



1

OFFICIAL LOG-BOOK

(O 4) (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		
R.R.S. JOHN BISCOE	185050	PORT STANLEY	1593 17	615 11	M. J. COLE	93394

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port STANLEY Date 17.4.69	ANTARCTIC SURVEY	Port STANLEY Date 14/4/70

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of PORT STANLEY on 15 day of April 1970.

Countersigned

Superintendent.

Master

BRITISH ANTARCTIC SURVEY Address
 30 GILLINEHAM STREET,
 LONDON, W.C.

NOTE.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship, the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within Forty-eight hours after the termination of the Agreement.

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	M. J. COLE	MASTER	VG.	VG.	P 28, 29
2	E. M. S. PHELPS	MATE	VG.	VG.	
3	J. A. MARTIN	2 ND MATE	VG	VG	P 29
4	C. ELLIOT	3 RD MATE	VG	VG	
5	H. M. O'GORMAN	RADIO OFFICER	VG	VG	
6	A. G. TROTTER	CH. ENGINEER	VG	VG	P 29
7	D. R. HALLUM	2 ND ENGINEER	VG	VG	
8	R. AMOS	3 RD ENGINEER	VG	VG.	
9	G. LEWIS	ELECTRICIAN	VG	VG	
10	G. CUTLAND	CATERING OFF	VG	VG	
11	G. ROBINSON	BOSSUN	VG	VG	
12	O. A. SMITH	AB/LAMPS	VG	VG	P 29
13	J. H. ANDERSON	AB.	VG	VG	
14	I. CANTLIE	AB/LAUNCH	VG	VG	
15	L. C. UPTON	AB.	VG	VG	
16	P. CROCKFORD	E. D. H.	VG	VG	
17	D. JOSEPH	E. D. H.	VG	VG	P 29
18	S. J. ALDRIDGE	S. O. S.	VG	VG	
19	D. GOODWIN	S. O. S.	VG	VG	
20	M. CURRAW	DOVEYMAN	VG	VG	
21	J. L. BELL	GREASER	VG	VG	P 29
22	M. H. CROSS	GREASER	VG	VG	P 29
23	H. DIHLMANN	GREASER	VG	VG	P 29, 31
24	T. P. FUREY	S. E. R.	VG	VG	P 34
25	D. L. HATCHER	CH. COOK.	VG	VG	P. 29

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	W. A. CRAIG	2 ND COOK	VG	VG	P 29
27	F. KIRKPATRICK	2 ND STEWARD	VG	VG	
28	J. W. SMITH	ASST STEWARD	VG	VG	
29	E. MASTERS	MESS BOY	VG	VG	
30	K. ST. JOHN	MESS BOY	VG	VG	
31	J. TRAVIS	MESS BOY	VG	VG	
32	J. A. BALL	SUPERNUMERARY	VG	VG	
33	D. BRAUNTON		VG	VG	
34	P. BREGAZZI		VG	VG	
35	D. BROWN		VG	VG	
36	P. BURNS		VG	VG	
37	P. BURTON		VG	VG	
38	J. CONROY		VG	VG	
39	W. GRIFFITHS		VG	VG	
40	N. J. COLLINS		VG	VG	
41	R. HESTBROOK		VG	VG	
42	G. HOLETON		VG	VG	
43	R. LEDINGHAM		VG	VG	
44	R. LIDDALL		VG	VG	
45	J. MARKS		VG	VG	
46	P. NODLE		VG	VG	
47	J. O'TOOLE		VG	VG	
48	J. PATILANO		VG	VG	
49	M. SKIDMORE		VG	VG	
50	H. G. SMITH		VG	VG	

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List of Crew and Report of Character—Continued

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			For Ability	For General Conduct	
51	R. N. SMITH	SUPERNUMERARY	VG	VG	P 29
52	C. GRAHAM SMITH	"	VG	VG	P 29
53	J. WILSON	"	VG	VG	P 29
54	W. J. COULTS	GREASER	VG	VG	P 34
55	F. A. VENN	CH. ENG.	VG	VG	
56	J. P. MORTON	2 nd MATE	VG	VG	
57	B. SAUACE	E. D. H.	VG	VG	P 31, 32
58	P. CROCKFORD	D. H. U.	VG	VG	P 30
59	J. W. F. TUMELTY	D. H. U.	VG	VG	
60	W. L. WATSON	D. H. U.	VG	VG	
61	J. CORRY	2 nd STWD.	VG	VG	
62	J. E. WYATT	MESS BOY	VG	VG	
63	W. E. HARNSWORTH	CH. COOK	VG	VG	
64	J. L. BANDEEN	2 nd ENGINEER	VG	VG	
65	F. J. WYATT	MESS BOY	VG	VG	
66	W. A. BARRASS	MESS BOY	VG	VG	
67	J. EVANS	MESS BOY	VG	VG	
68	J. HARRISON	GREASER	VG	VG	
69	A. R. BINDER	4 th MATE	VG	VG	
70	E. L. CLIFTON	GREASER.	VG	VG	
71	M. W. ATKINS	SUPERNUMERARY	VG	VG	P 32
72	E. K. P. BACK	"	VG	VG	P 33
73	P. BURTON	"	VG	VG	P 30
74	P. F. BUTLER	"	VG	VG	P 33
75	T. J. C. CHRISTIE	"	VG	VG	P 30

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76	N. J. COLLINS	SUPERNUMERARY	VG	VG	P 30
77	T. G. DAVIES	"	VG	VG	P 33
78	W. A. ETCHELLES	"	VG	VG	P 30
79	A. H. GILMOUR	"	VG	VG	P 37
80	P. W. GURLING	"	VG	VG	P 30
81	R. S. HESTROOD	"	VG	VG	P 30
82	B. T. HILL	"	VG	VG	P 33
83	M. H. MINCHAMCLIFFE	"	VG	VG	P 32
84	J. A. LAWTON	"	VG	VG	P 30
85	J. J. LIGHT	"	VG	VG	P 30
86	A. LINN	"	VG	VG	P 33
87	N. R. D. MACALLISTER	"	VG	VG	P 33
88	A. H. MILNE	"	VG	VG	P 33
89	I. W. RABARTS	"	VG	VG	P 30
90	K. J. ROBERTS	"	VG	VG	P 30
91	R. C. SCOFFON	"	VG	VG	P 33
92	B. M. C. SMITH	"	VG	VG	
93	H. G. SMITH	"	VG	VG	P 30
94	C. STEPHENSON	"	VG	VG	P 30
95	R. F. STOCKS	"	VG	VG	P 30
96	C. P. TRINICK	"	VG	VG	P 30
97	R. S. WALKER	"	VG	VG	P 33
98	D. W. H. WALTON	"	VG	VG	P 30
99	J. I. WOODHOUSE	"	VG	VG	P 33
100	J. P. J. ZERFAHS	"	VG	VG	P 32

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

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			For Ability	For General Conduct	
101	R. J. COOK	SUPERNUMERARY	V.G.	V.G.	P. 30
102	R. McRAE	D.H.U.	V.G.	V.G.	
103	D. JENNINGS	A.B.	V.G.	V.G.	P. 33
104	P. MOUNTFORD	SUPERNUMERARY	V.G.	V.G.	P. 35
105	I. SYKES	---	V.G.	V.G.	
106	J. FRASER - SMITH	---	V.G.	V.G.	
107	I. CURPHEY	---	V.G.	V.G.	
108	J. DONALDSON	---	V.G.	V.G.	
109	B. WITTAKER	---	V.G.	V.G.	
110	B. GILBERT	---	V.G.	V.G.	
111	B. GARDNER	---	V.G.	V.G.	
112	P. ROWE	---	V.G.	V.G.	
113	L. PHILIP	---	V.G.	V.G.	
114	A. WAGER	---	V.G.	V.G.	
115	M. ELLIOT	---	V.G.	V.G.	
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 :—

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
- (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade 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 such ship to 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, 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 every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

When the death of a person at sea is assumed by the Master to have taken place because the person in question is reported "Missing", or where a person is supposed killed or drowned as a result of falling or jumping overboard, falling from a rope ladder attached to the ship, or from the ship's gangway, the death should be regarded as having taken place on board.

A death which occur otherwise than on board or does not come within the exceptions stated in the previous paragraph should not be recorded in the tabular statement or on Form B & D.1; **Form B. & D.2 should be used for reporting such deaths.** The Master should, however, record in the narrative section of the official log book full particulars of the circumstances relating to the death.

When the death of a "missing" person is assumed by a Master the entry in the tabular statement should read: "missing at sea supposed killed or drowned".

Expressions such as "murder" or "suicide" should not be used to record the cause of death. The Master should, to the best of his ability, record the actual cause of death e.g. "knife wounds in chest", "gun shot wounds in head", "strangulation".

When reporting the required particulars in Form B. & D.1 or Form B. & D.2, the Master should also, if required, give an account of (a) any moneys due to the deceased seaman or apprentice, (b) any deductions from his wages and (c) his clothing and effects, on the relevant Form W. & E.1. The form will be supplied by the Superintendent, Consular Officer or Shipping Master on request.

Date of Marriage	Names of both Parties. (Surname first in block letters)	Age	Single, Widow or Widower

Signature of Officiating Clergyman.....

Masters are reminded that they have no power to perform the marriage ceremony

BIRTHS

Date of Birth	Name (if any of Child	Sex	Father's Name (Surname first in block letters)	Father's Rank, Profession or Occupation	Mother's Name (Surname first in block letters)	Mother's Maiden Surname

DEATHS

[illegible]

* 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

(See Instructions on previous page)

Profession or Occupation	Father's Name (Surname in block letters)	Father's Profession or Occupation

†Signature of Master _____

and that if such ceremony is performed by them the marriage will not be a legal one.

(See Instructions on previous page)

Further Particulars of Father		Further Particulars of Mother		Signature of Father or Mother	Signature of Master and Mate or other Member of Crew	To be completed by Officer to whom Return is made
Nationality (Stating Birthplace)	Last Place of Abode	Nationality (Stating Birthplace)	Last Place of Abode			Port at which Report is made and Signature and title of Officer to whom reported

(See Instructions on previous page)

[illegible]

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 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 1958

Note.—The practise of the crew in boat and fire drills should take place at interval of not more than 7 days in Passenger vessels, and, 14 days in the case of Cargo ships. If, such drills are not held in any week in passenger, or at least once in every month in cargo ships a Statement of the reasons should be entered in the first three columns of the table.

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
19. 4. 69	all hands mustered at boat stations wearing life-jackets. Exercised at fire drill.	all L.S.A. inspected & found in good order	19. 4. 69	Gale. Mrs. Phelps.
10. 5. 69	— — —	— — —	10. 5. 69	Gale. Mrs. Phelps.
20. 5. 69	y. laid up for annual refit at J. E. Thompson & Sons. Articles of agreement deposited with Shipping Office 20. 5. 69			Gale. Mrs. Phelps.
22. 9. 69	y. in service. All	lifeboat gear inspected & restored	22. 9. 69	Gale. Mrs. Phelps.
24. 9. 69	all hands mustered at boat stations wearing life-jackets. No 3 boat lowered to water & taken away for service. Restarted about 7	all L.S.A. inspected & found in good order	24. 9. 69	Gale. Mrs. Phelps.
6. 10. 69	all hands mustered at boat stations wearing life-jackets. No 2 boat lowered to water & taken away for pulling service	all L.S.A. inspected & found in good order	6. 10. 69	Gale. Mrs. Phelps.
11. 10. 69	all hands mustered at boat stations wearing life-jackets. Exercised at fire drill	all L.S.A. inspected & found in good order	11. 10. 69	Gale. Mrs. Phelps.
25. 10. 69	— — —	— — —	25. 10. 69	Gale. Mrs. Phelps.
8. 11. 69	— — —	— — —	8. 11. 69	Gale. Mrs. Phelps.
22. 11. 69	— — —	— — —	22. 11. 69	Gale. Mrs. Phelps.
6. 12. 69	— — —	— — —	6. 12. 69	Gale. Mrs. Phelps.
20. 12. 69	— — —	— — —	20. 12. 69	Gale. Mrs. Phelps.
2. 1. 70	all hands mustered at boat stations wearing life-jackets. No. 1 & 3 lifeboats lowered to the water & appeared to be in good order	— — —	2. 1. 70	Gale. Mrs. Phelps.
17. 1. 70	all hands mustered at boat stations wearing life-jackets. Exercised at fire drill.	— — —	17. 1. 70	Gale. Mrs. Phelps.

* 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 practiced 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 1958

Note.—The practise of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger vessels and 14 days in the case of Cargo ships. If such drills are not held in any week in passenger, or at least once in every month in cargo ships, a Statement of the reasons should be entered in the first three columns of the table.

[illegible]

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[illegible]

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

**RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE
MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).**

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
1030 20.4.69	M. J. COLE M. PHELPS G. CUTLAND MASTER MATE CH. STWD.	accommodation found to be in good order & clean & complying with regulations	20.4.69	<i>[Signature]</i> Mrs. Phelps
1030 28.4.69	— — —	— — —	28.4.69	<i>[Signature]</i> Mrs. Phelps
1030 4.5.69	— — —	— — —	4.5.69	<i>[Signature]</i> Mrs. Phelps
1030 11.5.69	— — —	— — —	11.5.69	<i>[Signature]</i> Mrs. Phelps
1030 18.5.69	— — —	— — —	18.5.69	<i>[Signature]</i> Mrs. Phelps
20.5.69	— — —	Y. undergoing extensive refit. All beds clean for accommodation	20.5.69	<i>[Signature]</i> Mrs. Phelps
22.9.69	— — —	Y. now again in service. All accommodation found to be clean & complying with regulations	22.9.69	<i>[Signature]</i> Mrs. Phelps
1045 5.10.69	M. J. COLE MRS. PHELPS G. CUTLAND MASTER MATE CH. STWD.	Accommodation found to be in good order & clean & complying with regulations	5.10.69	<i>[Signature]</i> Mrs. Phelps
1045 12.10.69	M. J. COLE MRS. PHELPS G. CUTLAND MASTER MATE CH. STWD.	Accommodation found to be in good order & clean & complying with regulations	12.10.69	<i>[Signature]</i> Mrs. Phelps
1045 19.10.69	— — —	— — —	19.10.69	<i>[Signature]</i> Mrs. Phelps
1045 26.10.69	— — —	— — —	26.10.69	<i>[Signature]</i> Mrs. Phelps
1045 2.11.69	— — —	— — —	2.11.69	<i>[Signature]</i> Mrs. Phelps
1045 9.11.69	— — —	— — —	9.11.69	<i>[Signature]</i> Mrs. Phelps
1045 16.11.69	— — —	— — —	16.11.69	<i>[Signature]</i> Mrs. Phelps
1045 23.11.69	— — —	— — —	23.11.69	<i>[Signature]</i> Mrs. Phelps

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
1045 30/11/69	M. J. Cole MASTER Ems. Phelps MATE C. Cutland CH. STWD.	Accommodation found to be in good order, clean & complying with regulations.	30/11/69	<i>[Signature]</i> Ems. Phelps.
1045 7/12/69	---	---	7/12/69	<i>[Signature]</i> Ems. Phelps.
1045 14/12/69	---	---	14/12/69	<i>[Signature]</i> Ems. Phelps.
1045 21/12/69	---	---	21/12/69	<i>[Signature]</i> Ems. Phelps.
1045 28/12/69	---	---	28/12/69	<i>[Signature]</i> Ems. Phelps.
1045 4/1/70	---	---	4/1/70	<i>[Signature]</i> Ems. Phelps.
1030 11/1/70	---	---	11/1/70	<i>[Signature]</i> Ems. Phelps.
1045 18/1/70	---	---	18/1/70	<i>[Signature]</i> Ems. Phelps.
1045 25/1/70	---	---	25/1/70	<i>[Signature]</i> Ems. Phelps.
1045 1/2/70	---	---	1/2/70	<i>[Signature]</i> Ems. Phelps.
1045 8/2/70	---	---	8/2/70	<i>[Signature]</i> Ems. Phelps.
1200 15/2/70	---	---	15/2/70	<i>[Signature]</i> Ems. Phelps.
1045 22/2/70	---	---	22/2/70	<i>[Signature]</i> Ems. Phelps.
1045 1/3/70	---	---	1/3/70	<i>[Signature]</i> Ems. Phelps.
1045 8/3/70	---	---	8/3/70	<i>[Signature]</i> Ems. Phelps.

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[illegible]

RECORD OF INSPECTIONS CARRIED OUT IN ACCORDANCE WITH THE FOOD AND CATERING CONVENTION 1946 OF SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW.

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
20.4.69	M J COLE MASTER M PHELPS MATE P CUTLAND CH STWD.	all food and water found to be in excellent condition	20.4.69	<i>[Signature]</i> Mrs. Phelps
28.4.69	— — —	— — —	28.4.69	<i>[Signature]</i> Mrs. Phelps
4.5.69	— — —	— — —	4.5.69	<i>[Signature]</i> Mrs. Phelps
11.5.69	— — —	— — —	11.5.69	<i>[Signature]</i> Mrs. Phelps
19.5.69	— — —	— — —	19.5.69	<i>[Signature]</i> Mrs. Phelps
20.5.69	y. laid up for annual refit. all food stuffs removed for storage. no crew members entered for alcohol		20.5.69	<i>[Signature]</i> Mrs. Phelps
5.10.69	M J COLE MASTER EMS PHELPS MATE P CUTLAND CH STWD.	all food and water found to be in excellent condition.	5.10.69	<i>[Signature]</i> Mrs. Phelps
12.10.69	M J COLE MASTER EMS PHELPS MATE P CUTLAND CH STWD.	all food & water found to be in excellent condition	12.10.69	<i>[Signature]</i> Mrs. Phelps
19.10.69	M J COLE MASTER E.M.S. PHELPS MATE P CUTLAND CH STWD.	all food & water found to be in excellent condition	19.10.69	<i>[Signature]</i> Mrs. Phelps
26.10.69	M J COLE MASTER E.M.S. PHELPS MATE P CUTLAND CH STWD.	— — —	26.10.69	<i>[Signature]</i> Mrs. Phelps
2.11.69	— — —	— — —	2.11.69	<i>[Signature]</i> Mrs. Phelps
9.11.69	— — —	— — —	9.11.69	<i>[Signature]</i> Mrs. Phelps
16.11.69	— — —	— — —	16.11.69	<i>[Signature]</i> Mrs. Phelps
23.11.69	— — —	— — —	23.11.69	<i>[Signature]</i> Mrs. Phelps
30.11.69	— — —	— — —	30/11.69	<i>[Signature]</i> Mrs. Phelps

RECORD OF INSPECTIONS CARRIED OUT IN ACCORDANCE WITH THE FOOD AND CATERING CONVENTION 1946 OF SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW.

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
7.12.69	M. J. COLE MASTER E. M. S. PHILIPS MATE G. T. CUTLAND CH. STWD	all food & water found to be in excellent condition	7.12.69	<i>[Signature]</i> Mrs. Phelps.
14.12.69	---	---	14.12.69	<i>[Signature]</i> Mrs. Phelps.
21.12.69	---	---	21.12.69	<i>[Signature]</i> Mrs. Phelps.
28.12.69	---	---	28.12.69	<i>[Signature]</i> Mrs. Phelps.
4.1.70	---	---	4/1/70	<i>[Signature]</i> Mrs. Phelps.
11.1.70	---	---	11/1/70	<i>[Signature]</i> Mrs. Phelps.
18.1.70	---	---	18/1/70	<i>[Signature]</i> Mrs. Phelps.
25/1/70	---	---	25/1/70	<i>[Signature]</i> Mrs. Phelps.
7/2/70	---	---	1/2/70	<i>[Signature]</i> Mrs. Phelps.
8/2/70	---	---	3/2/70	<i>[Signature]</i> Mrs. Phelps.
15/2/70	---	---	15/2/70	<i>[Signature]</i> Mrs. Phelps.
22/2/70	---	---	22/2/70	<i>[Signature]</i> Mrs. Phelps.
1/3/70	---	---	1/3/70	<i>[Signature]</i> Mrs. Phelps.
8/3/70	---	---	8/3/70	<i>[Signature]</i> Mrs. Phelps.
15/3/70	---	---	15/3/70	<i>[Signature]</i> Mrs. Phelps.

RECORD OF INSPECTIONS CARRIED OUT IN ACCORDANCE WITH THE FOOD AND CATERING CONVENTION 1946 OF SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW.

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[illegible]

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

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

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

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

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

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

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

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

Master _____ Date _____

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1959.)

- | | | | |
|---|---------|---|--------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey | £2 10 0 | (34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts | £1 0 0 |
|---|---------|---|--------|

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

LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	3	feet	32	inches.	(T) 4 inches above S.
Summer	3	feet	7 1/2	inches.	(S) Upper edge of line through centre of disc.
Winter	3	feet	11 1/2	inches.	(W) 4 inches below S.
Winter North Atlantic (if assigned)	4	feet	1 1/2	inches.	(WNA) 6 inches below S.
Allowance for fresh water for all freeboards:—			3 1/2	inches.	
The upper edge of the deck line from which these freeboards are measured is			N/A	inches	
above the top of the			S-CCL	deck at side.	
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer			feet	inches.	
<p>(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.)</p>					

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 the 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 11 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
 - 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.
- The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

DEPARTURES

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
21.4.69 1000	PORT STANLEY	11 9	16 6	5 11 $\frac{3}{4}$	5 11 $\frac{3}{4}$	5 11 $\frac{3}{4}$						
27.4.69 1135	MONTVIDEO	12 10	17 0	5 2 $\frac{1}{4}$	5 2 $\frac{1}{4}$	5 2 $\frac{1}{4}$						
7.10.69 1430	SOUTHAMPTON	14 9	16 6	4 5 $\frac{3}{4}$	4 5 $\frac{3}{4}$	4 5 $\frac{3}{4}$						
30.10.69 1937	MONTVIDEO	14 5	17 4	4 2 $\frac{3}{4}$	4 2 $\frac{3}{4}$	4 2 $\frac{3}{4}$						
7.11.69 1600	PORT STANLEY	12 10	17 4	5 0 $\frac{1}{4}$	5 0 $\frac{1}{4}$	5 0 $\frac{1}{4}$						
15.11.69 0900	SOUTH GEORGIA	12 2	15 8	6 2 $\frac{1}{4}$	6 2 $\frac{1}{4}$	6 2 $\frac{1}{4}$						
20.11.69 1330	PORT STANLEY	14 02	17 04	4 5 $\frac{1}{2}$	4 5 $\frac{1}{2}$	4 5 $\frac{1}{2}$						
14.12.69 1722	PUNTA ARENAS	12 08	16 05	5 6 $\frac{3}{4}$	5 6 $\frac{3}{4}$	5 6 $\frac{3}{4}$						
13.1.70 0930	PORT STANLEY	14 08	17 11	3 9 $\frac{3}{4}$	3 9 $\frac{3}{4}$	3 9 $\frac{3}{4}$						
17/3/70 1700	PORT STANLEY	13 03	16 05	5 3 $\frac{1}{4}$	5 3 $\frac{1}{4}$	5 3 $\frac{1}{4}$						
22/3/70 1015	PUNTA ARENAS	12 10	16 07	5 4 $\frac{3}{4}$	5 4 $\frac{3}{4}$	5 4 $\frac{3}{4}$						

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 16 to 19. * See Notes on page 23.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

				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.					
	5 11 $\frac{3}{4}$	14 1 $\frac{1}{2}$	21.4.69 0900	<i>[Signature]</i>	ems. Phelps	26.4.69 2325	PORT MONTVIDEO
	5 2 $\frac{1}{4}$	14 11	27.4.69 1015	<i>[Signature]</i>	ems. Phelps	19.5.69 1100	SOUTHAMPTON
	15 7 $\frac{1}{2}$	4 5 $\frac{3}{4}$	7.10.69 1200	<i>[Signature]</i>	ems. Phelps	28.10.69 1345	MONTVIDEO
	15 10 $\frac{1}{2}$	4 2 $\frac{3}{4}$	30.10.69 1800	<i>[Signature]</i>	ems. Phelps	3.11.69 1040	PORT STANLEY
	15 1	5 0 $\frac{1}{4}$	7.11.69 1400	<i>[Signature]</i>	ems. Phelps	11.11.69 1010	SOUTH GEORGIA
	13 11	6 2 $\frac{1}{4}$	14.11.69 0800	<i>[Signature]</i>	ems. Phelps	15.11.69 1020	PORT STANLEY
	15 09	4 5 $\frac{1}{4}$	20.11.69 1200	<i>[Signature]</i>	ems. Phelps	13.12.69 0908	PUNTA ARENAS
	14 06 $\frac{1}{2}$	5 6 $\frac{3}{4}$	14.12.69 1600	<i>[Signature]</i>	ems. Phelps	1.1.70 0950	PORT STANLEY
	16 03 $\frac{1}{2}$	3 9 $\frac{3}{4}$	10.1.70 0930	<i>[Signature]</i>	ems. Phelps	13/3/70 1740	PORT STANLEY
	14 10	5 3 $\frac{1}{4}$	17.3.70 1530	<i>[Signature]</i>	ems. Phelps	19/3/70 1620	PUNTA ARENAS
	14 08 $\frac{1}{2}$	5 4 $\frac{3}{4}$	22.3.70 0900	<i>[Signature]</i>	ems. Phelps	11/4/70 0150	PORT STANLEY

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 23.

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Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 19 of the

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
0930 17.4.69	Port Stanley	17.4.69	Articles of agreement opened before Shipping Master Port Stanley Documents Nos 1-31 & 2 Innumeration 32-53 signed on Mrs. Phelps. Mate. <i>[Signature]</i>	
20.4.69 1200	Port Stanley		Order for the conveyance of a D.B.S. Michael John McFarlane received together with his balance of wages Mrs. Phelps. Mate. <i>[Signature]</i>	
20.5.69	SOUTHAMPTON	20.5.69	Y. laid up for annual refit at J.E. Harmer's Yard and on Articles of agreement deposited with Shipping Office, Southampton Mrs. Phelps. Mate. <i>[Signature]</i>	20.5.69
21/5/69	SOUTHAMPTON	21.5.69	MASTER H.J. COLE Supervised by T. WOODFILL. All documents including, Registry and Lloyd's Load Line Certificate De Rat etc. received. T. WOODFILL. Mate. <i>[Signature]</i>	

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 member 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 Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary Log-Book.

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
5/5/69	SOUTHAMPTON	6/5/69	Master T. WOODFILL Supervised by M.J. COLE. All documents including Registry Load Line Certificate De Rat etc. received T. WOODFILL. Mate. <i>[Signature]</i>	
1120 7.10.69	SOUTHAMPTON	7/10/69	Articles of agreement received from Shipping Master, Southampton. As per CNS 2 Nos. 3, 6, 7, 9, 12-15, 17, 21, 22, 25 to 53 signed off between 7.10.69 and 5/4/69 off D.B.S. M.J. McFarlane was handed over to the care of the Shipping Master on arrival at Southampton. Nos 54 to 101 signed on before Shipping Master between 29.5.69 & 7.10.69 Mrs. Phelps. Mate. <i>[Signature]</i>	
30.10.69	MONTVIDEO	30.10.69	H. DILLMAN No. 23 in the articles was signed off the vessel before the British Consul for hospitalization. The sum of £10. 3. 10 being paid to him by the vessel agent being balance of wages due. Mrs. Phelps. Mate. <i>[Signature]</i>	

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

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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
7.11.69 1122	PORT STANLEY	7.11.69	Nbs. 78, 83, 87, 99, 100 & 103 in the articles were signed off before the shipping master. R. McRae & D. JENNINGS were signed on before the shipping master. ams. Phelps mate. officer master.	
20.11.69 0900	PORT STANLEY	20.11.69	Nbs. 80, 81, 84, 85, 90, 94, 98, 101 & 106 were in the articles were signed off before the shipping master. ams. Phelps mate. officer master.	
20.11.69 1000	PORT STANLEY	20.11.69	W. E. HARRISWORTH, No. 65 in the articles was signed off on form M & was left in hospital. ams. Phelps mate. officer master.	
8.12.69	PORT STANLEY	8.12.69	No. 86 in the articles was signed off on form 2. ams. Phelps mate. officer master.	
6.12.69 1145	62 35S 64 33W	6.12.69	P. Brockford, No. 60 in the articles after several calls, appeared 35 minutes late for his usual watch. It was apparent that he had been drinking & so he was sent off the bridge. For this offence he is to be fined one days pay. ams. Phelps mate. officer master.	£2 0 0

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

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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
6.12.69		6.12.69	On being read the above P. Brockford was sent on 'far enough'. ams. Phelps mate. officer master.	
9.12.69 0945	63 35S 61 07W	9.12.69	B. Savage, No. 59 in the articles failed to appear for his watch after many calls. The chief officer went to see him & eventually woke him up but found he appeared to be under the influence of alcohol & unfit for his watch. For this offence he is to be fined one days pay. ams. Phelps mate. officer master.	£2 5 8
			On being read the above B. Savage said that he had nothing to say. ams. Phelps mate. officer master.	
13.12.69	PORT AGGAS	13.12.69	H. DIMONIAN, No. 23 & 109 in the articles returned to the vessel & was re-signed on as 3 rd Engineer. ams. Phelps mate. officer master.	

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

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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
1/1/70 1000	PORT STANLEY	1/1/70	W.C. HARMESWORTH No. 110 in the articles was signed on before the Shipping Master. ams. Phelps. mate	Officer Master
1/1/70 0430	51 56 S 57 00 W	2/1/70	On the morning of 1 st January 1970 B. Savage, No. 59 in the articles one more failed to appear for his watch after being called many times. He was not until the Chief Officer went & stood him on his feet that he eventually appeared for his watch. For this second offence he is to be fined 2 days pay. ams. Phelps. mate	Officer Master
			On being read the above, he was asked if he had anything to say & he replied 'no'. ams. Phelps. mate	Officer Master
20/1/70 1000	ARGENTINE IS.	20/1/70	Nos. 76, 85 & 105 signed off up in Form EWS 2. ams. Phelps. mate	Officer Master

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

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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
7/2/70 1000	ADCLARK Island	7/2/70	Nos. 77, 82, 86 & 93 in the agreement signed off on form EWS 2. ams. Phelps. mate	Officer Master
19/2/70 1000	STONINGTON Island	19/2/70	Nos. 79, 87, 91, 92, 96, 102 & 104 in the agreement signed off on form EWS 2. ams. Phelps. mate	Officer Master
17/3/70 1530	PORT STANLEY	17/3/70	Nos 73 & 74 & 111 to 120 in the articles were signed on before the Shipping Master. ams. Phelps. mate	Officer Master
0900 16/3/70	PORT STANLEY	18/3/70	D. JENNINGS No. 108 in the agreement failed to appear for work at any time during the day of 16 th March. For this offence he is to be fined one days pay. ams. Phelps. mate	Officer Master
0930 18/3/70		19/3/70	On being read the above, he replied that he had 'nothing to say'. ams. Phelps. mate	Officer 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 member 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 Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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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
16 th March 1970 2000	Port Stanley	18/3/70	T. FUREY No. 24 in the articles failed to appear for his 2000 to 2400 watch until 2235 when he was found & ordered to complete his watch - which he did. He had been warned on a similar offence two nights previously. For the second offence he is to be fined one days pay. J.A. Venn CHIEF OFFICER Master.	L2-5-8
0935 18/3/70		18/3/70	On being read the above & asked if he had anything to say - he replied 'No'. J.A. Venn CHIEF OFFICER Master.	
0940 17/3/70	Port Stanley.	18/3/70	W. COULTS No. 56 in the agreement failed to appear for his 0000 - 0400 watch until 0200. For this offence he is to be fined one days pay. J.A. Venn CHIEF OFFICER Master. On being read the above, he replied that he had nothing to say. J.A. Venn CHIEF OFFICER Master.	L2-5-8

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 member 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 Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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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
20/3/70 1000	Port Argos	20/3/70	Nos. 73 & 74 & 111 to 120 inclusive were signed off before the British Consul. J.A. Venn Master.	
15/4/70 1100	Port Stanley	15/4/70	Agreement closed before signing. J.A. Venn Master.	

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Eng. 1.

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP



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

Name of Ship ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
R.R.S. JOHN BISCOE	185050	PORT STANLEY	1-1957	1583.97	615.19	259 - 1450
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.		CHARTERER. ³	
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
HER MAJESTY REPRESENTED BY THE HIGH COMMISSIONER, BRITISH ANTARCTIC TERRITORY NATURAL ENVIRONMENT RESEARCH COUNCIL.		66				

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom SIX 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

The Falkland Islands to any port or places between the limits of 65 degrees North Latitude and 80 degrees South Latitude, trading in any rotation and for a period of not more than two years 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 the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

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

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

And it is also agreed, that additional clauses and the Regulations authorized 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, that⁶

1. The crew, or any individual member of the crew will transfer to any other vessel owned or chartered by the British Antarctic Survey.
2. The seaman and greasers will mutually assist each other in the general duties of the ship.
3. The crew agree to keep their quarters clean and tidy and to leave them so at the termination of the contract to the satisfaction of the Master. 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 two days pay.
4. All stores and provisions issued to the crew, are for use and consumption aboard ship only, the property in any unused or unconsumed stores and provisions remain in the shipowner, any member of the crew taking ashore, selling, destroying, or giving away any such stores or provisions will render himself liable to prosecution.
5. The crew shall wear uniform when and where required
6. No overtime will be paid, all rates of pay being inclusive.
7. Should any member of the crew fail to join at the time specified or time appointed by the Master, he may ship substitutes at once.
8. No cash shall be advanced or liberty granted other than at the option of the Master.
9. Bed and bedding will be supplied, but in the event of the same not being returned in good condition (fair wear and tear accepted) the following amounts will be deducted from wages:
Mattress, Blankets, Sheets, Pillows - Cost price.
10. Supernumeraries will be subject to the conditions of this Agreement and for the purpose of fines etc. one days pay is to equal £2. 10s. 0d.

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

Signed by [Signature] Master
on the 17th day of April 1969

These columns to be filled up at the end of the voyage.

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.
17. 4. 69.	PORT STANLEY	14-4-70	PORT STANLEY	15-4-70	<u>[Signature]</u> Master.

1. Place S.S. before name if a Steamship, and M.V. if a Motor Ship.
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade 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.

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, 1957, 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	6 oz.
Soft Bread	7 lb.	Condensed or Dried or Homogenised	1½ pts.
Smoked Ham or Bacon	12 oz.	Butter	10½ oz.
Fresh Meat—See Note 1 below	7 lb. 4 oz.	Suet	2 oz.
Fresh Fish	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Eggs	14 lb.	Marmalade, Jam or Syrup	8 oz.
Potatoes	7 lb.	Cheese	5 oz.
Peas, Split or Lentils	1 lb.	Pickles	3 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	14 lb.	Bottled Sauces	2 oz.
Flour	1 lb.	Onions	8 oz.
Rice	6 oz.	Dried Fruit	3 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Tea	4½ oz.	Fine Salt	2 oz.
Coffee (containing not more than 25% Chicory)	2 oz.	Mustard	1 oz.
Cocoa (or chocolate)	3 oz.	Pepper	1 oz.
Sugar	1½ lb.	Curry Powder	1 oz.

Note 1. The maximum amount which can be deducted from the weekly ration of fresh meat in respect of equivalents is 2 lb. 2 oz. See paragraphs 4, 5 and 6 of the following Conditions and Exceptions.

Note 2. The amounts of sugar, milk and butter shown in the above Scale are exclusive of the amounts used in the preparation of meals, but there is no entitlement under the above scale for such use to additional quantities of margarine, suet, cooking fat, oil or cheese.

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 baking of bread impracticable ;
but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.
- Smoked Ham or Bacon. If smoked ham or bacon is not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines shall be substituted in the proportion of 1½ lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Meat. The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Poultry may be issued and count, up to a maximum of 1 lb. per week, as the equivalent of fresh meat in the proportion of 1 lb. of poultry to 12 oz. of fresh meat. The weight of poultry is the weight before preparation for cooking.
- 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.
- Fish. The weight of fresh fish is the gross weight before preparation for cooking. Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat. In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one half the amount by which the fresh fish issued is less than 8 oz. Tinned salmon, herrings, pilchards, or sardines may be substituted for fresh fish in the proportion of 1 oz. of tinned fish to 2 oz. 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 and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. 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 lb. 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.
- 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 including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans. Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables.
- Dried Fruits. Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Fresh Fruit should not be supplied if it is likely to be injurious to health.
- Onions. The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.
- The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE

Salt Meat	1 lb.	To be considered equal	Marmalade	1 lb.	To be considered equal.
Preserved Meat	1 lb.	To be considered equal.	Jam	1 lb.	
Coffee	1 oz.	To be considered equal.	Syrup	1 lb.	
Cocoa or Chocolate	1½ oz.	To be considered equal.	Butter	1 lb.	To be considered equal.
Tea	1 lb.	To be considered equal.	Cheese	1 lb.	
Flour	1 lb.	To be considered equal.	Condensed Milk	9½ oz.	
Biscuit	1 lb.	To be considered equal.	Dried Milk	4 oz.	To be considered equal.
Rice	1 lb.	To be considered equal.	Mustard	1 oz.	
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	To be considered equal.	Curry Powder	1 oz.	
Split Peas	1 lb.	To be considered equal			
Flour	1 lb.	To be considered equal			
Green Peas, Haricot or Butter Beans	1 lb.	when issued with meat rations.			
Rice	1 lb.				



EXEMPTION

ENG. 2.

UNDER SECTION 78 OF THE MERCHANT SHIPPING ACT, 1906, FROM THE PROVISIONS OF SECTION 92 OF THE MERCHANT SHIPPING ACT, 1894.

Name of Ship	Steam or Motor	Official Number	Tonnage		N.H.P. or S.H.P.
			Gross	Net	
John Derrick	Motor	12500	1284	615	1400

*Delete as necessary.

Rank	Name	Grade of Certificate (if any)	Nationality	No. of Discharge Book
Second	J.L. BANDEEN	None	British	176171

This vessel is authorised to proceed on foreign-going voyages with the above-named acting as stated.

This exemption is valid until the expiry of the Articles of Agreement opened at port of

Port Stanley on Aug. 1969

To: THE SUPERINTENDENT, MERCANTILE MARINE OFFICE,

SAN

These Regulations are distinct from the Act, and are sanctioned but any of them may be adopted by agreement and thereupon the offences specified be legally punishable by the appropriate Regulations, however, are not to apply.

These Regulations are all numbered as are adopted must be inserted in Agreement, and the following copy to correspond with the Agreement are not adopted. The signature or initial of the Officer before whom the Agreement is the Regulations as are adopted.

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

NOTE:—This exemption should be attached to the Ship's Articles of Agreement.

S23508 242621 D183853 200pds 6/67 T.&Co. G.871 (S2)

Signed

Rank

EXAMINER OF ENGINEERS
- 20 OCT 1969

SOUTHAMPTON

the signatures of the log entry has same must be read parts from the Port of furnished or read made and signed in entries must, upon entry or Consular Officer satisfied that the Offence made, the Fine must, be to the Officer.

duct, the Master thinks of his Crew, which has been to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

No.	OFFENCE.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	
2	Bringing or having on board intoxicating liquors	
3	Drunkenness	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted)	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs	

Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion

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

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

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

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

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

List of young persons under 18 years of age, and account of all Apprentices employed on board during the voyage.

Name in full	Date	Nationality (if British, state birthplace).	Capacity	If Apprentice Particulars of Indentures		Date of joining for the voyage.	Particulars of Leaving <i>To be filled up by the Master</i> If remaining it should be stated		Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
				Date	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons									
		years of age including Apprentices.							
John Derrick TRAVIS		Plymouth	Kess Boy			17.4.69			
Edward William MASTERS		Southampton	do.			do.			
Kevin L. ST.JOHN		Lyndhurst	do.			do.			

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

Dom. 183864 6/67 I.Bros Ltd. 4886

Signature of Official before whom the seaman is engaged

Signature of Official before whom the balance of wages was paid and release signed and date

Signature of Official before whom the balance of wages was paid and release signed and date

Signature of Official before whom the balance of wages was paid and release signed and date

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Name of Ship JOHN BISCOE / ZDLB

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	Amount of wages advanced upon or at the time of engagement †	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly, or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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.	No. of N.I. contrib. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	R 570696	W. Pauline		17.4.69				ENG	1	
	Herne Bay	4 Downside Avenue, Bitterne, Southampton	Master	Pt. Stanley				RELEASE		
33	Same		93294	At once						
	R 350740	M. Henrietta						ENG	2	
	Stafford	Villa Pax, Priory Rd Torquay.	Mate	do.	60 11 8			RELEASE		
40	Same		Master C.84083	do.						
	R 549093	M. Helen						ENG	3	
	Carnoustie	2 Priors Road, Jedburgh, Roxburghshire	2nd Mate	do.	138 15 0			RELEASE		
34	Same		88423	do.	23.5.69 10 TON	P.S.	285 9 3		11	
	R 794391	F. Richard						ENG	4	
	Bmsworth	Burnt House Farm Stubbington, Hants.	3rd Mate	do.	11 13 4			RELEASE		
23	Same		2/M 104222	do.						
	R 296599	B. Thomas						ENG	5	
	Donegal	Hibernian Bank House Sunnyside, Drogheda, Ireland	Radio Officer	do.	26 0 0			RELEASE		
45	Same		20L410	do.						
	R 868028	W. Yvonne						ENG	6	
	Hillingdon	"Newlyn" Bourne Field, Twyford, Hants.	Chief Engineer	do.	85 10 0			RELEASE		
36	Same		C/S I/C 5274	do.	3.9.69 10 TON	do.			0	
	R 752322	M. Madeline						ENG	7	
	Salhamstead Berks.	61 Drownlow Avenue Bitterne, Southampton	2nd Engineer	do.	29 10 0			RELEASE		
26	Same			do.	15.8.69 10 TON	P.S.	240 8 3			
	R 868808	F. Robert						ENG	8	
	Southampton	57 College Road, Woolston, Southampton	3rd Engineer	do.	06 15 0			RELEASE		
22	Same			do.	23.5.69 10 TON	P.S.	231 18 11		11	
	R 602792	Friend. Una Young						ENG	9	
	Southampton	4 Priors Hill Lane Old Netley	Electrician	do.	32 8 1/2			RELEASE		
42	Same			do.						
	F.164	B. Edward						ENG	10	
	Barnstaple	New Forest, Port Barnstaple Devon.	Catering Officer	do.	10 0 0			RELEASE		
52	Same			do.						
	R 708536	M. Mrs Rhodes						ENG	11	
	Durham	31 Cecilia Road Ramsgate, Kent.	Boat-swain	do.	78 10 0			RELEASE		
40	Same			do.						
	R 507339	W. Mavis						ENG	12	
	Falkland I	28a Elm Grove Hayling Island	A.B./Lamps.	do.	68 10 0			RELEASE		
39	Same			do.	23.5.69 10 TON	P.S.	101 3 11		11	
	F.163	B. Bernard						ENG	13	
	Falkland Is	16 Ashgrove Road, Birmingham 22A.	A.B.	do.	66 0 0			RELEASE		
40	Same		58872	do.	13.6.69 10 TON	P.S.				
	F.207	F. William						ENG	14	
	Falkland Is	2 Fitzroy Road, Stanley, Falkland Islands	A.B./Launchman	do.	67 0 0			RELEASE		
25	Same		67034	do.	23.5.69 10 TON	P.S.	106 18 3		11	
	R 706277	F. Percival						ENG	15	
	Sydenham	44 Hayes Close Wimborne, Dorset.	A.B.	do.	66 0 0			RELEASE		
26	Same		66255	do.	3.7.69 10 TON	P.S.				

The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.
If an advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.
The causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

Name of Ship

JOHN BISCOE/ ZDLB

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement	Amount of half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the crew	Date and place of leaving this ship, or death	Balance of wages paid on discharge	Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release the ship, and the Master, and the 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 under- signed members of the Crew from all claims in respect of the said voyage	No. of N.I. costs payable	and of official before whom the balance of wages was paid and release signed and date
R 714938	Tenby	F. James 5 St. Julians Tce., Tenby, Pembrokeshire	E.D.H.	17.4.69 Pt. Stanley	65 10 0	23.5.69 10' TON	DIS.	ENG. P. James	16	
26	Same	Same	60345	At once				RELEASE P. James		
R 769222	Carmarthen	F. John Giltar Grove Farm Penally, Tenby, Pembrokeshire	E.D.H.	do.	65 10 0	23.5.69 10' TON	DIS.	ENG. F. John	17	
24	Same	Same	63002	do.				RELEASE ENG. 2	11	
F 223	Falkland I.	M. Ada Cartmell Goose Green Falkland Islands	S.O.S.	do.	51 0 0			ENG. M. Ada Cartmell	18	
24	Same	Same		do.				RELEASE M. Ada Cartmell		
	NP	M. Mrs M. Curran Southampton, England	S.O.S.	do.	51 0 0			ENG. M. Mrs M. Curran	19	
21	Same	Same		do.				RELEASE M. Mrs M. Curran		
F 210	Stanley	W. Julia 81 Wavell Road, Bitterne, Southampton	Donkey- man	do.	75 0 0			ENG. W. Julia	20	
29	Same	Same		do.				RELEASE W. Julia		
R 728252	Portsmouth	M. Cora 13 Target Road Stamshaw, Portsmouth	Greaser	do.	65 0 0	23.5.69 10' TON	DIS.	ENG. M. Cora	21	
33	Same	Same		do.				RELEASE ENG. 2	11	
R 821935	Salisbury	W. Alva 33 Turner Crescent Sholing, Southampton	Greaser	do.	65 0 0	23.5.69 10' TON	DIS.	ENG. W. Alva	22	
25	Same	Same		do.				RELEASE W. Alva	0	
F. 236	Falkland/ German	F. Willi Dihlmann Passa Flores Prov. Rio Negro Argentina	Greaser	do.	65 0 0	30.10.69 MONTESIDEO	Left sick 10 3 10	ENG. F. Willi Dihlmann	23	
34	Same	Same		do.				RELEASE F. Willi Dihlmann		
S 98619	London	M. Elizabeth 22 Elvaston Place London, S.W.7	S.E.R.	do.	51 0 0			ENG. M. Elizabeth	24	
19	Same	Same		do.				RELEASE M. Elizabeth		
R 256062	Faverham	M. May 12 Vernon Close Berkhamstead, Herts.	Chief Cook	do.	85 10 0	23.5.69 10' TON	DIS.	ENG. M. May	25	
48	Same	Same	38656	do.				RELEASE ENG. 2	11	
	Portsmouth	F. Charles 33 Sandiego Road Gosport, Hants.	2nd Cook	do.	64 0 0	23.5.69 10' TON	DIS.	ENG. F. Charles	26	
20	Same	Same		do.				RELEASE F. Charles	10	
R 868791	Marple	M. Florence 225 Holdenhurst Rd., Bournemouth.	2nd Steward	do.	64 0 0	23.5.69 10' TON	DIS.	ENG. M. Florence	27	
34	Same	Same		do.				RELEASE M. Florence	11	
R 866600	Southampton	M. Mrs Margaret Buck 48 Threofield House Lime Street Southampton	Mess Boy	do.	28 10 0	23.5.69 10' TON	DIS.	ENG. M. Mrs Margaret Buck	28	
17	Same	Same		do.				RELEASE ENG. 2	11	
Lyndhurst	Same	F. Kevin 3 Lloyd Avenue Marchwood, Southampton	Mess Boy	do.	28 10 0	23.5.69 10' TON	DIS.	ENG. F. Kevin	29	
17	Same	Same		do.				RELEASE F. Kevin	11	
R868818	Same	Same		do.				ENG. F. Kevin	30	
R868794	Plymouth	M. Mrs B. Broadway 12 Brunswick Road, Cattedown Plymouth	Mess Boy	do.	28 10 0	23.5.69 10' TON	DIS.	ENG. M. Mrs B. Broadway	30	
15	Same	Same		do.				RELEASE M. Mrs B. Broadway	11	

Activities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Uses of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Social Security.

Name of Ship

JOHN BISCOE / ZDLB

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	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 OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the crew			Release. We the members of the crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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 under signed members of the crew from all claims in respect of the said voyage	No. of cents payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
		M. Mrs Lena Coleman	Asst. Steward	17.4.69				ENG. <i>L. M. Smith</i>	31	<i>B.</i>
	Stanley	Kent Road,		At once	51 0 0			RELEASE <i>ENG 1</i>		
48	Same	Stanley, Falkland Islands.		Pt. Stanley	30/9/69	DIS	NIL	RELEASE <i>ENG 1</i>		
		M. Florence	Super-n'y	do.	1 0			ENG. <i>J. A. B.</i>	32	<i>B.</i>
	Stourbridge	5 Pewterspear Lane		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
29		Appleton, Warrington Lincs.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		M. Daisy	do.	do.	1 0			ENG. <i>P. B.</i>	33	<i>B.</i>
	Portsmouth	13 Glencoe Road,		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
28		Copnor Portsmouth		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. John	do.	do.	1 0			ENG. <i>R. M. B.</i>	34	<i>B.</i>
	Douglas	Glentruan		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
33		Quarter Bridge Road Douglas, Isle of Man		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		R. Rowland	do.	do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
	Richmond	Glentiesk.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
26		Skeebly Richmond, Yorks.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		W. Janice	do.	do.	1 0			ENG. <i>P. B.</i>	36	<i>B.</i>
	Dundee	c/o Sim, Sussex Gdns		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
27		P.A.F. Scampton, Lincs.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. Walter	do.	do.	1 0			ENG. <i>P. B.</i>	37	<i>B.</i>
	Barnsley	14 Mottram Street		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
20		Barnsley Yorks.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. William	do.	do.	1 0			ENG. <i>P. B.</i>	38	<i>B.</i>
	Elgin	16 Urquhart Road		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
25		Aberdeen		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		W. Pamela	do.	do.	1 0			ENG. <i>W. G. Griffith</i>	39	<i>B.</i>
	Stirling	1 North Bourne Road		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
26		Gillingham Kent.		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. Maurice	do.	do.	1 0			ENG. <i>N. J. Collins</i>	40	<i>B.</i>
	Bristol	9 Mt. Pleasant Road		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
21		Ealing London, W.5		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. Noel	do.	do.	1 0			ENG. <i>D. H. B.</i>	41	<i>B.</i>
	Shrewsbury	Hatton Farm		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
24		Church Stretton Shropshire		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		W. Ann	do.	do.	1 0			ENG. <i>G. J. Holton</i>	42	<i>B.</i>
	Canadian	16 Osborne Villas		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
27		Bristol, BS2 8BP		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. LAGLIE LEDINGHAM	do.	do.	1 0			ENG. <i>R. B. L.</i>	43	<i>B.</i>
	Aston-on-Trent	Boydrie		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
26		Dores Road,		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		Inverness, Scotland		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		F. Richard	do.	do.	1 0			ENG. <i>R. B. L.</i>	44	<i>B.</i>
	Paignton	Sherril		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
29		Moor Park Close		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		Croyde, N. Devon		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
		M. Mary	do.	do.	1 0			ENG. <i>S. H.</i>	45	<i>B.</i>
	Carshalton	31 Pewsey Road		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	
23		Carshalton Surrey		do.	119 MAY 1969	DIS	NIL	RELEASE <i>ENG 2</i>	0	

Specialties of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance

Name of Ship

JOHN BISCOE / ZDLS

H.M.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	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 OF CREW ON ENGAGEMENT	Ref No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the 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		
					Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
		F. Ernest	Super-n'y	17.4.69				ENG		
	Pudsey	10 Woodlands Grove		Pt. Stanley	1 0					
25		Fartown, Pudsey, Yorkshire.		At once	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		M. Margaret						ENG		
	Bray	16 Wolfe Tone Sq.,	do.	do.	1 0					
22		West Bray, Wicklow, Ireland		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		W. Frances						ENG		
	Barry	178 Barry Road	do.	do.	1 0					
23		Barry Glamorgan			19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		F. George						ENG		
	Wolverhampton	Holly Cottage	do.	do.	1 0					
25		Blackpond Lane, Farnham Royal, Slough.		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		F. Fred						ENG		
	Bolton	93 Park Road	do.	do.	1 0					
23		Bolton Lancashire		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		F. Adam						ENG		
	Manchester	37 York Road	do.	do.	1 0					
27		Loughborough Leicestershire		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		M. Phyllis						ENG		
	Gosforth	20 Morningside Cres	do.	do.	1 0					
26		Aberdeen.		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		M. Hannah						ENG		
	Throckley	296 Newburn Road	do.	do.	1 0					
37		Throckley Newcastle-on-Tyne		do.	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		F. Cyril						ENG		
	Gosforth	23 Woodlands Dr.	do	21.4.69						
24	FIRST	COVENTRY		21.4.69	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		M. Mary						ENG		
	41	34 Buxton Rd	do	do						
	FIRST	FURNACE		do	19 MAY 1969	DIS	NIL	RELEASE	ENG 2	0
		STOCKPORT						ENG		
	F. 233	B. Charles	Sup-7	28.5.69	-1-					
	F-Is	Jamie Si.		do				RELEASE		
43	Shackleton	Stanley								
	CC. 2688597	41. Buxton						ENG		
M	Ylwaer	Harold Hill						RELEASE		
30	S. A. Niala	Harold Hill								
CS	R694179	N. Gary	2nd Mate	1.10.69				ENG		
M	Harborough	5. Buxton Rd		1.10.69				RELEASE		
27	Shackleton	Harborough Green								
	R812912	Shackleton						ENG		
S	Darham	40. Buxton Towers						RELEASE		
22	Shackleton	Wester								
	R831894	42. Buxton						ENG		
S	Terby	CATFORD SE.6						RELEASE		
34	Grit									

Capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

ADDITIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

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 Foreign Service Fees Order in Council, 1959.

Services required by Law.		Services required by parties interested.	
	In all countries. £ s. d.		In all countries. £ s. d.
(10) Sanctioning the engagement of seamen : for each seaman	5 0	(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew : for each man	5 0
N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £6 5s. 0d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.		with a minimum of	2 5 0
(11) Attesting alterations in agreements with seamen : for each alteration, in respect of each seaman concerned with a maximum fee of	10 0 10 0 0	and a maximum of	6 15 0
(12) Sanctioning the discharge or leaving behind of seamen : for each seaman (see Fee 10)	5 0	(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	15 0
(13) Certifying desertions of seamen : for each seaman	10 0	N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	10 0		
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39)	15 0		

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 27, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered from 1 to 53 both inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Acts.

The discharge books of the men engaged have been delivered to the Master, except in cases where it is stated no discharge books (Dis. A) have been produced.

Back.
SHIPPING MASTER,
STANLEY, FALKLAND IS
17. April 1969.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 24. 4. 1969
Agreement deposited 25. 4. 1969
- do - returned 25. 4. 69
Average rate of exchange \$ 596.00 = £
(for conversion of seamen's wages only)



for H. B. M. Vice-Consul

Distressed British Seaman M. J. Mc FADDEN
landed in my care at Southampton this day.

19 MAY 1969
SOUTHAMPTON
Mc Pattison A.P.H.

All charges in crew made in
accordance with the M.S.A's

Moelhuysen

Marine C
18
27 OCT 1969
SOUTHAMPTON

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 28.10.69
 Agreement deposited 28.10.69
 - do - returned 29.10.69
 Average rate of exchange \$ 594.00 = £
 (for conversion of seamen's wages only)



M. B. M. Consol
 H. B. M. CONSUL

I hereby certify that the Seaman on
 line thirty three
 has been discharged at this
 port with my sanction on the ground of
 illness
 and that the sum of £10.3.10
 being wages due to him has been paid
 by Agent and that his
 effects, Dis. A. and Insurance Card
 have been delivered to me



M. B. M. Consol
 H. B. M. CONSUL

Port Stanley

I certify that I have this day sanctioned
 the engagement of the seaman whose names
 appear at Lines 73, 74, 111, 112, 113, 114, 115,
 116, 117, 118, 119 & 120 of the continuation of
 this agreement.

Shirana Mastee
 SHIRANA MASTEE

BRITISH CONSULATE PUNTA ARENAS - Chile

Vessel arrived 19 March 1970
 Articles signed 20 March 1970
 Articles signed 21 March 1970
 Average rate of exchange £30.15
 (for conversion of seamen's wages only)

I certify that the Seamen on lines 73, 74,
 111, 112, 113, 114, 115, 116, 117, 118, 119 & 120, have
 been discharged at this port with my sanction,
 on the grounds of Mutual Consent, and that
 their possessions have been delivered to
 them.



W. H. M. Consol
 British Consul

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates of Endorsements, a continuation sheet or sheets 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.

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, 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 Her 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, 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 special page). The employment of children under the age of 15 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—

- Produce the Certificate for himself, his Mates, and his Engineers, and
- Produce the Apprentices destined for the voyage, together with their indentures.
- 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.

13. The Master of a foreign-going Ship incurs a Penalty of £5 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 £20 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.

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 columns 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 monies 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. 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 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 to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of £20 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 cols. 15 and 16.)

ENG. 1.



AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP

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

M.V. RRS JOHN BISCOE	Official No. 185050	Port of Registry PORT STANLEY	Port No. and Date of Register. 1 - 1957	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ¹ 257 - 1450
				Gross. 1533.97	Net. 615.19	
REGISTERED MANAGING OWNER OR MANAGER.				No. of Seamen and Apprentices for which accommodation is certified.		
Name. HER MAJESTY REPRESENTED BY		Address (State No. of House, Street and Town) NATURAL ENVIRONMENT RESEARCH COUNCIL 27-33 CHARING CROSS ROAD LONDON WC2		Name. 66		
Name.				Address.		

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 from²

And it is also agreed, that³

In continuation of an agreement
opened at Port Stanley, Falkland Islands
on 17.4.69

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 the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

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

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

And it is also agreed, that additional clauses and the Regulations authorized by the Board of Trade which are printed herein and numbered⁴

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.

Date of Commencement of First Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	
	Port Stanley	14/4/70	Port Stanley	15/4/70	Master.

- Place S.S. before name if a Steamship, and M.V. if a Motor Ship.
- Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
- 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.
- Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
- Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade which the parties agree to adopt.
- Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.

ADDITIONAL CLAUSES.

Name of Ship

JOHN BISCOE

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing agreement	Amount of wages or pay or calendar month	Amount of wages advanced upon or at the time of engagement	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release the ship, and the Master, and the 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 under-mentioned members of the Crew from all claims in respect of the said voyage.		and of official before whom the seaman was paid and released and date
					Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
S	19	R880755 F. John 185 Minsgrave Rd BIRMINGHAM 8	Deck U.	1.10.69	60 - -			ENG. J. W. F. TUMELTY	61	
		21 Dron Drive CHANDLERFORD, Hants	Deck U.	1.10.69	60 - -			RELEASE J. Tumelty		
S	27	R8878992 Bro. James 67 Linton Rd EASTLEIGH	Deck U.	1.10.69	60 - -			ENG. W. L. WATSON	62	
		7. Hillside, Bromley End Hill LONDON. N.E.	Deck U.	1.10.69	60 - -			RELEASE W. Watson		
S	36	R880804NP Pa. James 43 Bromer Rd MILLBROOK SOUTHAMPTON	Deck U.	1.10.69	60 - -			ENG. J. CONRY	63	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. Conry		
S	38	R641726 W. Edith 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. JAMES E. NYAT	64	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. Nyat		
M	31	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. W. E. HARMONORTH	65	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE W. E. Harmonorth		
S	24	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. B. Bander	66	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. B. Bander		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	67	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	68	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	69	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	70	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	71	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	72	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	73	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	74	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		
S	18	R766171 W. James 27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			ENG. J. W. GATT	75	
		27 Rest a Nigh Ave. MAYLING ISLAND	Deck U.	1.10.69	60 - -			RELEASE J. W. Gatt		

Capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

Name of Ship JOHN BISCOE

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	Amount of wages per week, half calendar month	Amount of wages advanced upon or at the time of engagement	Amount of weekly, half monthly, or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release the ship, and the Master, and the 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 under signed members of the Crew from all claims in respect of the said voyage.	No. of N.I. contributions payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than 5 years previous				Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
	PP. 638817	MOTHER Joan 12 Fairfield Crescent Eastwood, Leigh-on-Sea, Essex	Sup'ry	7.10.69 So' ton	1 0			ENG <i>M.H. Atkins</i>	76	
26	155			7.10.69 11 a.m.				RELEASE <i>E.V.G. 2.</i>		
	D. 36031	FATHER Eric Hethersett, Southbrook Close, Havant, Hants	do.	do.	1 0			ENG <i>E.K.P. Back</i>	77	
27	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. L. 274129	FATHER Walter 14 Mottram Street, Barnsley, Yorks.	do.	do.	1 0			ENG <i>P. Burton</i>	78	
21	155			do.	7-11-69 Port Stanley	Dis	NIL	RELEASE <i>P. Burton</i>		
	103368	FATHER Arthur 62 Churchway, Weston Mill, Plymouth, Devon.	do.	do.	1 0			ENG <i>P.F. Butler</i>	79	
23	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. 551411	FATHER Walter "Cotswold", 15 Green- hills Road, Cheltenham, Glos.	do.	do.	1 0			ENG <i>T.J.C. Christie</i>	80	
35	155			do.	20-11-69 Port Stanley	Dis	NIL	RELEASE <i>T.J.C. Christie</i>		
	PP. 634105	WIFE ELIZABETH P.O. Box 39, Fort Portal, Uganda.	do.	do.	1 0			ENG <i>N.J. Collins</i>	81	
22	155			do.	20-11-69 Port Stanley	Dis	NIL	RELEASE <i>N.J. Collins</i>		
	PP. L. 628464	FATHER David 18 Castle View Estate Denbigh, North Wales.	do.	do.	1 0			ENG <i>T.G. Davies</i>	82	
23	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. L. 652737	MOTHER Mary 94 Buxton Road, Furness Vale, Whaley Bridge, Stockport.	do.	do.	1 0			ENG <i>W.A. Etchells</i>	83	
41	155			do.	7-11-69 Port Stanley	Dis	NIL	RELEASE <i>W.A. Etchells</i>		
	PP. 461184	MOTHER Florence Legaroe, Ballygawley, Co. Tyrone, N.I.	do.	do.	1 0			ENG <i>A.H. Gilmour</i>	84	
21	155			do.	20-11-69 Port Stanley	Dis	NIL	RELEASE <i>A.H. Gilmour</i>		
	PP. N. 253241	FATHER Charles 47 Bouverie Avenue, Salisbury, Wilts.	do.	do.	1 0			ENG <i>P.W. Gurling</i>	85	
23	155			do.	20-11-69 Port Stanley	Dis	NIL	RELEASE <i>P.W. Gurling</i>		
	PP. 627898	FATHER Noel Hatton Farm, Church Stretton, Shropshire.	do.	do.	1 0			ENG <i>R.S. Hesbrook</i>	86	
25	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. G. 918995	FATHER Andrew 6 West View, Linlithgow Bridge, West Lothian	do.	do.	1 0			ENG <i>B.T. Hill</i>	87	
22	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. L. 423390	FATHER Robert 81 Clifton Street, Lytham, Lancs.	do.	do.	1 0			ENG <i>M.H. Hinchcliffe</i>	88	
22	155			do.				RELEASE <i>ENG. 2.</i>		
	PP. L. 460155	FATHER Cyril 2 Meas-Buena, Berriew, Welshpool, Montgomery.	do.	do.	1 0			ENG <i>J.A. Lawton</i>	89	
23	155			do.	7-11-69 Port Stanley	Dis	NIL	RELEASE <i>J.A. Lawton</i>		
	PP. P. 331107	FATHER Stanley Old Court, Pickleigh, nr Tiverton, Devon	do.	do.	1 0			ENG <i>J. Light</i>	90	
26	155			do.	20-11-69 Port Stanley	Dis	NIL	RELEASE <i>J. Light</i>		

capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount

causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

Name of Ship JOHN BISCOE

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	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 OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and 1. the Master do hereby release the said under signed member of the Crew from all claims in respect of the said voyage	No. of N.I. costs payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause	Balance of wages paid on discharge			
	G. 746320 MARGATE 155 PP. 611649	FATHER John 4 Hawthorn Avenue, Bishopbriggs, Glasgow.	Sup'ry	7.10.69 So'ton 7.10.69 11 a.m.	1 0			ENG. <i>Maxwell</i> RELEASE <i>Eng. 2.</i>	91	<i>L</i>
23	S. Croydon 155 PP. 611649	MOTHER Sheila 88 Mount Park Avenue, South Croydon, Surrey.	do.	do.	1 0			ENG. <i>W. Macallister</i> RELEASE <i>Eng. 2.</i>	92	<i>L</i>
27	Edinburgh 155 PP. 611649	WIFE Moira 6 Hillhead Road, Bieldside, Aberdeen.	do.	do.	1 0			ENG. <i>A. H. Wilson</i> RELEASE <i>Eng. 2.</i>	93	<i>L</i>
29	Woolwich 155 PP. 331108	FATHER Frederick 105 Parkhill Road, Bexley, Kent.	do.	do.	1 0			ENG. <i>W. D. R. J. R.</i> RELEASE <i>Eng. 2.</i>	94	<i>L</i>
29	Cape Peninsula 155 PP. 331108	MOTHER RITA 31 Denham Close, Stubbington, Hants.	do.	do.	1 0	20-11-69 PORT STANLEY	DIS N I L	ENG. <i>K. P. Roberts</i> RELEASE <i>Eng. 2.</i>	95	<i>L</i>
21	Birmingham 155 PP. 611649	FATHER Charles "Burghlee", Liuilands Court, Stirling, Scotland.	do.	do.	1 0	12-1-70 PORT STANLEY	DIS N I L	ENG. <i>C. P. Roberts</i> RELEASE <i>Eng. 2.</i>	96	<i>L</i>
24	Southampton 155 PP. 611649	FATHER Claude 3 Kings Road, Chandlers Ford, Eastleigh, Hants.	do.	do.	1 0			ENG. <i>D. E. Smith</i> RELEASE <i>Eng. 2.</i>	97	<i>L</i>
23	Bolton 155 PP. 611649	FATHER Fred 98 Park Road, Bolton, Lancs.	do.	do.	1 0	20-11-69 PORT STANLEY	DIS N I L	ENG. <i>H. G. Smith</i> RELEASE <i>Eng. 2.</i>	98	<i>L</i>
24	Coventry 155 PP. 611649	FATHER William 50 Partridge Croft, Coventry.	do.	do.	1 0	7-11-69 PORT STANLEY	DIS N I L	ENG. <i>C. Stephenson</i> RELEASE <i>Eng. 2.</i>	99	<i>L</i>
41	Sheffield 155 PP. 611649	BROTHER TITMUS 14 Littledale Road, Wallasey, Cheshire.	do.	do.	1 0	7-11-69 PORT STANLEY	DIS N I L	ENG. <i>R. J. Stocks</i> RELEASE <i>Eng. 2.</i>	100	<i>L</i>
27	Belfast 155 PP. 611649	MOTHER Edna Ladies College Sana- torium, Parabola Road, Cheltenham, Glos.	do.	do.	1 0	20-11-69 PORT STANLEY	DIS N I L	ENG. <i>C. P. Roberts</i> RELEASE <i>Eng. 2.</i>	101	<i>L</i>
22	Sheffield 155 PP. 611649	FATHER George 37 Goodison Crescent, Sheffield.	do.	do.	1 0			ENG. <i>R. J. Stocks</i> RELEASE <i>Eng. 2.</i>	102	<i>L</i>
24	Sheffield 155 PP. 611649	MOTHER Mrs Marjorie Cornes, 75 Highbury Rd, St. Annes, Lancs.	do.	do.	1 0	7-11-69 PORT STANLEY	DIS N I L	ENG. <i>D. E. Smith</i> RELEASE <i>Eng. 2.</i>	103	<i>L</i>
30	Mansfield 155 PP. 611649	MOTHER Dorothy 9 Main Street New Brinsley, Notts.	do.	do.	1 0			ENG. <i>D. E. Smith</i> RELEASE <i>Eng. 2.</i>	104	<i>L</i>
23	London 155 PP. 611649	FATHER James 4 Waverley Road, Harrow, Middx.	do.	do.	1 0			ENG. <i>G. P. Roberts</i> RELEASE <i>Eng. 2.</i>	105	<i>L</i>

capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. In advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. Causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

INTERNATIONAL INSURANCE — Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Social Security.

Name of Ship

INEA Category	Number of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged?	Date and place of signing this agreement	Amount of wages per month at calendar month	Amount of wages advanced upon or at the time of engagement	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew	Release	Balance of wages paid on discharge	Release	End of actual service	Signature of official before whom the balance of wages was paid and release signed and date
	Age	Last ship and year of discharge if more than 2 years previous								
	PP 3788	PA Williams		8/10/69	1/				106	
	151	97 NOTLEY RD LOWESTOFT		7/10/69	20-11-69					
	21	151		7/11/69	10-11-69				107	
	24	151		7/11/69	10-11-69				108	
	25	151		7/11/69	10-11-69				109	
	35	151		7/11/69	10-11-69				110	
	38	151		7/11/69	10-11-69				111	
	25	151		7/11/69	10-11-69				112	
	28	151		7/11/69	10-11-69				113	
	30	151		7/11/69	10-11-69				114	
	26	151		7/11/69	10-11-69				115	
	23	151		7/11/69	10-11-69				116	
	25	151		7/11/69	10-11-69				117	
	26	151		7/11/69	10-11-69				118	
	30	151		7/11/69	10-11-69				119	
	24	151		7/11/69	10-11-69				120	
	24	151		7/11/69	10-11-69					

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Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 28.10.69
Agreement deposited 28.10.69
- do - returned 29.10.69
Average rate of exchange \$ 594.00 = £
(for conversion of seamen's wages only)



M. J. Hutchinson
H. E. M. CONSUL

PORT STANLEY

7th November, 1969

I certify that I have today sanctioned the discharge of the seamen whose names appear at lines 18, 83, 89, 99, 100 & 103 of this agreement. I further certify that the seamen whose names appear at lines 107 & 108 were today engaged in my presence.

Shirley

SHIRLEY MASTER.

PORT STANLEY

20 NOVEMBER, 1969

I certify that I have today sanctioned the discharge of 6 seamen (seafarers) whose names appear at lines 81, 84, 85, 90, 94, 98, 101, 106, & 80 of this agreement. I further certify that the seaman at line 65 of this agreement has been discharged as such at this date. Wages continue - Discharge Book delivered to me.

Shirley

SHIRLEY MASTER.

PORT STANLEY

12th JANUARY, 1970

I certify that I have today sanctioned the discharge of the seamen whose names appear at line 95 of this agreement.

Shirley

SHIRLEY MASTER.

BRITISH CONSULATE PUNTA ARENAS - Chile

Vessel arrived 13-12-69
Articles deposited 13-12-69
Articles returned 13-12-69
Average rate of exchange \$ 222.00 = £
(for conversion of seamen's wages only)

I certify that I have sanctioned the within agreement in respect of seamen whose name appears on line 109, who signed same in my presence, and that the same has been made as required by the Merchant Shipping Acts.

Shirley
British Consul.



PORT STANLEY

1-7-1970

I certify that I have today sanctioned the engagement of the seaman whose name appears at line 110 and that the seaman in question today signed the agreement in my presence.

Shirley
SHIRLEY MASTER.

NOTE.—If further space is required for Certificates of Endorsements, a continuation sheet or sheets 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.

Reference Numbers of Sea men whose case are exempt under Section 28 are listed below.

S. 28 12(a)	
S. 28 12(b) †	
S. 28 12(c) †	
S. 28 12(d)	

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.

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, 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 Her 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, 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 special page). The employment of children under the age of 15 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.

13. The Master of a foreign-going Ship incurs a Penalty of £5 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 £20 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.

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 columns 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 monies 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. 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 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 to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of £20 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 cols. 15 and 16.)