



ISSUED BY THE BOARD OF TRADE.
IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(O 3)

OFFICIAL LOG BOOK. No. 3.

(Consisting of 24 Pages.)
For 87 Men.

FOR EITHER

FOREIGN-GOING OR HOME TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>Modern</i>	<i>156380</i>	<i>PORT STANLEY</i>	<i>10167</i>	<i>64.51</i>	<i>P.H.W. Christiansen</i>	<i>Hamburg 298</i>

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Stanley</i> Date <i>August 6th 1933</i>	<i>Foreign</i>	Port <i>Magallanes</i> Date <i>26 May 1933</i>

Delivered to the ^{*Captain*} Superintendent of Mercantile Marine at the Port of *Magallanes*

on *26th* day of *July* 19*33*

Countersigned

H.W. Brown
Superintendent
H.W. Consul

John H. Europe Master.
Address.

NOTE.—The above Entries are to be filled up by the Master, and the 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 Foreign-going Ship. In the case of a Home Trade Ship the Log Book for any half year is to be delivered to a Superintendent within 21 days of the 30th of June or the 31st of December, as the case may be.—See Section 242 of the Merchant Shipping Act, 1894.

Index to Entries in Official Log Book.

ENTRIES.	Reference to any pages in which the various entries appear.
1. Conviction of any Member of Crew and Punishment (Section 240 (1) of M.S. Act, 1894.)	
2. Offence committed by Member of Crew for which it is intended to prosecute or to enforce a Forfeiture or to exact a Fine, together with such statement concerning the reading over such entry, and concerning the reply (if any) made to the charge as is required by law (Section 240 (2) of M.S. Act, 1894.)	
3. Offence for which punishment has been inflicted on board, and the punishment inflicted (Section 240 (3) of M.S. Act, 1894.)	
4. Illness or injury that has happened to any Member of Crew, the nature thereof, and the medical treatment adopted (if any) (Section 240 (5) of M.S. Act, 1894.)	
5. Death that has happened on board, and cause thereof (Section 254 of M.S. Act, 1894.)	
6. Birth that has happened on board, the sex of the infant, and the names of the parents (Section 254 of M.S. Act, 1894.)	
7. Marriage that has taken place on board, the names and ages of the parties (Section 240 (6) of M.S. Act, 1894.)	
8. Name of Seaman or Apprentice who has ceased to be a Member of the Crew, otherwise than by death, with the place, time, manner, and cause thereof (Section 240 (7) of M.S. Act, 1894.)	
9. Amount of Wages due to any Seaman who has entered His Majesty's Service during the voyage (Section 240 (8) of M.S. Act, 1894.)	
10. Wages due to any Seaman or Apprentice who has died during the voyage, and the gross amount of all deductions to be made therefrom (Section 240 (9) of M.S. Act, 1894.)	
11. Statement of the amount of money and description of the effects left by any Seaman or Apprentice who has died during the voyage, including a statement of each article sold and the sum received for it (Sections 169 and 240 (10) of M.S. Act, 1894.)	
12. Collisions with any other Ship, and the circumstances under which the same occurred (Sections 240 (11) and 423 of M.S. Act, 1894.)	
13. Order of Naval Court (Section 483 (3) of M.S. Act, 1894.)	
14. Survey of Provisions and Water (Section 198 of M.S. Act, 1894.)	
15. Refusal or Neglect of any Seaman or Apprentice to take Lime or Lemon Juice (Section 200 (3) of M.S. Act, 1894.)	
16. Change of Masters.—List of documents handed to new Master (Section 258 of M.S. Act, 1894.)	
17. Report of character of Crew (Section 210 (4) of M.S. Act, 1894.)	
18. Employment or death of Lascars	
19. Load-line, freeboard, and draught of water (Section 436 (3), 440 (4) of M.S. Act, 1894.)	
20. Occasions on which boat drill is practised, or life-saving appliances are examined (Section 9 of M.S. Act, 1906.)	
21. Wages and effects due to any Seaman left behind abroad (Section 23 (1) (a) of M.S. Act, 1906.)	
22. Notice of disrating (Section 59 of M.S. Act, 1906.)	

NOTE.—For the chief statutory provisions respecting Official Logs see Notice I. prefixed to this book.

CAUTION.—Section 130 of the Merchant Shipping Act 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.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
1	Alto Repp	Boatman	V G	V G	
2	William Miller	Sailor	V G	V G	
3	Alb Madren	Steward + Cook	V G	V G	
4	Ruperto Villanar	Sailor			failed to join
5	Tomar Vellegar B	"			failed to join
6	Juan Nodulueni	"	V G	V G	
7	Nikolai Nottstein	Mechanic			
8	Archer Gollner	Sailor	V.G.	V.G.	
9	J. Lopez	"	V.G.	V.G.	
10	J. Hamilton	"	V.G.	V.G.	
11	G. Lowrich	"	—	—	
12	C. Peres	Cook	V.C.	V.C.	
13	R. Velazquez	Sailor			
14	B. Elgueta	"			
15	Alto Grobler	"	—	—	
16	Al. M. Gild	"	—	—	
17	J. Miller	Steward			
18	J. Detlor	Cook			failed to join
19	R. Hintee	Boatman			
20	Viver	Sailor			
21	E. Schroeder	Cook			
22	R. Villanar	Sailor			
23					
24					
25					
26					
27					
28					
29					

CAUTION.—Section 130 of the Merchant Shipping Act 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.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					

CAUTION.—Section 130 of the Merchant Shipping Act 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.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
59					
60					
61					
62					
63					
64					
65					
66					
67					
68					
69					
70					
71					
72					
73					
74					
75					
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					

SHIP'S DRAUGHT OF WATER.

The Merchant Shipping Act, 1894, Section 436 (3), enacts that the Master of every British sea-going ship shall upon her leaving any dock, wharf, port, or harbour for the purpose of proceeding to sea, record her draught of water and the extent of her clear side in the Official Log Book and shall produce the record to any chief officer of Customs whenever required by him, and if he fails without reasonable cause to produce the record, shall for each offence be liable to a fine not exceeding twenty pounds. This applies to all places, whether at home or abroad.

The term "clear side" means the height from the water to the upper side of the plank of the deck from which the depth of hold as stated in the register is measured, and the measurement of the clear side is to be taken at the lowest part of the side.

LOAD-LINE AND FREEBOARD.

The Merchant Shipping Act, 1894, Sections 437 to 442, as amended by the Merchant Shipping Act, 1906, Sections 7 and 8, provides, among other things, as follows:—

Marking of Load-Line Disc.

The Owner of every British Ship proceeding to sea from a port in the United Kingdom (except sailing ships under eighty tons register, employed solely in the coasting trade, ships employed solely in fishing, and pleasure yachts) shall, before the time herein-after mentioned, mark upon each of her sides, amidships, i.e., at the middle of the length of the load water-line as measured from the fore side of the stem to the aft side of the stern-post), or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with an horizontal line eighteen inches in length, drawn through its centre.

The centre of this disc shall be placed at such level as may be approved by the Board of Trade below the deck-line marked under this Act and specified in the certificate given thereunder, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship.

Submersion of Disc.

If a ship is so loaded as to submerge in salt water the centre of the disc indicating the load-line, the ship shall be deemed to be an unsafe ship within the meaning of the provisions hereafter contained in this Part of this Act, and such submersion shall be a reasonable and probable cause for the detention of the ship.

Foreign-going and Home-Trade Vessels.

Where a ship proceeds on any voyage from a port in the United Kingdom for which the owner is required to enter the ship outwards, the disc indicating the load-line shall be marked, before so entering her, or, if that is not practicable, as soon afterwards as may be.

The owner of the ship shall upon entering her outwards insert in the form of entry a statement in writing of the distance in feet and inches between the centre of this disc and the upper edge of each of the deck lines which is above that centre, and if default is made in inserting that statement, the ship may be detained.

The master of the ship shall enter a copy of that statement in the agreement with the crew before it is signed by any member of the crew, and a superintendent shall not proceed with the engagement of the crew until that entry is made.

The master of the ship shall also enter a copy of that statement in the official log book.

When a ship to which this section applies has been marked with a disc indicating the load-line, she shall be kept so marked until her next return to a port of discharge in the United Kingdom, or, if the mark has been altered abroad in accordance with regulations made by the Board of Trade for the purpose, marked with the mark as so altered.

Coasting Vessels.

Where a ship employed in the coasting trade is required to be marked with the disc indicating the load-line, she shall be so marked before the ship proceeds to sea from any port; and the owner shall also once in every twelve months, immediately before the ship proceeds to sea, transmit or deliver to the chief officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the deck-lines which is above that centre.

The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall transmit or deliver to the chief officer of customs of the port of registry of the ship, notice in writing of that renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

If default is made in transmitting or delivering any notice or statement under this section, the owner shall, for each offence, be liable to a fine not exceeding one hundred pounds.

When a ship to which this section applies has been marked with a disc indicating the load-line, she shall be kept so marked until notice is given of an alteration.

Penalties.

If—

(a.) Any owner or master of a British ship fails without reasonable cause to cause his ship to be marked as by this Part of this Act required, or to keep her so marked, or allows the ship to be so loaded as to submerge in salt water the centre of the disc indicating the load-line; or

(b.) Any person conceals, removes, alters, defaces, obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate, any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, he shall for each offence be liable to a fine not exceeding one hundred pounds.

If any mark required by this part of this Act is in any respect inaccurate so as to be likely to mislead, the owner of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

Regulations.

In the Regulations made by the Board of Trade under Section 443 of the Merchant Shipping Act, 1894, it is provided as follows:—

(a.) The master of every British ship shall, before she leaves any dock, wharf, port or harbour in the United Kingdom, His Majesty's possessions, or any foreign country, for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate of approval of the position of the disc.

(b.) The managing owner or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

LOAD-LINE AND DRAUGHT OF WATER.

Position of the Load-line Disc and the lines used in connection with the Disc.

The centre of the disc is placed at _____ feet _____ inches below the _____ deck-line marked under the provisions of the Merchant Shipping Act, 1894.

Maximum load-line in fresh water _____ feet _____ inches above the centre of the disc.

Maximum load-line in Indian summer _____ feet _____ inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter _____ feet _____ inches below the centre of the disc.

Maximum load-line in North Atlantic winter _____ feet _____ inches below the centre of the disc.

The above particulars are to be taken from the Load-line Certificate. The words which are not applicable should be erased.

DATES OF ARRIVAL AT AND DEPARTURE FROM EACH PORT TOUCHED AT,

WITH THE

FREE-BOARD AND DRAUGHT OF WATER

Upon every occasion of the Ship proceeding to Sea.

FROM						TO	
(1)	(2)	(3)		(4)		(5)	(6)
Date and Hour of Departure.	Dock, Wharf, Port or Harbour from which the Ship departs.	Draught of Water in salt water at time of proceeding to sea.		Free-board amidships corresponding to foregoing draught.		Date of Arrival.	Dock, Wharf, Port or Harbour.
		Forward.	Aft.	Port.	Starboard.		
6 Aug 31	Port Stanley	8 1	11 6	3 1	3 2	8 Aug 31	Port Howard
4 pm							
9 Aug 11	Port Howard	7 10	11 4	3 2	3 2 1/2	10 Aug 31	Port Stephens
6 am							
11 Aug 31	Port Stephens	7 8	11 3	3 2 1/2	3 2 1/4	13 Aug	Widdell Is.
16 Aug 11	Widdell Is.	8 4	11 5	3 1 1/2	3 2	19 Aug	Magallanes
4 am							
24 Aug 31	Magallanes	8 -	11 2	3 5	3 5	29 Aug	Puerto Dora (Seno OBSTACULACION)
11 pm							
2 Sept 11	Puerto Dora	9 10	12 10	1 9	1 7 1/2	12 Sept 11	Rio Gallagher
4 pm							
18/9	Rio Gallagher	9 7	12 1	2 5	2 5	18 11	" "
20/9	" "	9 10	12 9	1 8	1 8	24/9	For bay Foulmouth Is.
4/11	Widdell Is.	7 10	10 9	3 7	3 7	7/11	Port Stephens
10/11	Port Stephens	8 3	11 2	3 4 1/2	3 4 1/2	21/11	Magallanes
23/11	Magallanes	7 10	10 7	3 7 1/2	3 7 1/2	23/11	" " Loading
26/11	" "	9 11	12 11	2 6	1 4	28/11	Rio Gallagher
4/12	Rio Gallagher	8 10	11 6	3 2	3 1	19/12	Magallanes
12/12	Magallanes	8 1	12 -	2 9	2 8	17/12	For bay
2/1	Widdell Is.	8 9	11 - 1	3 4	3 4	24/1	Widdell Is.
2/1	Widdell Is.	8 -	10 - 11	3 6	3 5 1/2	14/1	Magallanes
15/3	Magallanes	7 9	10 5	3 8	3 8	19/3	Rio Verde
22/3	Rio Verde	10 -	12 3	1 8	1 8	2/4	Rio Verde Gallagher
8/4	Rio Gallagher	10 4	12 11	1 6	1 6	12/4	Port Stanley
11/5	Beaver Is.	8 -	11 -	3 - 6	3 - 6	14/5	Magallanes

For voyages from European and Mediterranean ports, the summer months are April to September inclusive, and the winter months October to March inclusive. For voyages in other parts of the world, the summer and winter loadlines apply during the corresponding or recognised summer and winter months respectively.

The winter North Atlantic loadline applies to ships, up to and including 330 feet in length, sailing to or from the Mediterranean or any United Kingdom or other European ports, which may sail to or from, or call at, ports in British North America or Eastern ports in the United States, North of Cape Hatteras, from October to March inclusive.

The Indian summer loadline applies only to ships trading between the limits of Suez and Singapore in the fine weather season, which is defined as prevailing east of Tuticorin from the 15th December to the 30th April, and west of Tuticorin from the 1st December to the 30th April.

Columns to be filled in by the

Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Rank, Profession, or Occupation of Father.	Name and Surname of Mother.	Maiden Surname of Mother.
1						
2						
3						
4						
5						

DEATHS

Columns to be filled in by the

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

* In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should be recorded in the column

(See Instructions on previous page).

Officer in Command.

Columns to be filled in by Official to whom report is made.

Father.		Mother.		Signature of Father or Mother.	Signature of Master and Mate or member of Crew.	Port and Country at which the report is made.	Signature and Title of Officer to whom reported.
Nationality (stating Birthplace).	Last place of Abode.	Nationality (stating Birthplace).	Last place of Abode.				
1							
2							
3							
4							
5							

(See Instructions on previous page).

Officer in Command.

Last place of Abode.	Cause of Death (See instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.		
Masters on European Agreement.						
6						
7						
8						
9						
10						
and others, on Asiatic Agreement.						
11						
12						
13						
14						
Members of the Crew						
15						
16						
17						
18						
19						

for "Rating or Rank, Profession or Occupation." In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

The following Lascars or other Asiatics, who did not sign the Articles of Agreement entered into in the United Kingdom, were employed during the voyage ended this day.

VOYAGE.	*SAILORS' DEPARTMENT.		†ENGINEERS' DEPARTMENT.		‡ STEWARDS' DEPARTMENT.	TOTAL.
	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.	Assistants of all sorts.	
From the United Kingdom.						
To the United Kingdom.						

Master _____ Date _____

‡ Stewards' Department will include all Asiatic Stewards, Servants, &c., engaged to serve on Board, but not in the Sailors' or Engineer's Department.

NOTE.—Deaths among the above Lascars and Asiatics, whether they occur on the outward or the homeward voyage, should be entered in the space provided for Deaths of Members of the Crew.

RECORD OF BOAT DRILL AND EXAMINATION OF LIFE SAVING APPLIANCES
AS REQUIRED BY SECTION 9, MERCHANT SHIPPING ACT, 1906.

[illegible]

from Port STANLEY

towards Weddell Is.

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—

- | | |
|--|---|
| (1.) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey 10 0 | (2.) For affixing Consular Seal or Signature to any entry in the Official Log Book of a British Vessel, if not required by the Merchant Shipping Acts 5 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.

Date of the Occurrence entered with Hour.	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 Indicted.
7. Aug. 1931 Sailed from Port Stanley 3.45 a.m.	4.50 a.m. William Pt.	7. Aug 11/31.		
5.03. a.m. 6.20 a.m.	Volunteer P.T. C. Caryport	7. Aug 14/31		
7.30. a.m. 11.10. "	Macbride Rd. C. Bougainville	7. Aug 14/31		
4.17. P.M. 7.10 " "	C. Dolphin arrived White Rock	7. Aug 13.14.31		
8. Aug. 1931 6.30. a.m.	Sailed from White Rock B.	8. Aug 14/31		
2.30 P.M.	Arrived Port Howard	8. Aug 14/31		
9. Aug. 1931 6.20 a.m.	Sailed from Port Howard	9. Aug 14/31.		
9/8 31 4 p.m.	Arrived Fox Bay	9/8		
10/8 31. 6.30 a.m.	Sailed from Port	10/8		
10/8 31 3.10 p.m.	Arrived Port Phillip	10/8		
11/8 31 10. a.m.	Sailed Port Phillip	11/8		
11/8 31 5.30 p.m.	Arrived Port Phillip	11/8		
13/8 31 11 a.m.	Sailed from Hobart	13/8		
13/8 31 3 p.m.	Arrived Hobart	13/8		
14/8 31	Loadet 75 bales of Wool and 13 skins	14/8		
15/8 31	Shipp rather for laundry	15/8		
	Paul N. W. Master M.S. Mervin			

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

OFFICIAL LOG of the
from *WEDDELL ISL.*

towards Magollone;

Date of the Occurrence entered with Hour.	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 Incurred.
16/8 11.4 pm 11 a m	Modell 2L Gal Dosh 2L Course 970° E Kurs 965° W	16/8		
12 pm 2 " 4 "	Log 9m Modell 2L Elem a Gal shone 400 Log 43 2nd 2 Kurs 965° W	16/8		
8 pm	Log 45 11m 2L Gal Kurs 970° W			
12 PM	" 102 " SE. " " 5 70° W			
17/8 31 4 am	" 124 " S " " 5 70° W			
8 a m	" 135 " S " " 5 70° W			
12 a m	" 150 " S 5 70° W			
4 PM	" 166 " S 5 70° W			
8 PM	" 168 " 9 Calm started the engine again 17/8			
8 PM	" 186 " 5 Calm Kurs 570° W			
12 PM	" 209 " 55W " " W			
18/8 31 3 am	Log 223 " S W " " N 70° W			
4 a m	" 226 " W & N " " 5 45° W			
8 a m	" 248 " N W " " 5 50° W			
12 "	" 270 " N W " " 5 55° W			
4 PM	" 301 " N " " 5 80° W			
4:10 PM	passer Punta Dungeness Kurs 985° W			
18/8 31	Kurs W to Cap Ponson's on			
7:40 PM	Cap Ponson's on STB. Kurs 575° W			
9:35 PM	Dineccian Hill " STB " 535° W			
10:50 PM	Punta Delgada " STB. " 535° W			
11:40 PM	Mendez Pt. on B.B. Kurs 535° W			
11:55 PM	Satelital Pt. " STB " 535° W			
19/8 31 0.7 am	" " " " Boring N 30° W Kurs 555° W			
0:55 a m	Triton Bank " " 555° W			
14/8 9:10 a m	Sanon Cove STB Kurs 55° E			
4:24 "	Magdalena Isl. " Kurs 525° W			
14/8 8:30 "	Punta Cathalina " Kurs 532° W			
9:30 am	Anheo Magallanes 19/8			

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 of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Mate or some other Officer authorized 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 will be found in Notice I. prefixed to this Log.

OFFICIAL LOG of the
from *Magallanes*

towards *Natiles*

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount Fine or Forfeiture inflicted.
24 Aug 1931 11 PM 25 Aug 1931 3.50 AM	Sailed From Magallanes Lt. C. S. Isidro S.B.	25/8 1931		
5.45 AM 26/8 6 AM	C. Froward blown a gale from the West sailed back some distance from San Nicolas B.			
26/8 1931 7 AM 8.10 AM	traced C. Froward Lambert I. S.T.B.	26/8 1931	Wind NW Fresh	
10.20 AM 12.30 PM	C. Holland S.T.B. C. Callant S.T.B.	26/8 1931	" NW to WSW	
2.50 PM 3.25 "	Ruperto I. C. Middleton Carlos III Isl.	26/8 1931		
7.48 PM 27 Aug 5.35 AM	Anchor Tilly B. " at sailing towards C. Tamar	27/8 1931		
4.20 AM 5.25 "	passing C. Crosside C. Quod	27/8 1931		
7.30 AM 9.25 "	C. Hunter passing Scheller I.	27/8 1931		
11.5 AM 11.30 AM	Pollard Cove C. Copper Key	27/8 1931		
9.10 AM 4.45 PM 6.22 PM	C. Upright C. Providence Anchor Port Tamar Leaving 6.50 AM	27/8 1931		
28/8 1931 7.40 AM	round Tamar I. Kurs N 10° W			
8.15 AM 9.02 "	Leave ST. Annas Pt. Rupert I. T. N 54° W Kurs N 2° E.			
9.15 "	Passing Fairway Isl.			
9.15 "	Kurs N 15° W 10.21 AM Corrao Is. B.B.			
10.40 AM 11.12 "	C. Walker S.T.B. Kurs N 15° E 10.40 AM Buckley Pt. Kurs N 41° W. Shoal Isl. Kurs N 14° E 11.12 AM George Pt. B.B. 11.45 C. Henry B.B. Kurs N 15° W			
1.04 PM	Conner Shoal B.B. 1.45 PM North Croc Shl. S.T.B. 2.00 PM Cutter B.B. Kurs N 18° E			
2.15 PM 4.40 PM	San Juan Shl. S.T.B. 2.40 Cutter Is. Green Pt. 5.40 PM Osprey Pt. 7.40 PM Anchor 452° 4' 30" S, 77° 40' 30" W			
29/8 1931 7.45 AM 9.10 AM	sailing Kurs E. 8.15 Bander Shl. B.B. 8.35 AM C. Año Nuevo C. Ennest 11.10 AM C. Croc 1.20 PM Kinko Narrows 4.10 Enter Seno Obstruccion			
9.20 PM	Anchor Port Dona			
31/8 7.00 AM 2/9 8.10	sketch according " " " "			

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

OFFICIAL LOG of the
from Puerto Dora (Sena Obstruccion)

Falklands Is. via
towards Magdallanes Rio Gallegos

Date of the Occurrence entered with Hour.	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.
3/9 1931 6 ¹⁰ am	Sailed from Puerto Dora	3/9 1931		
1 ¹⁵ am 6 ¹⁰ pm	Kinke Narrow Anchor Inlet Bay	3/9 1931		
4/9 4 ⁴⁵ 11 ⁰⁰ am	Leaving Inlet Bay Fairway Is. B.B.	4/9 1931	in mt. Commenced towards Fairway Is.	
5 ⁴⁰ pm 11 ⁰⁰ "	C. Copper Key Morrison S.B.	5/9 1931	BB Kurs 5 ⁰⁵ E Kurs 1. 72° E 11 ⁵² pm Kurs 5 ⁰⁰ E	
5/9 3 ¹⁰ am 8 ¹⁰ am	Ruperto Is. S.B. C. Froward	5/9 1931	BB Kurs 5 ⁰⁵ E C. San Sidre B.B. 1 ⁰⁰ P. Carrera	
5/9 4 ¹⁰ pm	Anchor Magdallanes	5/9 1931		
10/9 7 ⁰⁰ pm	Sailing from Magdallanes	10/9 1931	leaving on Gale Wind from 9.24	
11/9 7 ⁰⁰ am	Anchor being	11/9 1931	Anchor being 12/9 9 ²⁰ am leaving for Galligan	
12/9 6 ¹⁵ am 2 ¹⁰ pm	Punta Dungenes Anchor under	12/9 1931	7 ¹⁰ am G. Vigen B.B. Kurs N 45° W 12 ⁰⁵ pm Balz. Convento BB Punta Dungenes 6 ¹⁵ pm anchor at 7 ⁰⁰ pm	
15/9 12 ⁰⁰ pm	Leaving for Punta	15/9 1931	Big Galligan anchor 8 pm Leaving under 12 ⁰⁰ pm unhook 800 Rachen for J. Hamilton	
17/9 10 ⁴⁵ pm	Leaving for Galligan	17/9 1931	30 bags Satchel 60 bags Leaving 18/9 10 ⁴⁵ pm leaving 100 cases Dunroffon	
21/9 5 ¹⁰ am	44 bags Satchel 20 cases Onions 10 cases Sugar 30 bags Wheat 20/9 7 ¹⁰ am	21/9 1931	Leaving Rio Galligan 6 ¹⁰ am Punta Dungenes at 7 ⁰⁰ am Kurs N 82° E 10 ⁰⁰ - 0 12 noon 9 ⁵¹ 41 4 ¹⁰ 36 miles 6 ⁰⁰ pm leg 77 m	
22/9 0 ⁰⁰ 12 ⁰⁰ am	Kurs N 82° E leg 105 miles 4 ⁰⁰ am leg 126 km 8 ⁰⁰ am leg 134 m	22/9 1931	leg 164 m lat 51° 46' long 64° 36' KpK N 88° E 4 pm leg 193.	
22/9 8 ⁰⁰ am	leg 220. 0 ⁰⁰ by 246. Kurs N 88° E wind N.W.	22/9 1931		
23/9 2 ⁰⁰ am 5 ¹⁰ am	leg 268 m at 5 ¹⁰ am. Gale in blowing a Gale from the S.W.	23/9 1931	at 5 ¹⁰ am. Gale in blowing a Gale from the S.W.	
10 ⁴⁰ am	16 m gal under way under is New Island	10/9 1931		
24/9 4 ⁰⁰ am	Leaving New Island 11 ¹⁵ See dock 26 B.B. 2 ⁰⁰ pm Cap. Meredith	24/9 1931		
24/9 1931	5 ³⁶ pm anchor in Fox bay 25/9 unhooking 2 m	24/9 1931		
25/9 1931	8 ¹⁵ leaving for Port Howard 14 ⁰⁰ pm anchor Port Howard 27/9 10 ⁰⁰ am	25/9 1931		
27/9 1931	leaving Port Howard for Gen Goodwin 28/9 10 ⁰⁰ am leaving San Carlos	27/9 1931		
29.9.1931	11 ²⁰ am White Rock 4 ⁵⁰ anchor Tellele Is. Settlement	29.9.1931		
30.9.1931	12 ¹⁵ pm 6 ⁴⁰ pm anchor Hill Cove	30.9.1931		
	anchor Westport 7 ⁵⁰ pm			

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

OFFICIAL LOG of the
from round Falklands Is

M. S. Morven

towards Magdallanes

Date of the Occurrence entered with Hour.	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.
1.10.1931	11 ⁵⁰ am leaving Westport 10 ²⁵ pm Anchor Charta River	1.10.1931		
3.10.1931	5 ¹⁰ am " " Charta 9 ⁴⁰ am Anchor Spring point	3.10.1931		
5.10.1931	4 ¹⁰ am " " Spring point 4 ²⁰ am Anchor " " "	5.10.1931		
7.10.1931	5 ⁴⁰ am " " " 4 ¹⁰ am Anchor Port Stephens	7.10.1931		
	Anchor at Green 26 8.10.1931 2.50 leaving Port 26			
19.10.1931	leaving Port 26 10 ¹⁵ am 5 ³⁰ am Anchor " " "	19.10.1931		
27.10.1931	leaving Port 26 12 ¹⁰ pm 5 ¹⁰ pm Port Howard 28/10 8 ¹⁰ am	27.10.1931		
29.10.1931	leaving Port Howard 2 ¹⁰ pm Anchor " " "	29.10.1931		
	leaving Port 26 4 ¹⁰ am Port Edgar 9 ³⁰ am 10/10 4 ⁰⁰ am leaving			
	10 ²⁰ am Port Stephens 31.10.1931 8 ¹⁰ am leaving Port Stephens			
	11 ¹⁰ am Anchor " " " 2/11 4 ²⁰ leaving			
	Anchor " " " 2/11 11 ³⁰ am 5/11 5 ¹⁰ " " "			
	leaving " " " 2/11 11 ³⁰ am 5/11 5 ¹⁰ " " "			
10.11.1931	leaving Port 26 8 ¹⁰ am Anchor " " "	10.11.1931		
16.11.1931	leaving Port 26 7 ³⁰ am 8 ⁴⁰ Grey Cormorant leg 0 Kurs 9 ⁰⁰ W	16.11.1931		
16/11/1931	leg 2 ³⁰ m Kurs 9 ⁰⁰ W 4 ²⁰ m leg 62 m 8 pm leg 8 ⁰⁰ m	16/11/1931		
17/11 1931	leg 114 m 2 ⁰⁰ pm Wind S leg 115 m Kurs 5 ⁰⁰ W	17/11 1931		
	8 ⁰⁰ pm leg 154 m Wind S. Kurs 5 ⁰⁵ W			
	12 ¹⁰ pm leg 18 ⁰⁰ m Wind S. " 5 ⁰⁵ W			
18.11.1931	4 ⁰⁰ m " 198 " " S " 5 ⁰⁵ W	18.11.1931		
	8 ⁰⁰ m " 210 " " S " 5 ⁰⁵ W			
	12 ¹⁰ pm 4 ⁵¹ 5 ⁰⁰ 9 " " 5 ⁰⁵ W			
	4 ⁰⁰ pm leg 252 m " Cap Vigen 5 ⁴⁰ pm Punta Dungenes			
19.11.1931	10 ¹⁵ am Cap Pocession 10 ²⁰ Punta Dungenes anchor 11 ³⁰ pm	19.11.1931		
20.11.1931	10 ²⁰ pm anchor Punta Dungenes	20.11.1931		
20.11.1931	3 ¹⁰ am anchor at 5 ⁰⁰ am leaving for Magdallanes	20.11.1931		
20.11.1931	10 ²⁰ pm anchor " " "	20.11.1931		
26/11 1931	leaving Magdallanes for Galligan	26/11 1931		
27/11 1931	leaving " " "	27/11 1931		
9/12 1931	leaving Rio Galligan 6 ⁰⁰ pm Punta Dungenes	9/12 1931		
	8 ³⁰ pm Cap Pocession 10/12 7 ¹⁰ am Punta Dungenes			
	2 ¹⁵ pm anchor Magdallanes			

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

OFFICIAL LOG of the

from

Mary Holmes

towards

Falkland

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
12/12 8pm	Leaving Mayallom			
13/12 12.45pm	Punta Dungen		log O Kuns N 75 W 4pm by 22m	
14/12 4am	by 98m		8pm by 46m 12pm 71m	
	4pm by 159m		8am 125m 12.10pm 140m	
15/12 4am	by 232m		7.10m 175m Wind NNE 8pm by 189m	
	4.10 for by 10.10 leaving		260m 11.45am by 289 Cap. M. M. M.	
27/12 5.25	leaving from Harbor		3.10pm	
29/12 4.40	Port Stephens		Port Stephens another 28/12 10.15 am	
31/12 2.35	leaving Port Stephens		10.25 another 30/12 17.00 am	
1/1 1932	5.10 am leaving		10.10 am West point 2.10	
2/1	5.10		Corcoran 2.10	
2/1 1932	7.10 pm		Corcoran 2.10	
7/1 1932	7.10 am leaving		7.10 R. Williams 8.10 pm	
8/1 1932	11.10 pm		11.10 pm Fanning Head 12.10 8/1 0.20 am another	
12/1 1932	14/11		14/11 4.30 am	
18/1 1932	19/1 1932		19/1 1932 9.15 am	
20/1 1932	21/1		21/1 1932 10.15	
23/1 1932	25/1 1932		25/1 1932 11.10 am	
10/2 1932	11/2 1932		11/2 1932 12.10 pm	
13/2 1932	23/2 1932		23/2 1932 1.10 pm	
23/2 1932	23/2 1932		23/2 1932 1.10 pm	

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

NOTE.—Reading over this

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 will be found in Notice I. prefixed to this Log.

OFFICIAL LOG of the

from

Talked with 26

towards

Storöfver

Date of the Occurrence entered with Hour.	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.
3/3 6 1/2	leaving Jago 2 1/2 miles N 26 4 1/2 pm			
6/3 13 30	" " " " 100 pm long 0 1/2 miles at 4 1/2 W 4 1/2 miles long 7. Calm			
7/3 4 1/2	Kurs 9 10 W by 35 8 00 am by 48 Wind 9 10 1/2 am Wind W S W			
7/3 4 1/2	Kurs 9 10 W " 52 12 00 " 60 " 9 10 1/2 am Wind W S W			
7/3 4 1/2	Kurs N 65 W by 67 12 00, K. N 40 W Wind W			
8/3 4 30 am	Kurs 9 45 W by 94 8 am Kurs N 45 W by 118			
12 00	Kurs N 60 W by 138 4 pm " N 60 W by 152			
8 - am	Kurs N 60 W by 168 12 pm " N 60 W by 184			
9/3 4 1/2	Kurs N 60 W by 202 8 00 am " N 60 W by 226			
12 00	" " N 60 W by 244 lat (50° 36' 3") 4 pm by 260			
5 pm	long 67° 19' W 8 pm by 270, 9 1/2 pm by 277 - 4m			
	Kurs 9 10 W Kurs 7 1/2 W N 95 W			
10/3 19 30	12 45 Gorda Cruz 11/3 5 1/2 am Gorda Cruz Temp			
	5 00 pm Dungenes 12/3 3 1/2 Gorda Cruz			
	1 10 pm Punta Delgada 6 00 pm anchor Gorda Cruz			
	11 10 pm leaving for Gorda Cruz 11/3 11 00 pm			
13/3 19 30	2 1/2 pm anchor Magdalena			
16/3 19 30	leaving Magdalena for Rio Verde Minor 8 00 am at 2 1/2 pm			
	8 10 pm anchor Gorda Cruz leaving 4 1/2 am 17/3			
17/3 19 30	5 10 pm anchor Port Galveston leaving 18/3 3 1/2 am			
	anchor 4 00 pm Porto Corzo Canal Fita Rei			
19/3 19 30	2 1/2 pm leaving anchor 7 1/2 Minor Magdalena			
22/3 32	leaving 11 00 am anchor Porto Corzo 4 45 pm			
23/3 32	leaving 7 52 am 24/3 0 00 Cap Horn			
24/3 32	7 1/2 Cap Horn 8 25 Gorda Cruz 4 10 am Magdalena			
1/4 32	1 1/2 leaving Magdalena 4 00 Gorda Cruz 11 00 Punta Delgada			
2/4 32	6 1/2 am Dungenes 7 00 am Cap Virgenes 5 1/2 pm anchor Rio Gallegos			

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

OFFICIAL LOG of the
from Rio Gallegos

towards Falkland Is.

Date of the Occurrence entered with Hour.	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.
9/4 1300	leaving Rio Gallegos		2 50 pm Punta Loyola, 5 30 Kurs N 850 30	
	8 pm Kurs 7185 E		Wind - log 7 m	
	12 " " N 85 E		" NW " 21 "	
10/4	4 am " N 85 E		" SW " 37 "	
	8 " " N 85 E		" S " 457 "	
	12 pm " N 85 E		" SE " 82 " Long 51° 42' 9"	
	4 " " N 85 E		" " " 107 "	
	8 " " N 85 E		" " " 128 "	
	12 " " N 85 E		" " " 146 "	
11/4	4 am " N 85 E		" " " 162 "	
	8 " " N 85 E		" " " 178 "	
	12 pm " N 85 E		" " " 192 "	
	4 " " N 85 E		" NW 218 "	
	8 " " N 85 E		" NW 241 "	
	12 pm " N 85 E		" NW 262 "	
12/4	1 am " N 85 E		" NW 269 " Cap Menéndez	
	4 am " N 85 E		" NW 290 "	
	6 am " N 85 E		" NW 304 "	
	8 am " N 85 E		" NW 317 "	
	10 am " N 85 E		" WNW 329 " Budd Point	
	12 am " N 85 E		" WNW 338 " Sheek Rock	
	7 30		NNW 390 Cap Pembroke	
22/4 32	8 10 am anchor		Port Stanley	
	8 30 pm anchor		Port San Carlos	
23/4 32	7 30 am leaving		" " "	
	10 40 " "		Port Howard	
	11 30 " "		" " "	
	8 30 pm anchor		Fox Bay	
26/4 32	6 30 am anchor		" " "	
	12 30 pm anchor		Port Stephens	
27/4	7 40 am leaving		" " "	
	4 30 pm anchor		WEDDELL Is.	
6/5	9 15 am leaving		" " "	
	4 15 am anchor		Beaver Is.	
11/5 32	8 10 am leaving		" " "	
	10 10 " "		For Magallanes	
	12 pm Kurs		Cap Poseidon - Port Lema. Log 015 562 W	
	4 " "		562 W " 36 " 010	

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

OFFICIAL LOG of the
from

towards

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
11/5 32	8 pm Kurs 562 W Log 60 mile Wind N10			
	12 " " 560 W " 81 " " N10			
12/5 32	4 am " 560 W " 100 " " Calm			
	6 " " 560 W " 110 " " Wind WSW			
	8 " " N 75 W " 116 " " " WSW 4 52° 0.5 9			
	12 " " N 75 W " 130 " " " WSW			
	4 pm " N 75 W " 150 " " " SW 2 S			
	8 " " N 75 W " 166 " " " SW 2 S			
	11 30 pm " S 40 W " 176 " " " W			
	12 " " S 40 W " 178 " " " W			
13/5 32	4 am " S 20 W " 187 " " " WSW			
	8 am " S 20 W " 190 " " " SW 2 W			
	12 " " S 20 W " 195 " " " Calm 4 48 2			
	4 pm " S 20 W " 208 " " " "			
	8 pm " S 20 W " 228 " " " Y 10 E			
	12 pm " S 20 W " 252 " " " Calm			
14/5 32	4 am " S 20 W " 279 " " " NNW			
	5 10 am " S 20 W " 285 Dungenes ST.B. " Nord			
	8 30 am Cap Possession ST.B. 10 pm Pt. Delgada ST.B. " Calm			
	8 30 pm anchor Susanna Cove			
15/5 32	4 10 am leaving " Kurs S 20 W.			
	8 30 " anchor Magallanes			
24/5 32	leaving Magallanes for Port Mesken Dawson Is.			
25/5 32	anchor Port Mesken 12 10 pm leaving 20.5, 11 40 am			
	leaving Port Mesken 4 10 pm 11.5, Isabel Is. 8 30 pm Susanna Cove			
	leaving Port Mesken 4 10 pm 11.5, Isabel Is. 8 30 pm Susanna Cove			
	11 25 pm 1.6.2 7 50 Punta Delgada 12 30 pm Cap Possession			
1/6 32	3 30 pm Punta Dungenes 4 30 Cap Virgenes Kurs N 47 W			
	11 45 pm anchor Punta Loyola 2 6 11 45 leaving for Gallegos anchor 5 30 pm			
17/6 32	0 10 00 am leaving Rio Gallegos for Magallanes 11 40 am Dungenes			
	8 30 pm Punta Delgada 11 30 anchor Punta Gracia leaving			
	18.6 5 30 am anchor Magallanes 10 30 am			
22/6 32	6 30 am leaving for Puerto Mesken anchor 7 12 pm 26/6 leaving			
	2 4 pm for Puerto Harvis anchor 6 10 pm 27/6 8 50 am			
	for Magallanes anchor 3 40 pm 28/6 2 30 pm leaving for Rio Gallegos			
	6 4 pm Jd. Marta 2 30 pm Susanna Cove 12 30 pm Punta Delgada			
27/6 32	8 30 am Cap Possession 12 30 pm Punta Dungenes 5 30 pm anchor of Convento Light			
30/6 32	3 10 am leaving anchor Gallegos 5 30 am			

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

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

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

OFFICIAL LOG of the
from **towards**

[illegible]

N.B.—Every entry in the 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 Officer (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or WAGA

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 will be found in Notice I. prefixed to this Log.



Issued by the
BOARD OF TRADE
In pursuance of
57 & 58, Vict., ch. 60.

SUPPLEMENTAL
OFFICIAL LOG-BOOK

(FOR A FOREIGN-GOING SHIP).

LOAD-LINE, DRAUGHT OF WATER AND FREEBOARD.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate.
			Gross.	Net.		
"MOVERW."	151380	Stanley I. C.	101.67.	64.31.	P.H.W. Christiansen	Hamburg 298.

This Supplemental Official Log-Book is to be used as from 1st October, 1930, for entries of Load-line, Draught of Water and Freeboard, in respect of foreign-going ships registered in the United Kingdom in substitution for the relative pages provided in Official Log-Books, 01, 03, 04, 05, 06, or 09.

FOR DIRECTIONS AS TO FILLING UP THIS FORM, SEE NOTES ON PAGE 6.

PENALTY.—Failure to make the required entries of Draught of Water and Freeboard at the proper time renders the master liable to a fine not exceeding £100 for each offence.

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <u>Stonley</u> Date <u>August 6th 1931</u>		Port <u>Manila</u> Date <u>26 May 1932</u>

Delivered to the Superintendent of the Mercantile Marine Office at the Port of Napallanes

on 26th day of July 1933

Countersigned

Hwk and Brown

H. H. Cousens

...Master

Address

NOTE.—This Supplemental 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.

LOAD-LINE AND

Position of the Load-line Disc and

The centre of the disc is placed at.....feet.....inches below the
 Maximum load-line in fresh water.....feet.....inches above the centre of the disc.
 Maximum load-line in Indian summer.....feet.....inches above the centre of the disc.
 Maximum load-line in summer the centre of the disc.

Above particulars to be taken from Load-line Certificate.

The maximum draught of water in summer is the draught of water of the ship as shown on the scale of feet on her stem and stern post when

**DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF,
 Upon every occasion of the**

DEPARTURES.

Date and Hour of Departure.	Dock, Wharf, Place or Harbour.	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water.	ALLOWANCE.				
		Forward.	Aft.	Port.	Starboard.	Mean.		For Density of Water.*	For Ashes and Rubbish.*	For Fuel to be Consumed on Stretch of Inland Water.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)		
6 Aug 31	Port Howard	8	11 6	3 1	3 2			Ins.	Weight.	Ins.	Distance.	Ins.
4 am												
9 Aug 31	Port Howard	7 10	11 4	3 2	3 2½							
6 am												
71 Aug 31	Port Stephens	7 8	11 3	3 2½	3 2¾							
10 am												
16 Aug 31	Widdell Is.	8 4	11 5	3 1½	3 2							
9 am												
24 Aug 1911	Maryallan	8 -	11 2	3 5	3 5							
11 am												
2 Sep 1911	Puerto Doro	9 10	12 10	1 9	1 7½							
5 am												
15 - 4	Rio Gallegos	9 10	12 9	1 8	1 8							
4 / 11	Widdell Is.	7 10	10 9	3 7	3 7							
10 / 11	Port Stephens	8 3	11 2	3 4½	3 4½							
26 / 11 6 am	Maryallan	9 11	12 11	1 6	1 4							
9 / 12 9 am	Rio Gallegos	8 10	11 6	3 2	3 1							
12 / 12 8 pm	Maryallan	9 1	12 -	2 9	2 8							
2 / 1 5 am	Beaver Is.	8 9	11 1	3 4	3 4							
21 / 1 19 am	Widdell Is.	8 -	10 11	3 6	3 5½							
15 / 3 32	Maryallan	7 9	10 5	3 5	3 8							
22 / 3 32	Maryallan	10 -	12 3	1 8	1 8							
8 / 4 32	Rio Gallegos	10 4	12 11	1 6	1 6							
11 / 5 32	Beaver Is.	8 -	11 -	3 6	3 6							
25 / 5 32	Puerto Mersken	11 11	12 4	1 7	1 7							
4 / 6 32	Rio Gallegos	7 11	10 9	3 7	3 8							
26 / 6 32	Puerto Mersken	9 10	12 4	1 7	1 7½							
13 / 7 32	Rio Gallegos	8 1	10 11	3 6	3 6							
27 / 7 32	Puerto Anton	9 7	12 0	2 9	1 10							
20 / 8 32	Rio Gallegos	9		2 8	2 8							

DRAUGHT OF WATER.

the Lines used in connection with the Disc.

.....deck-line marked under the provisions of the Merchant Shipping Act, 1894.

Maximum load-line in winter.....feet.....inches below the centre of the disc.

Maximum load-line in winter, North Atlantic.....feet.....inches below the centre of the disc.

Maximum draught of water in summer.....feet.....inches.

The words which are not applicable should be deleted.

the ship is so loaded that the upper edge of each line marked "S" is on the surface of the water and the ship is upright on an even keel.

**PLACE OR HARBOUR with the DRAUGHT OF WATER AND FREEBOARD
 Ship's proceeding to Sea.**

SIGNATURES.

ARRIVALS.

Total Allowances.	Mean Draught in salt water as calculated after making the appropriate allowances.	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.	Date and Time of Posting the Notice (Notice L.L.14)	MASTER.	MATE.	Date and Hour of Arrival.	Dock, Wharf, Place or Harbour.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft. Ins.					
			5 Aug			8 Aug 11	Port Howard
			3 pm	Christmann		3 pm	
			8 Aug 5 pm	Christmann		10 Aug 11	Port Stephens
			10 Aug 4 50 pm	Christmann		3 30 pm	
			16 Aug 8 am	Christmann		13/8 3 pm	Widdell Is.
			24 Aug	Christmann		14/8 5 12 am	Maryallan
			4 pm	Christmann		29 Aug	Puerto Doro Abstraccion
			2 Sep	Christmann		8 pm	
			4 pm	Christmann		12/8 8 pm	Rio Gallegos
			20/8 5 pm	Christmann		22/8 5 pm	Jordan
			4/11	Christmann		10/11 4 pm	Port Stephens
			10/11 4 pm	Christmann		2/11	Maryallan
			26/11 6 am	Christmann		27/11	Rio Gallegos
			9/12 5 am	Christmann		17/12	Maryallan
			11/12 4 pm	Christmann		15/12	Jordan
			4/12 5 am	Christmann		20/11 19 am	Widdell Is.
			8/12	Christmann		13/3 2 15	Maryallan
			11/12	Christmann		19/3 7	Maryallan
			29/3 32	Christmann		2/4	Rio Gallegos
			8/4 32	Christmann		12/4	Port Howard
			11/5 32	Christmann		15/5	Maryallan
			25/5 32	Christmann		1/6	Rio Gallegos
			4/6 32	Christmann		22/6	Puerto Mersken
			20/6 32	Christmann		30/6	Rio Gallegos
			13/7 32	Christmann		14/6	Maryallan
			27/7	Christmann		1/7	Rio Gallegos
			20/8 5 pm	Christmann		22/8	Maryallan

ARRIVALS.

6
4
4
77
16
24
22
14
4
10
28
9
17
21
21
14
22
81
11
23
4
26
13
2
24

NOTES.

1.—(A) Particulars of Draught of Water and Freeboard are to be recorded herein before the ship leaves any dock, wharf, place or harbour for the purposes of proceeding to sea.

(B) The date and time of recording the Draught of Water and Freeboard on the "Notice" (Form L.L.14) is required to be entered in the Official Log Book.

*2.—The Freeboard is to be measured from the top of the deck line referred to in the Load-line Certificate amidships to the water. The actual Draught of Water of the ship and the actual Freeboard, together with the density of the water in which the ship is lying, when loaded and ready to leave, are to be entered in columns 3 and 4, 5 to 7, and 8, respectively. Allowances, if any, to be made in order to arrive at the mean Freeboard when the ship first reaches salt water after leaving are to be entered in columns 9 to 12. These allowances may be in respect of:—the density of the water in which the ship was lying when loaded (column 9), any ashes and rubbish which it is intended to throw overboard (column 10), and fuel that would normally be consumed before the ship reaches salt water (column 11).

3.—For voyages from European and Mediterranean ports, the summer months are April to September inclusive, and the winter months October to March inclusive. For voyages in other parts of the world, the summer and winter load-lines apply during the corresponding or recognised summer and winter months respectively.

The winter North Atlantic load-line applies to ships, up to and including 330 feet in length, sailing to or from the Mediterranean or any United Kingdom or other European ports, which may sail to or from, or call at, ports in British North America or Eastern ports in the United States, North of Cape Hatteras, from October to March inclusive.

The Indian summer load-line applies only to ships trading between the limits of Suez and Singapore in the fine weather season, which is defined as prevailing east of Tuticorin from the 15th December to the 30th April, and west of Tuticorin from the 1st December to the 30th April.

Eng. 1.
(40 men.)



ISSUED BY
THE BOARD OF TRADE,
in pursuance of
57 & 58 Vict., ch. 60.

AGREEMENT AND ACCOUNT OF CREW.

FOREIGN-GOING SHIP.

The term "Foreign-going Ship" means every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.

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

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Nominal Horse Power of Engines (if any). N.H.P. I.H.P. B.H.P.
				Gross.	Net.	
"MORVEN"	156380	Stanley Falkland Islands	7/1931	101.67	64.31	75
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen for whom accommodation is certified.	CHARTERER.		
Name. Address. Hamilton & Saunders Ltd 63, Fore Street, Cripplegate, London E.C. 2.			14	Name. Address.		

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom 4 are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from round the coasts of the Falkland Islands and to the East Coast of South America and Magellan Territory, Chile, between the limits of 33° S. Lat. and 56° S. Lat. and return to Stanley.

This Agreement shall expire not later than the 31st of December, 1931, or on the first arrival at Stanley after that date or the discharge of cargo consequent on that arrival.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof, whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the Sums against their Names respectively expressed, and to supply them with provisions according to the Scale on the other side hereof.

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

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

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Board of Trade, which are printed on page 3 and numbered 1-6

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

And it is also agreed, that:

- Should any of the crew fail to join at the time specified, the master may ship substitutes at once.
- Seamen and firemen shall keep their respective forecloses clean, and shall leave them so at the termination of the voyage, under a penalty of five shillings for each case of neglect.
- The seamen and firemen shall mutually assist each other in the general duties of the ship.
- The crew shall be deemed complete with 8 hands all told, of whom not less than 2 shall be sailors.
- The firemen shall keep the galley supplied with coal.

(255113) Wt. 22385/3573 Gp. 144 20000 2-29 W & S Ltd.

The crew shall work coals and carp and for ballast, when & were required. Overtime shall be paid at the rate of one shilling per hour, except on Sundays when their rate shall be two shillings per hour. Fractions of an hour to be reckoned as half an hour, unless the time actually worked exceeds half an hour when it shall be reckoned as an hour. No cash shall be advanced or liberally granted other than at the pleasure of the Master.

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

Signed by P. H. M. Christensen Master
on the 4th day of August 1931

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
4/8/31	Port Stanley Falkland Islands	5/1/32	Stanley Falk. Is.	4/1/32	<u>P. H. M. Christensen</u> Master.

- Place S.S. before name if a Steamship, and M.V. if a Motor Vessel.
- Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
- Here is to be inserted the nature, and as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which are excluded.
- Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the third page hereof, which the parties agree to adopt.
- Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.
- Here are to be inserted the name and address of any person who has chartered the vessel and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.

N.B.—This form must not be untitled. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

(3687) 47897 Wt. 27415/16727 15/2/24 4,000 Bks. R. & Co. Ltd. 153/4.

[Twelve pages.]

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE.													
Fresh meat	1000	1000	1000	1000	1 1/2 lb.	To be considered equal.	Split Peas	1000	1000	1000	1000	1 pt.	To be considered equal when issued with meat rations.
Salt meat	1000	1000	1000	1000	1 lb.		Flour	1000	1000	1000	1000	1 lb.	
Preserved meat	1000	1000	1000	1000	2 oz.	To be considered equal.	Cauliflowers or haricot beans	1000	1000	1000	1000	1 pt.	To be considered equal.
Coffee	1000	1000	1000	1000	1 lb.		Rice	1000	1000	1000	1000	1 lb.	
Cocoa	1000	1000	1000	1000	1 lb.	To be considered equal.	Marmalade	1000	1000	1000	1000	1 pt.	To be considered equal.
Tea	1000	1000	1000	1000	1 lb.		Jam	1000	1000	1000	1000	1 lb.	
Flour	1000	1000	1000	1000	1 lb.	To be considered equal.	Butter	1000	1000	1000	1000	1 lb.	To be considered equal.
Biscuit	1000	1000	1000	1000	1 lb.		Mustard	1000	1000	1000	1000	1 lb.	
Rice	1000	1000	1000	1000	1 lb.		Curry Powder	1000	1000	1000	1000	1 lb.	To be considered equal.

{ Twelve pages.

* Natural Born British Subject
 passport No 424. issued Stanley, Falkland Islands
 4/8/31. produced to me. M. E. E. Name of

PARTICULARS

Reference No.	SIGNATURES OF CREW NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS. N.D.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.	Date and Place of Signing this Agreement.
1	J. H. M. Christensen Master to sign first	27	Schleswig Holstein	Büsum Schleswig Holstein	Same	4/8/31 Stanley I. S.
2	Otto Reppner	49	Germany	Calle Pedro Montt Magallanes	Do	Do Do
3	William Miller	53	Rosario* Uruguay	c/o Hamilton Saunders Magallanes	Do	Do Do
4	Vito Madden	61	Denmark	Calle Jorge Montt 518 Magallanes	Do	Do Do
5	Ernesto Villanar	31	Chile	Calle Gatafonia Magallanes	Do	Do Do
6	James Villagay D.	40	Chile	Calle 21 de Mayo, 2200 Magallanes	Do	Do Do
7	Juan Villanar	36	Chile	Calle Balmaceda 152 Magallanes	Do	Do Do
8	Paul W. Stein	48	Swiss	Calle Jorge Montt 471 Magallanes	Do	Do Do
9	Andres Soler	25	Chile	Magallanes Calle Jorge Montt 901	Penelope	14/5/31 Port Stephens
10	Isidoro Lopez	31	Chile	Paroigoyon 279	Penelope	14/5/31 Port Stephens
11	John Hamilton	72	Scottish	Punta Loyola Argentina	Enown	14/5/31 Port Stephens
12	G. Larrick	36	German	Magallanes		
13	J. J. O'Connell	52	Jamaica	Calle Mons. Sagnano 362 Magallanes	Emma	26/1/31 Magallanes
14	Rafael Velazquez	26	Chilean	Calle Balmaceda 261, Magallanes	Antartico	26/1/31 Chile
15	Bernardine Ugarte	35	Chilean	Calle 21 de Mayo 225 Magallanes	Emma	26/1/31 Magallanes
16						19/3/31 Chile
17						
18						
19						
20						

* If a British Subject, state Town or Country of Birth, and if born in a foreign country, state if a natural born British Subject or naturalized.
 † If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

Ship MORVEN

OF ENGAGEMENT.

OF ENGAGEMENT.							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.				RELEASE.		Number of Weeks for which Insur- ance Act Contri- bution has been paid.	Reference No.
In what Capacity engaged.†	No. of Certificate (if any) and No. of Reserve Commission or R. V. 2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.‡	Amount of Weekly or Monthly Allowance.	Signature or Initials of Official before whom the Sea- man is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release the Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby re- lease the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1).	Signature of Official before whom the balance of Wages was paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Master	298						5/1/32	Stanley	M.C.	Do not arrangement with owners	Do not	Do not	Do not	1
Bosun	-	at once	10/-				26/1/32	Magallanes Chile.	M.C.	Nil	Do not	Do not	Do not	2
Sailor	-	at once	8/-				1/1/32	Stanley	do	Do arrange ment with owners.	Do not	Do not	Do not	3
Cook	-	at once	8/-				25/1/32	Magallanes Chile	M.C.	10 18 2	Do not	Do not	Do not	4
Sailor	-	at once	8/-				5/1/32	Stanley	M.C.	failed to join	Do not	Do not	Do not	5
Do	-	at once	8/-				23/1/32	Stanley	M.C.	arrangement with owners	Do not	Do not	Do not	6
Do	-	at once	8/-				23/1/32	Magallanes	Taken to Capt. Prison	18 18 6	Do not	Do not	Do not	7
Mechanic	-	at once	12/-				1/1/32	Stanley	M.C.	Do arrange ment with owners	Do not	Do not	Do not	8
Sailor	20	at once	8/-				8/9/31	Magallanes	M.C.	nil	Do not	Do not	Do not	9
Sailor	20	at once	8/-				22/1/31	Magallanes Chile.	M.C.	nil	Do not	Do not	Do not	10
Sailor	20	at once	8/-				8/9/31	Do	M.C.	nil.	Do not	Do not	Do not	11
"	"	at once	8/-				23/1/31	Falkland Is.	"	Do not	Do not	Do not	Do not	12
Cook & Steward	at once	8 0 0					5/1/32	Stanley	"	Do arrange ment with owners	Do not	Do not	Do not	13
Sailor	20	8 0 0					do	do	do	do	Do not	Do not	Do not	14
Sailor	20	8 0 0					do	do	do	do	Do not	Do not	Do not	15
														16
														17
														18
														19
														20

country, state if a natural born British Subject or naturalized.
 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 Cabin
 as Boys.
 words "not conditional" should be inserted above the entry of the amount.
 the Ship," thus H.M.S. "Revenge"; and the other causes of leaving the Ship should be briefly stated thus "Discharged," "Deserted," "Left Sick," "Died."

† The 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 Boys, not merely

‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving" † If the advance of wages is not conditional on going to sea the

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

FEES CHARGEABLE BY CONSULS.

NOTICE.

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

Services required by Law.	In countries other than China.		In China.		Services required by parties interested.	In countries other than China.		In China.	
	s.	d.	s.	d.		s.	d.	s.	d.
(1.) For every seaman engaged before Consular Officers	3	0	4	0	* (6.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Acts require should be made accessible to the Crew:— In Countries other than China— 1/- for each man with minimum of 15/- and maximum of £2 0s. 0d In China— 2/- for each man with minimum of £1 and maximum of £3 0s. 0d. (7.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged when Fee No. 5 is leviable)	5	0	7	0
(2.) For every alteration in agreements with seaman made before Consular Officers	3	0	4	0					
(3.) For every seaman discharged or left behind with the Consular Officers' sanction	3	0	4	0					
(4.) For every desertion certified by Consular Officers	3	0	4	0					
(5.) For making endorsement on ship's papers as required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for the inspection of ship's papers—See No. 7)	5	0	7	0					

Under the Consular Fees (No. 2) Order in Council, 1921, a Surtax of 25% over and above these fees is payable, except in China.

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. *In the case of No. 6, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

BRITISH CONSULATE MAGALLANES.

Vessel arrived 19th August 1931.
Articles deposited 19th August 1931.
Articles returned 9th September 1931.
Average Rate of Exchange \$400 = £1.
(for conversion of seamen's wages only)

H. B. M. CONSUL

I hereby certify that I have sanctioned the discharge of the undermentioned seamen, on the grounds of mutual consent:—
Nos. 9, 10 and 11.

8/9/31.

H. B. M. Consul

BRITISH CONSULATE, MAGALLANES, CHILE.

I hereby certify that I have sanctioned the within agreement in respect of the undermentioned seaman who was 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.

No. 13 A produced.
Number 13.

8/9/31

H. B. M. Consul

Ship

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

British Vice Consulate
Rio Gallegos.

Vessel Arrived 13th Sept. 1931
Articles Deposited 14th Sept. 1931
Articles Returned 19th Sept. 1931

I hereby certify that the rate of exchange on this 19th day of September 1931 is \$18⁰⁰ Argentine paper currency to the £1, for seamen's wages only.

H. B. M. Consul
British Vice Consulate
Rio Gallegos

CONSULAR SERVICE

CONSULAR SERVICE

BRITISH CONSULATE MAGALLANES.

Vessel arrived 20th November 1931.
Articles deposited 21st November 1931.
Articles returned 26th November 1931.
Average Rate of Exchange \$29.70 = £1.
(for conversion of seamen's wages only)

H. B. M. CONSUL

BRITISH CONSULATE, MAGALLANES, CHILE.

I hereby certify that I have sanctioned the discharge of the undermentioned Seamen:—
Nos. 2, 4 and 7.

H. B. M. Consul

BRITISH CONSULATE, MAGALLANES, CHILE.

I hereby certify that I have sanctioned the within agreement in respect of the undermentioned seamen who 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:—
Nos. 13, 14 and 15.
No. 13 A. produced.

H. B. M. Consul

BRITISH CONSULATE MAGALLANES.

Vessel arrived 10th December 1931.
Articles deposited 10th December 1931.
Articles returned 11th December 1931.
Average Rate of Exchange \$26.80 = £1.
(for conversion of seamen's wages only)
No changes in the crew reported.

H. B. M. CONSUL

Shipping Office
Stanley, Falkland Is.
5.1.32.

I hereby certify that I have sanctioned the discharge of the undermentioned Seamen:—
Nos. 1, 3, 6, 8, 13, 14, 15.

Shipping Office

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

Name of

Ship

CERTIFICATES

Or Endorsements made by Consuls or Superintendents.

NOTE.—If more space is required for certificates or endorsements they may be continued on page 6, if available, otherwise an additional form Eng. 1., must 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 (12 b)†

and those with reference Numbers.

under Section 28 (12 c)†

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

2. In order to enable the Seamen to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l.*, to have a legible copy (omitting the signatures) placed in an accessible part of the Ship.

3. All alterations in any Agreement (except additions in shipping substitutes) are inoperative unless proved to have been made with the consent of all persons interested, by the written attestation of a Superintendent, Justice, Officer of Customs, or other public functionary, or Consular Officer, or where there is no such Officer, of two respectable British Merchants.

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

Engagement of Crews and Seamen in the United Kingdom.

5. The Crews of all British foreign-going Ships must be engaged (in the United Kingdom) in the presence of a Superintendent of Mercantile Marine, who will read over and explain the Agreement to Seamen before they are allowed to sign it.

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

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

- (a) Produce the Certificates for himself, his Mates, and his Engineers (if any), and
- (b) Produce the Apprentices destined for the voyage, together with their indentures.

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

9. Superintendents will give the like Certificates to Masters of Ships who have entered into running Agreements with their Crews, upon their complying with sub-section 115 (7) M.S.A. 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.

10. The engagement of substitutes for Seamen, who have 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.

11. Carrying any Seamen to sea without entering into an Agreement subjects the Master of a foreign-going Ship to a Penalty of 5*l.*

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

Ports Abroad.

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

14. If the Ship remains at any port for a period less than 48 hours, and the Consular Officer, or the 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 inspected before the Certificate is issued, and the fee of 5*s.* (as provided in Clause 7 relating to the Fees chargeable by Consuls), for the performance of a specific duty on the Ship's behalf, should be charged. The fee stamp is to be affixed to the Agreement with the crew in the part reserved for endorsements.

15. The engagement or discharge of any Seamen abroad must be made before a British Consul, 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.*)

Return to the United Kingdom.

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

17. In all cases in which Crews are to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

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

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

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

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

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

22. Upon payment of wages and settlement of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign *in his presence* a release from all claims in respect of the voyage just finished, subject to the right of any member of the crew to except from the release signed by him any specified claim or demand, in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (*See page 5 cols. 19 and 20.*)