 $\frac{3}{4}$	8. 0 $\frac{3}{4}$	1025'					
8. 7. 52 0500	St. Vincent	12. 0	14. 0	8. 4 $\frac{3}{4}$	8. 4 $\frac{3}{4}$	8. 4 $\frac{3}{4}$	1025'					
20. 10. 52 1600	Southampton	15. 5	13. 0	7. 2 $\frac{1}{2}$	7. 2 $\frac{1}{2}$	7. 2 $\frac{1}{2}$	1025'					
31. 10. 52 0200	St. Vincent C.D.	15. 1	13. 0	7. 4 $\frac{1}{2}$	7. 4 $\frac{1}{2}$	7. 4 $\frac{1}{2}$	1025'					
16. 11. 52 0900	Montevideo	16. 5	13. 0	6. 8 $\frac{1}{2}$	6. 8 $\frac{1}{2}$	6. 8 $\frac{1}{2}$	1025'					
22. 1. 53 1000	P. Stanley	14. 0	11. 6	8. 9 $\frac{3}{4}$	8. 9 $\frac{3}{4}$	8. 9 $\frac{3}{4}$	1025'					
14. 2. 53 noon	Montevideo	13. 9	14. 9	7. 1 $\frac{3}{4}$	7. 1 $\frac{3}{4}$	7. 1 $\frac{3}{4}$	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. (12)	Mean Draught in salt water as calculated after making the appropriate allowances. (13)	Mean Freeboard amidships in salt water as calculated after making the appropriate allowances. (14)	Date and time of Posting the Notice. (Notice L.L. 14A or 14B). (15)	MASTER. (16)	MATE. (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place. (19)
Ins.	Ft. Ins.	Ft. Ins.					
	12.8	8.8 $\frac{3}{4}$	—	W. Johnston	M.R. Bran.	21.6.52 0900	Montevideo
	13.4	8.0 $\frac{3}{4}$	—	W. Johnston	M.R. Bran.	8.7.52 2400	St. Vincent C.D.
	13.0	8.4 $\frac{3}{4}$	—	W. Johnston	M.R. Bran.	18.7.52 0800	Southampton
	14.2 $\frac{1}{2}$	7.2 $\frac{1}{2}$	—	W. Johnston	M.R. Bran.	30.10.52 2200	St. Vincent C.D.
	14.0 $\frac{1}{2}$	7.4 $\frac{1}{2}$	—	W. Johnston	M.R. Bran.	14.11.52 1300	Montevideo
	14.8 $\frac{1}{2}$	6.8 $\frac{1}{4}$	—	W. Johnston	M.R. Bran.	20.11.52 0800	P. Stanley
	12.9	8.9 $\frac{3}{4}$	—	W. Johnston	M.R. Bran.	26.1.53 1100	Montevideo
	14.3	7.1 $\frac{3}{4}$	—	W. Johnston	M.R. Bran.	18.2.53 1500	P. Stanley

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

[illegible]

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*

[illegible]

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

(See page 3 of Cover).

- (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.
17/6/52	Yes	No	W. Thomas.	W. Thomas	1953 MAY 25	Yes	No	W. Thomas.	W. Thomas
18/6/52	Yes	-	W. Thomas.	W. Thomas	26	Yes	-	W. Thomas.	W. Thomas
19/6/52	Yes	-	W. Thomas.	W. Thomas	27	Yes	-	W. Thomas.	W. Thomas
20/6/52	Yes	-	W. Thomas.	W. Thomas	28	Yes	-	W. Thomas.	W. Thomas
21/6/52	Yes	-	W. Thomas.	W. Thomas	29	Yes	-	W. Thomas.	W. Thomas
22/6/52	Yes	-	W. Thomas.	W. Thomas	30	Yes	-	W. Thomas.	W. Thomas
23/6/52	Yes	-	W. Thomas.	W. Thomas	31	Yes	-	W. Thomas.	W. Thomas
24/6/52	Yes	-	W. Thomas.	W. Thomas	APR 1	Yes	-	W. Thomas.	W. Thomas
25/6/52	Yes	-	W. Thomas.	W. Thomas	2	Yes	-	W. Thomas.	W. Thomas
26/6/52	Yes	-	W. Thomas.	W. Thomas	3	Yes	-	W. Thomas.	W. Thomas
27/6/52	Yes	-	W. Thomas.	W. Thomas	4	Yes	-	W. Thomas.	W. Thomas
28/6/52	Yes	-	W. Thomas.	W. Thomas	5	Yes	-	W. Thomas.	W. Thomas
29/6/52	Yes	-	W. Thomas.	W. Thomas	6	Yes	-	W. Thomas.	W. Thomas
30/6/52	Yes	-	W. Thomas.	W. Thomas	7	Yes	-	W. Thomas.	W. Thomas
1/7/52	Yes	-	W. Thomas.	W. Thomas	8	Yes	-	W. Thomas.	W. Thomas
2/7/52	Yes	-	W. Thomas.	W. Thomas	9	Yes	-	W. Thomas.	W. Thomas
3/7/52	Yes	-	W. Thomas.	W. Thomas	10	Yes	-	W. Thomas.	W. Thomas
4/7/52	Yes	-	W. Thomas.	W. Thomas	11	Yes	-	W. Thomas.	W. Thomas
5/7/52	Yes	-	W. Thomas.	W. Thomas	12	Yes	-	W. Thomas.	W. Thomas
6/7/52	Yes	-	W. Thomas.	W. Thomas	13	Yes	-	W. Thomas.	W. Thomas
7/7/52	Yes	-	W. Thomas.	W. Thomas	14	Yes	-	W. Thomas.	W. Thomas
8/7/52	Yes	-	W. Thomas.	W. Thomas	15	Yes	-	W. Thomas.	W. Thomas
9/7/52	Yes	-	W. Thomas.	W. Thomas	16	Yes	-	W. Thomas.	W. Thomas
10/7/52	Yes	-	W. Thomas.	W. Thomas	17	Yes	-	W. Thomas.	W. Thomas
11/7/52	Yes	-	W. Thomas.	W. Thomas	18	Yes	-	W. Thomas.	W. Thomas
12/7/52	Yes	-	W. Thomas.	W. Thomas	19	Yes	-	W. Thomas.	W. Thomas
13/7/52	Yes	-	W. Thomas.	W. Thomas	20	Yes	-	W. Thomas.	W. Thomas
14/7/52	Yes	-	W. Thomas.	W. Thomas					
15/7/52	Yes	-	W. Thomas.	W. Thomas					
16/7/52	Yes	-	W. Thomas.	W. Thomas					

17/7/52	Yes	-	W. Thomas.	W. Thomas	21	Yes	-	W. Thomas.	W. Thomas
18/7/52	Yes	-	W. Thomas.	W. Thomas	22	Yes	-	W. Thomas.	W. Thomas
20/10/52	Yes	-	W. Thomas.	W. Thomas	23	Yes	-	W. Thomas.	W. Thomas
21/10/52	Yes	-	W. Thomas.	W. Thomas	24	Yes	-	W. Thomas.	W. Thomas
22/10/52	Yes	-	W. Thomas.	W. Thomas					
OCT. 23	Yes	-	W. Thomas.	W. Thomas					
24	Yes	-	W. Thomas.	W. Thomas					
25	Yes	-	W. Thomas.	W. Thomas					
26	Yes	-	W. Thomas.	W. Thomas					
27	Yes	-	W. Thomas.	W. Thomas					
28	Yes	-	W. Thomas.	W. Thomas					
29	Yes	-	W. Thomas.	W. Thomas					
30	Yes	-	W. Thomas.	W. Thomas					
31	Yes	-	W. Thomas.	W. Thomas					
Nov. 1	Yes	-	W. Thomas.	W. Thomas					
2	Yes	-	W. Thomas.	W. Thomas					
3	Yes	-	W. Thomas.	W. Thomas					
4	Yes	-	W. Thomas.	W. Thomas					
5	Yes	-	W. Thomas.	W. Thomas					
6	Yes	-	W. Thomas.	W. Thomas					
7	Yes	-	W. Thomas.	W. Thomas					
8	Yes	-	W. Thomas.	W. Thomas					
9	Yes	-	W. Thomas.	W. Thomas					
10	Yes	-	W. Thomas.	W. Thomas					
11	Yes	-	W. Thomas.	W. Thomas					
12	Yes	-	W. Thomas.	W. Thomas					
13	Yes	-	W. Thomas.	W. Thomas					
14	Yes	-	W. Thomas.	W. Thomas					
15	Yes	-	W. Thomas.	W. Thomas					
16	Yes	-	W. Thomas.	W. Thomas					
17	Yes	-	W. Thomas.	W. Thomas					
18	Yes	-	W. Thomas.	W. Thomas					
19	Yes	-	W. Thomas.	W. Thomas					
20	Yes	-	W. Thomas.	W. Thomas					
21	Yes	-	W. Thomas.	W. Thomas					
22	Yes	-	W. Thomas.	W. Thomas					
23	Yes	-	W. Thomas.	W. Thomas					
24	Yes	-	W. Thomas.	W. Thomas					
25	Yes	-	W. Thomas.	W. Thomas					

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.
Nov. 26	Yes	No. 15. 15. 15.	W. J. Jones	W. J. Jones					
27	Yes		W. J. Jones	W. J. Jones					
28	Yes		W. J. Jones	W. J. Jones					
29	Yes		W. J. Jones	W. J. Jones					
30	Yes		W. J. Jones	W. J. Jones					
Dec 1	Yes		W. J. Jones	W. J. Jones					
Dec 2	Yes		W. J. Jones	W. J. Jones					
Dec 3	Yes		W. J. Jones	W. J. Jones					
4	Yes		W. J. Jones	W. J. Jones					
5	Yes		W. J. Jones	W. J. Jones					
6	Yes		W. J. Jones	W. J. Jones					
7	Yes		W. J. Jones	W. J. Jones					
8	Yes		W. J. Jones	W. J. Jones					
9	Yes		W. J. Jones	W. J. Jones					
10	Yes		W. J. Jones	W. J. Jones					
11	Yes		W. J. Jones	W. J. Jones					
12	Yes		W. J. Jones	W. J. Jones					
13	Yes		W. J. Jones	W. J. Jones					
14	Yes		W. J. Jones	W. J. Jones					
15	Yes		W. J. Jones	W. J. Jones					
16	Yes		W. J. Jones	W. J. Jones					
17	Yes		W. J. Jones	W. J. Jones					
18	Yes		W. J. Jones	W. J. Jones					
19	Yes		W. J. Jones	W. J. Jones					
20	Yes		W. J. Jones	W. J. Jones					
21	Yes		W. J. Jones	W. J. Jones					
22	Yes		W. J. Jones	W. J. Jones					
23	Yes		W. J. Jones	W. J. Jones					
24	Yes		W. J. Jones	W. J. Jones					

1953.

Feb. 14	Yes		W. J. Jones	W. J. Jones					
15	Yes		W. J. Jones	W. J. Jones					
16	Yes		W. J. Jones	W. J. Jones					
17	Yes		W. J. Jones	W. J. Jones					
18	Yes		W. J. Jones	W. J. Jones					
19	Yes		W. J. Jones	W. J. Jones					
20	Yes		W. J. Jones	W. J. Jones					
21	Yes		W. J. Jones	W. J. Jones					
22	Yes		W. J. Jones	W. J. Jones					
23	Yes		W. J. Jones	W. J. Jones					
24	Yes		W. J. Jones	W. J. Jones					
25	Yes		W. J. Jones	W. J. Jones					
26	Yes		W. J. Jones	W. J. Jones					
27	Yes		W. J. Jones	W. J. Jones					
28	Yes		W. J. Jones	W. J. Jones					
29	Yes		W. J. Jones	W. J. Jones					
30	Yes		W. J. Jones	W. J. Jones					
1	Yes		W. J. Jones	W. J. Jones					
2	Yes		W. J. Jones	W. J. Jones					
3	Yes		W. J. Jones	W. J. Jones					
4	Yes		W. J. Jones	W. J. Jones					
5	Yes		W. J. Jones	W. J. Jones					
6	Yes		W. J. Jones	W. J. Jones					
7	Yes		W. J. Jones	W. J. Jones					
8	Yes		W. J. Jones	W. J. Jones					
9	Yes		W. J. Jones	W. J. Jones					
10	Yes		W. J. Jones	W. J. Jones					
11	Yes		W. J. Jones	W. J. Jones					
12	Yes		W. J. Jones	W. J. Jones					
13	Yes		W. J. Jones	W. J. Jones					
14	Yes		W. J. Jones	W. J. Jones					
15	Yes		W. J. Jones	W. J. Jones					
16	Yes		W. J. Jones	W. J. Jones					
17	Yes		W. J. Jones	W. J. Jones					
18	Yes		W. J. Jones	W. J. Jones					
19	Yes		W. J. Jones	W. J. Jones					
20	Yes		W. J. Jones	W. J. Jones					
21	Yes		W. J. Jones	W. J. Jones					
22	Yes		W. J. Jones	W. J. Jones					
23	Yes		W. J. Jones	W. J. Jones					
24	Yes		W. J. Jones	W. J. Jones					

27

28
OFFICIAL LOG of the M.V. John Biscoe
from Port Stanley towards Southampton

Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 32 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 indicated
10.6.52	Port Stanley	10/6/52	Articles of Agreement were this day opened and nos 1 to 45 were signed on before the Shipping Master. W. Johnston M & B. Brown 3.00 Master.	
12.6.52	Port Stanley	12/6/52	No 41 was this day discharged by mutual agreement with the consent of the Shipping Master. W. Johnston M & B. Brown 3.00 Master.	
14.6.52	Port Stanley	14/6/52	No 46 was this day engaged in the presence of the Shipping Master. W. Johnston M & B. Brown 3.00 Master.	
18.7.52	Southampton	18/7/52	Nos 31 to 40 and 42 to 46 were this day discharged before the Shipping Master. Mr. H. M. Preece No 47 rejoined ship. W. Johnston M & B. Brown 3.00 Master.	
22.7.52	Southampton	22/7/52	Nos 2, 17, 18, 25 & 26 were this day discharged before the Shipping Master. Vessel berthed for extensive repair. crew berthed ashore. W. Johnston M & B. Brown 3.00 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.

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OFFICIAL LOG of the M.V. John Biscoe
from Southampton towards Port Stanley

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture indicated
1/10/52	Southampton	1/10/52	Crew rejoined ship this day and commenced restoring. N.R. Brown promoted 2 nd mate. W. Johnston M & B. Brown 3.00 Master.	
16/10/52	"	16/10/52	A. Goodwin A.B. & Lamps was this day absent without leave 10/- W. Johnston M & B. Brown 3.00 Master.	
17/10/52	"	17/10/52	A. Goodwin A.B. & Lamps was again absent without leave 20/- W. Johnston M & B. Brown 3.00 Master.	
18/10/52	"	18/10/52	A. Goodwin A.B. & Lamps was this day still absent without leave. Police assistance was asked for & Goodwin was located at Maidstone. He was advised by police to return to ship & he reported on board at 2000 hours. 20/- W. Johnston M & B. Brown 3.00 Master.	
19/10/52	"	19/10/52	The above entries have been read over clearly to A. Goodwin. He admitted the offences & had nothing to say. W. Johnston M & B. Brown 3.00 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.

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OFFICIAL LOG of the M.V. John Biscuit
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.
20/10/52	Southampton	20/10/52	hos 47 to 70 were this day engaged in the presence of the Shipping Master. W. Johnston Shipkeeper Master Mate.	
15/11/52	Montevideo	15/11/52	ho 71 was this day engaged in the presence of the British Consul. W. Johnston Shipkeeper Master Mate.	
14/12/52	P. Stanley	14/12/52	hos 53 and 55 to 71 were this day discharged in the presence of the Shipping Master. W. Johnston Shipkeeper Master Mate.	
20/12/52	P. Stanley	20/12/52	hos 6 & 8 were this day discharged in the presence of the Shipping Master. W. Johnston Shipkeeper Master Mate.	
12/1/53	P. Stanley	12/1/53	hos 72 to 74 were this day engaged with the consent of the Shipping Master. W. Johnston Shipkeeper Master Mate.	
7/2/53	Montevideo	10/2/53	R. Mitchell A.B. failed to report for duty as night watchman on Saturday 7 th February. A fine of 10/- plus one days pay is imposed. W. Johnston Shipkeeper Master 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.

31
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.
10/2/53	Montevideo	10/2/53	R. Mitchell failed to report for duty as night watchman at 1900 hours. This being the second offence a fine of 20/- plus one days pay is imposed. W. Johnston Shipkeeper Master Mate.	
10/2/53	Montevideo	10/2/53	The above entries have this day been read clearly to R. Mitchell, who admits the offences. His excuse being he thinks a night watchman is unnecessary and he has therefore no interest in the job. W. Johnston Shipkeeper Master Mate.	
7/5/53	P. Stanley	7/5/53	Owing to the subsequent good behaviour of A. Goodwin and R. Mitchell the above fines were not deducted. W. Johnston Shipkeeper Master Mate.	
7/5/53	"	7/5/53	Crew were this day discharged and Articles of Agreement closed in the presence of the Shipping Master. W. Johnston Shipkeeper Master 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.

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.

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.

OFFICIAL LOG of the
from

towards

Date	Hour	Occu
------	------	------

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
from

towards

Amount of
Fine or
Forfeiture
indicted

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

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 223 (b) (q) 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 also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

towards

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



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

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

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

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any)
M/V "John Biscoe"	181806	Stanley, Falk. Is.	1/1948	Gross. 897.96	Net. 478	750
REGISTERED MANAGING OWNER OR MANAGER.			CHARTERER ³			
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, Falk. Is.		15			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom..... are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from⁴

voyages 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, 1953 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 as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed therein.

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good 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 authorised by the Board of Trade which are printed herein and numbered⁵

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

and it is also agreed, that

- The seamen and greasers shall mutually assist each other in the general duties of the ship.
- 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.
- 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.
- The crew shall wear uniform when and where required.
- No overtime will be paid—all rates of pay being inclusive.
- 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.
- No cash shall be advanced or liberty granted other than at the pleasure of the Master.
- 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	} Cost price.
Blankets	
Pillows	

In Witness whereof the said Parties have subscribed their Names

herein, on the days mentioned against their respective signatures.

Signed by John Biscoe Master
on the 10th day of June 1952

These columns to be filled up at the termination of the Agreement.

Date of Commencement of First Voyage.	Port at which Voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
10 JUN 1952	Stanley Falkland Is.	7 May 1953	Port Stanley	7 May 1953.	Owner.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
2. Delete inapplicable letters. N.E.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 to be included.
5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade and Ministry of War Transport and printed on the Sixth page hereof, which the parties agree to adopt.
6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
N.B.—This Form must not be 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.

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ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

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

Article.	Allowance per week.	Article.	Allowance per week.
Water	28 quarts	Milk { Condensed	9½ ozs.
Soft Bread	7 lbs.	or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	5 lbs. 10 ozs.	Milk for Cooking { Condensed	4½ ozs.
Smoked Ham or Bacon	8 ozs.	or Dried	2 ozs.
Fresh Fish	1 lb. 8 ozs.	Butter	10½ ozs.
Eggs	2 No.	Suet	2 ozs.
Potatoes	7 lbs.	Cooking Fat (other than suet) or Margarine	4 ozs.
Dried or Compressed Vegetables	8 ozs.	Marmalade, Jam or Syrup	8 ozs.
Split Peas	4 ozs.	Cheese	4 ozs.
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Pickles	1 pint
Flour	2 lbs.	Onions	8 ozs.
Rice	6 ozs.	Dried Fruits	5 ozs.
Oatmeal, Rolled Oats or similar cereal	6 ozs.	Fine Salt	2 ozs.
Tea	3 ozs.	Mustard	1 oz.
Coffee (containing not more than 25 per cent. Chicory)	2 ozs.	Pepper	1 oz.
or Cocoa or Chocolate	3 ozs.	Curry Powder	1 oz.
Sugar	1 lb. 5 ozs.		

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- General.**—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.
- Bread.**—The issue of soft bread under the scale shall not be required:—
 - (a) in a ship of less than 1,000 tons gross registered tonnage; or
 - (b) if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;
 but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.
- Meat.**—The term "Meat" includes "Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of $\frac{1}{4}$ lb. of salt meat or $\frac{1}{4}$ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

Note.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.
- Smoked Ham or Bacon.**—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of $2\frac{1}{2}$ lbs. of dried fish or $1\frac{1}{2}$ lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Fish.**—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of $1\frac{1}{2}$ ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- Eggs.**—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of $13\frac{1}{2}$ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- Potatoes.**—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost. When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.
- Rice.**—If rice is not procurable semolina may be carried as a substitute.
- Dried Milk.**—Dried Milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.
- Vegetables.**—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when $\frac{1}{4}$ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- Dried Fruits.**—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Onions.**—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to $\frac{1}{4}$ lb. of fresh onions must be issued.
- The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

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

Salt Meat	1 lb.	To be considered equal	Marmalade	1 lb.	
Preserved Meat	1 lb.	To 1 lb. Fresh Meat.	Jam	1 lb.	
Coffee	1 oz.		Syrup	1 lb.	
Cocoa or Chocolate	1½ ozs.	To be considered equal.	Butter	1 lb.	To be considered equal.
Tea	1 oz.		Cheese	1 lb.	
Flour	1 lb.		Condensed Milk	9½ ozs.	To be considered equal.
Biscuit	1 lb.	To be considered equal.	Dried Milk	4 ozs.	
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			
Flour	1 lb.	when issued with meat rations.			
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				

Reference No.	Income Tax Coll.	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		<i>Wm Johnston</i> <i>(Dis a)</i>	43	Belfast. British	Bo. Robert. Whitehead, Belfast.	Same	10/6/52	Stanley Falk Is.
2		<i>R. Dn Rn Colr.</i> <i>R. 334001</i>	27	St. Colend.	M. Madeline. 1 Alfred Place Plymouth.	"	do	do.
3		<i>M. R. Brown.</i> <i>(Dis a)</i>	33	Newcastle.	M. Mary. 99 Bladon Gardens, Huddersfield.	"	do	do.
4		<i>W. Bomer.</i> <i>(Dis a)</i>	35	Falk Is.	96 The Falkland Is. Government.	"	do.	do.
5		<i>n.f. Bomer.</i> <i>(Dis a)</i>	32	do.	do.	"	do	do.
6		<i>G. G. G. G.</i> <i>(Dis a)</i>	31	do.	M. Bella. 6 Fitzroy Rd. Stanley, Falk Is.	"	do	do.
7		<i>A. B. M. Rae</i> <i>(Dis a)</i>	35	do.	M. Eliza. Weddell Is. Falk Is.	"	do	do.
8		<i>J. H. H. H.</i> <i>(Dis a)</i>	31	do.	M. Rose. Port Howard, Falk Is.	"	do	do.
9		<i>W. B. B. B.</i> <i>(Dis a)</i>	31	do.	M. Christina. 4 James Street, Falk Is.	"	do	do.
10		<i>R. M. M. M.</i> <i>(Dis a)</i>	32	do.	M. Mand. 28 Fitzroy Rd. Falk Is.	"	do	do.
11		<i>G. G. G. G.</i> <i>(Dis a)</i>	23	Falk Is.	F. John. 24 James Street, Stanley Falk Is.	"	do	do.
12		<i>N. H. H. H.</i> <i>(Dis a)</i>	24 1/2 34	do.	M. Ethel. Fitzroy Road, Falk Is.	"	do	do.
13		<i>D. S. S. S.</i> <i>(Dis a)</i>	33	do.	M. Mary. 55 David Street, Falk Is.	"	do	do.
14		<i>H. G. W. W.</i> <i>R. 335341</i>	44	Plymouth.	N. Margaret. 15 Park Street, Carlisle.	"	do	do.
15		<i>V. V. V. V.</i> <i>(Dis a)</i>	40	Belfast.	W. Elizabeth, Union Rd. Belfast.	"	do	do.
16		<i>R. H. H. H.</i> <i>R. 354206</i>	30	Leeds.	W. Betty. 31 Cranbury St. Southampton.	"	do	do.
17		<i>F. F. F. F.</i> <i>(Dis a)</i>	26	Buighton.	F. George. Union Club, Inverleith.	"	do	do.
18		<i>G. D. L. L.</i> <i>(Dis a)</i>	33	Falk Is.	W. J. W. Maddox Bond Lane, Borlase Islands.	"	do	do.
19		<i>I. S. S. S.</i> <i>(Dis a)</i>	19	do.	M. Agnes. North Arm, East Falk Is.	"	do	do.
20		<i>J. J. J. J.</i> <i>(Dis a)</i>	19	do.	M. Mary, Stanley.	"	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,

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

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

OF ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.M. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Discharge of any Member of his Crew.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insurance Act Contributions are payable.	Reference No.
							Date.	Place.	Cause.					
8	9	10	11	12	13	14	15	16	17	18	19	20	21	
38016 Master.														
Do Mate.		29 Once	47 10 - - -	- - -	40 - - -	M.	22 ³³ 17 ¹⁵	Bombay	Dis.	53 10 -				
Do Mate.		do.	41 13 4 - - -	- - -	- - -	"								
W/T		do.	38 6 8 - - -	- - -	5 - - -	"	20/4/53	South Georgia	Discharged	36 " 3				
Boatman		do	00 - - -	- - -	- - -	"								
A/B.		do.	31 - - -	- - -	10 - - -	"	29/12/52	Stanley	In G.	13 6 -				
A/B.		do.	20 - - -	- - -	- - -	"								
A/B.		do.	20 - - -	- - -	- - -	"	29/12/52	Stanley	In G.	7 5 10				
A/B.		do	20 - - -	- - -	- - -	"	21/1/52	Stanley	In G.					
O.S.		do	12 10 - - -	- - -	5 - - -	"	11/1/52	Stanley	In G.					
A/B.		do.	20 - - -	- - -	- - -	"								
O.S.		do.	12 10 - - -	- - -	- - -	"								
O.S.		do.	12 10 - - -	- - -	- - -	"								
Chief Eng.		do	58 6 8 - - -	- - -	25 - - -	"								
Eled.		do.	50 - - -	- - -	25 - - -	"								
Do Eng.		do.	50 - - -	- - -	33 - - -	"								
Do Eng.		do	43 6 8 - - -	- - -	20 - - -	"	25/1/52	S.L.	Dis.					
Bodyman		do	25 - - -	- - -	10 - - -	"	24/1/52	Ator	Dis.	51 12 3				
Pearse.		do.	21 - - -	- - -	- - -	"								
Do.		do.	21 - - -	- - -	- - -	"								

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.
21		(D. A.) D. H. Lewis	24	Falk. Is.	90. Falk. Is. Government.	Same.	10/6	Stanley Falk Is.
22		(D. A.) J. G. Smith	34	Bridg	M. Kattarume Murrel, Falk. Is.	Same.	do	do.
23		(D. A.) T. Marshall	39	Portsmouth	M. Daisy 19 White St. East, Portsea, Portsmouth	"	do	do.
24		(D. A.) W. Hall	45	Reading?	W. Violet Pitney Rd. Falk. Is.	"	do	do.
25		(D. A.) J. H. Jones	41	Preston.	J. Frank Wringdene Manchester Rd. Atterstone.	"	do	do.
26		(D. A.) A. J. Jones	35	Oxford.	And. Mrs. B. Ringwall T. Russell Co. Shrewsbury.	"	do	do.
27		(D. A.) J. P. Jones	20	Falk. Is.	M. Scott Killick Creek, East Falkland Is.	"	do	do.
28		(D. A.) J. P. Jones	20	Falk. Is.	M. Emma P. James Street, Falk. Is.	First.	do	do.
29		(D. A.) S. Newman R. 540315	57	do.	W. Margaret Daisy, White St. Falk. Is.	Same.	do	do.
30		(D. A.) D. Rogers	18	Southampton	N. Davis Chapman, 81 Buller Rd. Southampton.	do	do	do.
31		(D. A.) J. H. Hunt	30	British	W. Mary BE Crossways, Chafford, Dorset	do.	do	do.
32		(D. A.) A. Hammett	25	British	M. Kate Hammett 23, South Street, Elie, Fife.	do	do	do.
33		(D. A.) R. B. Hills	26	Rayleigh Essex	W. Andrew Hills Meadow Lodge Montifione Ave Rayleigh	do	do	do.
34		(D. A.) A. Sporne	27	LONDON	14 Hornsey Rise Mrs Constance Sporne.	do	do	do.
35		(D. A.) H. P. Satterway	30	Newport, Mon.	M. Elsie, 192 Commercial Road, Newport, Mon.	do	do	do.
36		(D. A.) H. P. Satterway	22	Manfield	W. Elizabeth Satterway 26, Hornsey, White Rd. Manfield.	do	do	do.
37		(D. A.) J. B. Newing	20	Falk. Is.	M. Dorothy 1 Ross Road, Falk. Is.	do	do	do.
38		(D. A.) W. Calclaw	27	Peterhead	MSARBARA 8 ALPINE TERRACE	do	do	do.
39		(D. A.) J. G. Cheal	29	Exeter	M. Elsie 63 LEIGH RD. EASTLEIGH, HANTS	do	do	do.
40		(D. A.) Thomas Burgess	24	FYK.	MRS P. BURGESS 2 KIRKPORT FYK SCOTLAND	do.	do	do.

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 this Ship, thus "I.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (b) 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

Dissection of any Member of his Crew.							We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.				Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		Number of weeks for which Insurance Act Contributions are payable		Reference No.
In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date.	Place.	Cause.	Balance of Wages paid on Discharge.	10.	20.	21.				
Greased.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		10 5 11	D. H. Lewis.	H. G.		2			
do.		15/61 21	-	-	-	-	23/11/52	"	"	16 - -	H. P. Smith	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6		24 - -	H. G.	H. G.		2			
do.		28 Once 21	-	-	-	-	24/11/52	Stanley Is. 6	</								

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 "I.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.	Signature of Crew AND NUMBERS OF DISCHARGE BOOKS.	Age	*Nationality (If British, state birthplace—see footnote).	ADDRESS 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.
1.	2.	3.	4.	5.	6.	7.
41	Peter D. Melling.	25	WARRINGTON	M. NEW STARRLING 36, LANSLOW CRESC. DUN.	Same	10/12 Stanley 1/52 Falk. Is.
42	Norman R. Broadbent.	28	Teignmouth.	M. Amy Broadbent, "Kolanga," Pennyacre Rd, Teignmouth, Dun.	do	do do
43	Austin N. Walton.	28	Bradford.	N. Walton 27, Neigham Rd. Hasecombe, Lancs.	do	do do
44	Salter.	28	Gallachulish Scotland	W. H. Walker Rocklea, Auchanor Road, Inver.	do	do do
45	H. Edwards	31.	Liverpool.	Father Owen. 31, Mansel Rd. Liverpool (23).	do	do do
46	Ray. Stanger	22	Falk. Is.	M. Louisa 3 Juncy Street Stanley	Just	14/4 52 do
47	W. Price	27	Leamington	M. Mary 11, Warrington Rd. Leamington.	Same	20 OCT 1952 SOUTHAMPTON
48	E. Dwyer	28	Leamington	W. Price 29, Waverley Rd. Leamington.	do	do do
49	H. Dwyer	1.2	do.	M. Freda 58, Warrington Rd. Leamington.	do	do do
50	Michael Siddie	19.11	Leamington	M. Price 11, Warrington Rd. Leamington.	do	do do
51	F. S. S. S.	28	Leamington	F. S. S. S. 16, Stanley Rd. Leamington.	do	do do
52	H. Dwyer	30.	Leamington	M. Price 18, Warrington Rd. Leamington.	do	do do
53	R. F. Worswick.	22.	Leamington	M. Price 126, Warrington Rd. Leamington.	do	do do
54	John H. Dwyer	24	Leamington	F. S. S. S. 152, Stanley Rd. Leamington.	do	do do
55	W. Hall	20	Leamington	M. Price 82, Stanley Rd. Leamington.	do	do do
56	P. S. S. S.	20	Leamington	F. S. S. S. 157, Warrington Rd. Leamington.	do	do do
57	W. S. S. S.	32	Leamington	W. S. S. S. 16, Warrington Rd. Leamington.	do	do do
58	M. S. S. S.	21	Leamington	M. Price 16, Warrington Rd. Leamington.	do	do do
59	R. E. S. S.	26	Leamington	F. S. S. S. 62, Warrington Rd. Leamington.	do	do do
60	L. J. S. S.	24	Leamington	M. Price 16, Warrington Rd. Leamington.	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.
 † The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys not merely as Boys.
 ‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

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

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.														RELEASE.		**
We, the undersigned Members of the Crew of this Ship, do hereby release the Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.														Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Number of weeks for which Insurance Act Contributions are payable
Date, Place and Cause of leaving this Ship, or of Death.														Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		Reference No.
15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.
Superv.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	41
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	42
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	43
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	44
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	45
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	46
Chf. Eng.	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	47
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	48
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	49
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	50
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	51
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	52
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	53
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	54
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	55
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	56
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	57
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	58
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	59
do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	do	60

country, state if a natural born British subject, or naturalised.
 † The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys not merely as Boys.
 ‡ If 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".

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 a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
61		TAPP N.P.	28	London	49	1952	20 OCT 1952	SOUTHAMPTON
62		POWELL	20	London	71	1952		
63		PROCKFIELD	30	London	17	1952		
64		SMITH N.P.	26	London	12	1952		
65		MARTIN N.P.	20	London	11	1952		
66		CHARNETT	26	London	64	1952		
67		GOLDSBOROUGH	23	London	15	1952		
68		TAYLOR	28	London	15	1952		
69		ROBERTS	23	London	21	1952		
70		JOHN	24	London	2	1952		
71		R. J. JANTON	25	London	2	1952		
72		W. P. SHAW	48	London	7	1952		
73		R. MITCHELL	33	London	1	1952		
74		P. HARRISON	19	London	102	1952		
75		J. HARRIS	18	London	108	1952		
76		G. H. THOMPSON	31	London	102	1952		
77		E. LOMSON	49	London	102	1952		
78		W. HARRIS	25	London	102	1952		
79								
80								

* If a British subject, state town or country of birth, and if born in a foreign country, state if a natural born British subject, or naturalised.
 † The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, etc.
 ‡ If the advance of wages is not conditional on going to sea should be described as "not conditional".

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (b) 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 Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	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.	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 Owners 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.		
Supr		14/12/52	1				14/12/52	Stanley	Dio		- M -			61
As		14/12/52	1				14/12/52				- M -			62
As		14/12/52	1				14/12/52				- M -			63
As		14/12/52	1				14/12/52				- M -			64
As		14/12/52	1				14/12/52				- M -			65
As		14/12/52	1				14/12/52				- M -			66
As		14/12/52	1				14/12/52				- M -			67
As		14/12/52	1				14/12/52				- M -			68
As		14/12/52	1				14/12/52				- M -			69
As		14/12/52	1				14/12/52				- M -			70
As		14/12/52	1				14/12/52				- M -			71
Supr		14/12/52	1				14/12/52				- M -			72
Chief Steward		22/11/52	30				22/11/52							73
C.B.		22/11/52	20				22/11/52							74
C.B.		22/11/52	20				22/11/52							75
O.S.		22/11/52	12/10				22/11/52							76
Shaman		22/11/52	20				22/11/52							77
Engineer		22/11/52	21				22/11/52							78
As		22/11/52	30/13/4				22/11/52							79
														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		1.	2.	3.		5.	6.	7.
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100								

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 Engage- ment ;	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insur- ance Act Contri- butions are payable
							Date.	Place.	Cause ‡				
8	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.
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													100

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

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

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

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

Twenty-four pages.

OF ENGAGEMENT

[illegible]

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

The number of weeks for which contributions are payable (if Insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DLS.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.
(10.) For every seaman engaged before a Consular Officer	8 0	8 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) ...	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer	8 0	8 0
(13.) For every desertion certified by a Consular Officer	4 0	4 0
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4 0	4 0
(19.) 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 0	7 0

Services required by parties interested.

	In countries other than China.	In China.
	s. d.	s. d.
(33.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—		
In Countries other than China—		
Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.		
In China—		
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval) ...	6 6	7 0

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

30

H. G. G. G.
SHIPPING MASTER,
STANLEY, FALKLAND IS.
10 JUN. 1952

I hereby certify that I have this day witnessed the engagement of the seamen whose names appear on lines 31-45 inclusive

H. G. G. G.
SHIPPING MASTER,
STANLEY, FALKLAND IS.
10 JUN. 1952

To certify that I have witnessed the discharge of the seamen whose names appear on lines 31 to 40 & 42 to 46.

18 JUL 1952
SOUTHAMPTON

Articles deposited & returned this day. All charges on the crew reported. M.S. Act complied with.

20 OCT 1952
SOUTHAMPTON

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 14/11/52
Agreement deposited 14/11/52
- do - returned 15/11/52

Average rate of exchange: \$ 7.27 (for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seaman on line 41 on the terms of this agreement which has been signed in my presence.

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



H. G. G. G.
M. B. M. Vice-Consul



I hereby certify that I have witnessed the discharge of the seamen whose names appear on lines 53, 55 to 71.

I hereby certify that I have witnessed the discharge of the seamen whose names appear on lines 6 and eight

H. G. G. G.
SHIPPING MASTER
20/12/52

I hereby certify that I have this day witnessed the engagement of the seamen whose names appear on lines 76 and 77, on the terms of this agreement which has been signed in my presence

H. G. G. G.
SHIPPING MASTER,
STANLEY, FALKLAND IS.
12/1/53

BRITISH CONSULATE
MONTEVIDEO

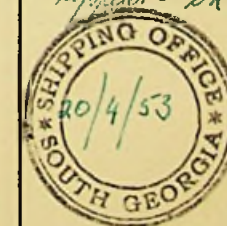
Vessel arrived 26/1/1953
Agreement deposited 28/1/1953
- do - returned 1/2/53

Average rate of exchange: \$ 7.29 (for conversion of seamen's wages only)



H. G. G. G.
M. B. M. Vice-Consul

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 4 of this agreement.



H. G. G. G.
Shipping Master

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that the seaman whose name appears on line 78 of this Agreement has been engaged in my presence.



Philip Butcher
Shipping Master

I hereby certify that I have witnessed the discharge of the seaman, whose name appears on line 14073.

A. J. N. N. N.
SHIPPING MASTER
29.4.53.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

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

The cases of seamen having the following reference Numbers

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

under Section 28 (12c)†

.....Signature.

.....Date.

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

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

[Twenty-four pages.]

INSTRUCTIONS TO MASTERS.

Agreements.

1. The Merchant Shipping Acts require the Master of every Ship, *except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom*, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l.*, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 100*l.* or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

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

Engagement of Crews and Seamen in the United Kingdom.

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

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

8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with the Master must—

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

9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

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

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

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

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, etc., of the payment of wages.

19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a ship the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Board of Trade and Ministry of War Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

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

21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 9, cols. 19 and 20.)