Master.

Address.



ISSUED BY THE BOARD OF TRADE. IN PURSUANCE OF 57 & 58 VIGT., Cu. 60.

(0 3)

# OFFICIAL LOG BOOK. No. 3.

(Consisting of 24 Pages.) For 87 Men.

FOR EITHER

1

### FOREIGN-GOING OR HOME TRADE SHIP.

Nar	ne of Ship.	Official No.	Port of Registry.	Port of Registry. Registered Tonnage. Gross. Net.		Name of Master.	No. of his Certificate if any.
No	dern	156380	PORT STANLEY	101 67.	64.31.	P.H.W. Christiansen	Howburg 298

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 August (# 1931	foreign	Port Magallanes Date 76 May 1933
Delivered to the Supe	Coasul arintendent of Mercantile Marine at the Port of Magallane	5
on Hoth day of		

Countersigned

HW

Nore.—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.

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.

## Index to Entries in Official Log Book.

Reference to any pages in which the various entries appear. ENTRIES. 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 con-cerning 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 8. Name of Seamen 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 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 (Sections 240 (11) and 423 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 lifesaving appliances are examined (Section 9 of M.S. Act, 1906.) 21. Wages and effects due to any Seaman left behind 

**(**)

CAUTION.-Section 130 of the Morchant 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.

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### List of Crew and Report of Character.

		rew anu	n
No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	
1	Ollo Repp	Berum	1
2	William Millen	Toilor	
3	Mils Madren	Theword +	V
4	Ruperto Willarock	Joilor	
5	Tomar Villeoror R	"	
6	Timon Nochulum	11	1
7	Wilhelm Hettetein	Mechania	-
8	Andres Gollner	Jaciles	1
9	9. Jopes	11	
10	7. Nomitton	(/	)
11	G. Lourich	11	-
12	C. Percs	lok	
13	R. Velousques	Loilen	
14	13. Elquetor.	1'	
15	Ollo Gröchen		-
16	M. M. Gell	11	
17	7. Millen	Steward	1
18	J. Detlend	Graser	
19	R Hintle	Boswein	<u> </u>
20	Viver	Juitor	-
21	E Schroeder	Cock	-
22	R. Villowork	Juilor-	_
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NOTE.-For the chief statutory provisions respecting Official Logs see Notice I. prefixed to this book.

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Report of	f Character.	If there is any entry in the Log relating in any way to the Crew, the page or		
or Ability.	For General Conduct.	pages in the Log where the entry is to be found should be written in this column opposite the man's name.		
/ G	VG			
16	VG			
1 G 6	VG			
		failed to going		
		failed to join failed to join		
/6	VG			
	V.G.			
<u>,                                    </u>	\ <i>I.G.</i>			
J.C.	V. G.			
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V. C.	V. C.			
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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.

			Report of	Character.	If there is any entry in the Log relating		
No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	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.		
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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.

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## List of Crew and Report of Character-continued.

No.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	For
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Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or				
or Ability.	For General Conduct.	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.				
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### 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 costing trade, ships employed solely in fishing, and pleasure yachts) shall, before the time herein after metioned, mark upon each of her sides, amidships ti.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.

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(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.

(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

(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.

7

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

Maximum	load-line	in	fresh waterfeet
Maximum	load-line	in	Indian summerfeet_
Maximum	load-line	in	summer the centre of the
Maximum	load-line	in	winterfeetinche
Maximum	load-line	in	North Atlantic winter

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

### Upon every occasion of the Ship proceeding to Sea.

	Upon every o				- 1		то	
	FROM					(5)	(6)	
(1) Date and Hour of	(2) Dock, Wharf, Port or Harbour from	(3 Draught in salt wate proceedin		(4 Free-board corresponding going di		Date of Arrival	Dook, Wharf, Port or Harlour.	
Departure.	which the Ship departs.	Forward	Aft.	Port.	Starboard.			
6 Dig 31 4 0 m	Port Stanley	8 /	11 G	11. in 3 /·	32	8,07,31	Port Howard	
9 can	Port Howourd	7 10	114	3.2	322	10. Cugit	Port Stephens	
T2. Our 31	Port Stenhins	7.8	11 3	322	394	13, Cang	Neutrell Ze	
16. deg, 11 9 cm	Weddell The	8.4	11,5	312	32	19 Oling,	Magallornes	
9 cm 24 aug 31 11 pm	Monortornes	8	11.2	35	3,5	29 Clay	Pacito Dora (Seno OBSTA	euccion)
2 Sent mile (+ PD)	Pyrnto Dono	9:10	12:10	1,9	1,72	Lepter	hofin Gallagos	
18/4	Rio Gallagor	9.7	12.1	2,5	2,5	1811	1. 10.	
20/9	11 11	9.10	12,9	1.8	1,8	24/4	Jun boy Jouthland 24	
4/11	Nethell Le	7.10	10.9	3,7	3.7	111	Port Heplane	
10/11	Port Henhen	8.3	11,2	3,4-	3.4ª	111	Magallan	
23/11	Mongollone	7.10	10.7	3.75	3.7-	23/11 24/11	" " Leading	-
96/11		9.11	19,11	1.6	1.4	281.	Nio Galleyou	
9/12	Rio andleyos	8.10	11.6	3.2	3.1	1/12	Mongallornes	
12/12	Mary allersies	8.1	12 -	2.1	2.8	112	for boing	
2/1	Table no	8.9	11-1	3.4	3.4		Mehdel 20	
21/1	Middell 21	8-	10-11	3,6	35:	1932	Morgalime	
15/3	Minullona	7.9	10.5	12	2.8	013	p al l'	
22/3	Ril Verde	10-	12,3	118	1.8	19,	Kin Honte Gallings	5
8/4	Riv Gallyon	10,4	12.11	1.6	1.6	44	Pont Manley	
11/5-	Requents.	8-	11-	- 5-6	5-6	19/5	Magallanes	_1

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

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. (2024) Wt. 1582/3241 Gp. 14 7000 11-05 W & S Ltd. (205000) Wt. 2010/0503, Gp. 141 10000 2-29.

6

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

inches above the centre of the disc.

\_\_\_\_inches above the centre of the disc.

disc.

ies below the centre of the disc.

\_\_fect\_\_\_\_inches below the centre of the disc.

### FREE-BOARD AND DRAUGHT OF WATER

## 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							то
(l) Date and Hour of	(2) Dock, Wharf, Port or Harbour from which the Ship departs.		3) of Water or at time of ug to sea.		4) 4 amidships ling to foro- draught.	(5) Date of Arrival.	(6) Dock, Wharf, Port or Harbour.
Departures		Forward.	Aft.	Port.	Starboard.		
275300	Possto Mester	10 11	1. in. 12 4	te in.	12 in.	116	Rin Gallegos
1/6	Rio Gallegos	7 11	10 9	3 7	38	22/6	Puerto Mestien
96/6	Poerto Mesken	910	12 4	1 7	17:	3016	Rig gallegos
17	Rio Callego	181	10 11	2 6	3 6	14/7	Magallanes
27/7	PUENTO ARTURO	9-7	12 0	1-4	1-10	718	RigGeneros
18	Rio Gallegos	9-6	12-6	2-8	2-8	22/8	Magalans
8/9	Magallanes	10-2	13-1	1-4	1-5		0
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## 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 ccremony on board their vessels, 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 a 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
  - (2.) The master of the 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 of 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

Spaces are provided on the following pages of this book for the entry of all the 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 vessel in port (except when the log book itself is surrendered at the end of the voyage or termination of the Agreement), a true copy of the entries must be delivered on a Form B. & D.1 to a Superintendent, or Consular or Colonial Officer for transmission to the Registrar-General of Shipping and Seamen. In addition to the brief statement of the "Cause of Death" on the following page, the master should be careful to add in the body of the official log book full particulars of all the circumstances attending the death, more particularly in the case of murder, disappearance or suicide.

- If a death occurs in a port the name of the port should be given, and it should be stated whether the death occurred on board or in hospital. If a seaman dies on shore from an accident which happened, or from a disease which developed, while he was a member of the crew, it is desirable

that an entry of the death should be made in the same way.

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

Date When married.	Christian and Surnames of both Parties. 2	Age.	Whether Single, Widow, or Widower. 4	Profess Occup
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(Signed)

If a fatal accident occurs at about the time of any injury to the ship, or to any part of it, or to the cargo, the details should be entered in the same way.

ion or ation.	Father's Christian and Surname.	Profession or Occupation of Father.
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		r

Officiating Clergyman.

Master or Officer in Command.

				10			Pipe								
				1		Columns to	BIRTHS be filled in by the	(See Instruct	ions on previo	us page).		11			
			Sex.	Name and Surname of Father.	Rank, Professio or Occupation of Father.	on, Name and Surr of Mother.	name Main	Officer in Co	mmand.					Columns to be fill whom rep	ed in by Official to ort is made.
Date of Bi	rth. Name	(if any) of Child.	Dex	of Father.	of Father.	of Mother.	Of Mail Mille	L apri	ci.		other.	Signature of Father or	Signature of Master and Mate or member of Crew.	Port and Country	Signature and Title of Officer to whom
								Nationality stating Birthplace)	ast place of Abode.	Stating Birthplac	e) Last place of Abode.	Mother.	or member of Crew.	report is made.	reported.
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2								2		   	_				-
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								0					-		
4								4					-		
5								5							
						Columns to	<b>DEATHS</b> be filled in by the		tions on previo	ous page).				_	
Date	Place of Death (See instruc-							Officer in C		se of Death		Signature of Mate	Signature of	-	
of Death.	tions on previous page).	Name and Surnan	nie of Decease	ed. Sex.	Age. R	Rating, or ank, Profession, or Occupation.*	Nationality (stating Birthplace.)	Last place of Ab	ode. (See in	nstructions on rious page).	Signature of Master or person in charge.	or other member of the Crew.	Signature of Surgeon or Medica Practitioner, if any	11 7.	
							Members of Crew, include		ean Agreement.						
6								6							_
7	•							7							
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								8						-	
9								9					-		
10								10							
							Members of Crew, Lason	and others, on As	iatic Agreement.						
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1.0								10						-	
14								14				ļ		-	
								Members of the C	rew					_	
15							Persons who were not								
16							_	16							
17			-					17							
								18							
18							/								
19								19 for "Rating or Ran	k, Profession or Occ	upation." In the case	e of an illegitimato child	the full name of the	mother instead of the	t of the father should	be recorded.
* In	the case of an Infant	or Child, the words "Son	a of"				id he recorded in the colum								
			or "Dau	thitur of D C H			I he recorded								

followed by the name of the father and his profession, show

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### EMPLOYMENT OF LASCARS AND ASIATIC SEAMEN.

When this Log Book is returned to the Superintendent, and any Lascars or other Asiatic Seamen who are not engaged in the United Kingdom formed part of the Crew, the following Form should be filled up and signed by the Master :---

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.

	"Sailors' E	EPARTMENT.	+ENGINEERS'	DEPARTMENT.	<b>‡Stewards'</b> Department.	
Voyage.	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.	Assistants of all sorts.	Тотац.
From the United Kingdom.						
To the United Kingdom.		20				

Date\_

Master.

• Sailors' Department will include Serangs, Tindals, and all Asiatics engaged to serve in the navigation of the Ship

† Engineers' Department will include all Asiatics engaged as Engineers, Stokers, Greasers, Coal Trimmers, and every person engaged in any way to work in connection with Engines, Boilers, Coal, &c. \* Stewards' Department will include all Asiatic Stewards, Servants, &c., engaged to serve on Board, but not in the Sailors' or

NOTE.-Deaths among the above Lascars and Asiatics, whether they occur on the outward or 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.

Date of practice of Beat Drill and of Examination of Life Saving Appliances.	Nature of Boat Drill (whether the boats were swung out, manned, etc.).	Nature of Examination of Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
				-

### **OFFICIAL LOG of the**

from

Port STANLEY

The following are the FEES chargeable for services rende 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 Note.-Consular Fee Stamps to the value of the Fees charged must no account be re Date of the Place of the Occurrence, Date of courrence entered or situation by Latitude Entry. and Longitude at Sea. with Hour. 4,50, a.m. 7.000 7. OLU. 1931 Aadul from Part Stondy 3. 45. 12.01. William Pt. 131. 7. Ou. 503. am Volunter P.T. 6.20.aum C. Curyfori 1431 7.30. acm Macbride nd. 7. Oling 11.10. . . G. Bougennith 1931 4.17, P.M. C. Dolphin 7. Cm 7.10 " " artived Thile Root B. 14,31 8. Oug. 1431 sociled from S. Cary 630. a.m. Thile Roch B. 1411 2.30 PM arrived Port 8. Cug Howard 14121 scaled from 9. 000.1911 9. Cun Port Howard 6.20 a.m. 1431 9/8 31 actrived For Kay 918 4 12 11 10/8 31. 6.30 an Solled for Por 10/8 31 3.1 1 Ourtined Dat glup 11/8 3110. an Soulat Port Stormer 11/8 11 5.90 pm Alnhert \$ 11 11 an souled from Rod asserved Hullin 7) ballo Thould or ration Thim 831 hertry

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 Scaman 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 Scaman or by the Majesty's Service must be signed by the Master and by the Scaman or by the Officer authorized to require the Scaman 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, 1694, which will be found in Notice I. prefixed to this Log.

## towards Weddell 42

— ) For affixing Consular Seal or Signature to entry in the Official Log Book of a British Vo if not required by the Merchant Shipping be affixed to this Form, and cancelled. Stamps m	essel, Acts 5 0
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Entries required by Act of Parliament.	Amount of Fine or Forteiture Inflicted
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**OFFICIAL LOG of the** 

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Fine or Forfeitur

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5 <sup>2</sup> ··· C, Quod 7 <sup>3</sup> / <sub>2</sub> aom C, Hunter P <sup>9</sup> / <sub>8</sub> 9 <sup>25</sup> ··· ·· Param Schelle Z 1/ <sup>3</sup> / <sub>9</sub> aom C, Hunter Y 1/ <sup>3</sup> / <sub>9</sub> aom C, Goppin Key 1431 9 <sup>20</sup> Dm C, Oppin Key 1431 9 <sup>20</sup> Dm C, Dpright 27/ <sub>8</sub> 1 <sup>445</sup> Pm C, Norsh F, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Paris Fairway 182, 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>20</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>21</sup> Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>22</sup> Om Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>23</sup> Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>24</sup> Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>25</sup> on Costar ST, Annes PK, Repert FT, N, 54° W Kun 9 <sup>26</sup> on Costar ST, Annes PK, Repert FT, N, 54° PM Buckle 1 <sup>24</sup> PM Conner Stoal R, B, 1 <sup>45</sup> PM Marbi Crey 9 <sup>26</sup> PM San Juen Shi, ST, B, 2 <sup>40</sup> Cutter J Chaen PT, 5 <sup>40</sup> Pm Osprey PT, 7 <sup>44</sup> 9 <sup>27</sup> PM Conner T 11 <sup>40</sup> or <sup>10</sup> C, Crey 1 <sup>90</sup> PM 7 <sup>40</sup> PM Andrer Pest Dara	420 am	passing C. Crosslide		
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11 <sup>2</sup> a m C. Goppen Key 1431 9 2000 C. Dpright 27/5 4 45 pm C. Provedence 1431 28/5 1931 Constant Taman 1431 28/5 1931 Constant Taman 1431 28/5 1931 Constant Taman 1497 746 am tacind Taman I. Kyrs NI <sup>10</sup> W 8 15 am Contar ST. Annes PK Repert FT. N. 54°W Kurs 9 25 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 282 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.C. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 78 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 clam Connece 79 B.B. 10 5 · Kost N15 W 10 Clam Connece 79 B.B. 10 5 · Kost N15 W 10 Clam Connece 79 B.B. 10 6 · Kost N15 W 10 Clam Connece 79 B.B. 10 6 · Kost N15 W 10 Clam Connece 70 C.C. Connece 79 B.B. 10 6 · Kost N15 W 10 Clam Connece 70 C.C. Connece 79 B.B. 10 6 · Kost N15 W 10 Clam Connece 70 C.C. Connece 79 B.B. 10 6 · Kost N15 W 10 Clam Connece 70 C.C. Connec	115 00 MI			
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98/9/931 Living 65000 74000 Tacined Painan I. Kurs All W 8 15000 Cotor ST. Annes PK Report PT. A. St W Kurs 920 Formary Fainway Isl. 925 Kurs All SW 10 eram Correct 252 BB. 105000 C.Walker STB Kurs NHE 10 From Duckle 1121 Sheal Tsl. Kurs N'4E 1140000 Coorge Pt B. 105000 Conner Sheal B.B. 145 PM Markt Crey 215000 San Juen Shl. STB. 240 Cuttlen J 440000 Craen PT. 540 pm Orprey PT. 744 29/8 1911 745 cm southaug Kuns E. 815 Bardes S 910000 C. Crey / 90000 790 AM Andrer Pest Dara	4 45 Pm 6 20 Pm	C. Provedence Anchen Port Tamar		
8 1 and Contar ST, Annes PK, Repert PT, A. SteW Fun 900 and Henry Fairway Isl. 915 and Kurs Alls W 10 eland Connect 271. B.B. 105 and C.Walker STB Hors NILE 10 to an Buckle 112 and Sheal TSL. Kurs N'E 114 ocm Coorge Pt B. 105 pm Conner Sheal B.B. 145 PM Monht Crey 2 from San Juan Shl. STB. 2 to Cutter J. 4 Conner Sheal B.B. 145 PM Monht Crey 9 for Chaen PT, 5 to an Osprey PT. 744 99/8 1911 745 an Jailang Kuns E. 815 Bardes S 910 an C. Eonnert 11 Coord C. Crey 19 pm 790 pm Ander Pest Dara	28/8 1931		5 11 10 101	
12 11 Sheal Tsi, Kurs N'4E 114 0cm Coorge Pt B. 14 pm Conner Sheal B.B. 145 pm Marcht Crey 24 pm San Juen Shi, ST.B. 24 Cutter J 44 pm Craen PT, 54 pm Osprey. PT. 74 29/5 1911 745 cm southand Kuns E. J. Bardes S 910 am C. Former 1120 or C. Crey / 9 pm 790 pm Ander Pest Dara	8 15 ann Cost	ar ST, Annas PK . Ro	erTPT, A	54°W Furst
112 " Sheal Tsi, Kurs N'4 E 114 ocm Coorge Pt B. 104 pm Conner Sheal B.B. 145 pm Marcht Crey 245 pm San Juen Shi, STB, 240 Cutter J 440 pm Craen PT, 540 pm Osprey PT. 744 29/8 1911 745 cm southing Kuns E. 815 Bardes S 910 am C. Eonnert 1120 or C. Crey / 90 pm 720 pm Ander Pest Dara	925 . " Ku	Als W 10 ela	n Connec	# 7. R. B. B.
240pm San Jugn Shi, STB, 240 Cutter J. 40pm Craen PT, 540 pm Orprey, PT. 744 29/8 1911 745 cm saiding Kuns E. Ji Bardes S 910 am C. Eonnest 1140 000 C. Crey 190 pm 790 pm Ander Pest Dara	1 2 min Shee	ITSI, NURS NISE 113	+ ocm Ci	corge Pt BB /
91/8 1911 705 com southing Kuns E. J. Bardes S 91/8 1911 705 com southing Kuns E. J. Bardes S 910 am C. Eonner 1120 00 M. C. Crey / 9 19111 790 pm Ancher Petst Dana		Conner Shoal B.B. 1	45 pm	Vorbt Crey SI
29/8 1911 705 com southing Kuns E. J. Bardes S 920 am C. Eonnert 112000 C. Crey / 20111 720 pm Ancher Pest Dana		Craen PT. 540	B. Z Co	rey, PT. 74 pi
92 am C. Eonnent 112000 C. Crey / 2011	29/8 1931 74			
990 pm Ander Part Dara	1			
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	2/9 814	11 4	Row	hous " 1
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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.

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Entries required by Act of Parliament.	Amount of Fine or Forfeiture Inflicted
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STB 200 pm Cutter B5 B.B. Kuns NIT	
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A.C.	
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towards Math

### OFFICIAL LOG of the

OFFICIA	L LOG of	the	Falklandalsl. via	
from Pu	ento Bora (Se	no Obst.		2720-
Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.		Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
3/9/931 610 am	Stiller from " Duerto Dorez	3/4		
1/5 00m	Kinke Nannow	1931 3/911	The first of the second s	
64 pm 4/9 445	theher Inlet Bay	All son	in mit Connel towards Fairmai Isl.	
1100 pm 1100 mi	C. Copper Key	BB Kur	Epni round Tamor J. Kurs SOFE	
	C. Froward 116	T.B. 10	72°E 1152 PM KUNS 5,6°E pom Contos JR. ST.B. 3 4° com C Holland B.B. sidro B.B. 1° PT. Cannera	
5/9 410 11	anchor Moi	galla	na	
10/4 704 pi	a stilling from	May	gollomer Clowing on Gale Thing from 9.24	
010.	Mana Dungen	25 /	am G. Virgen B.B. Kurs N 45 W 12 pm Balz Convento BE	3
15/9 12 mm	leaving for In	- Perin	alicuate 6 15 pm anchor al shiming town higgallingen another 8 pm a unher 15 pm unload 800 Bachon for 7. How machor Que am 18/9 longhing 100 pares Promote	mol.
17/4 10 45 pm	Strayo Dotato	60 Lougs	Thaile Johney Main 141	
21/4 5 1 com	leaving This G	Ilena	10 weres perior ) boye allerer 20/4 77 care Kath	12
22/4 Oce 12" Man	JUNS N89F Pun	15mil	uller in the lothing 6-ph the 12m	
2.2/9 800	om log 220.0	oo ly	246. Kurs N88E Wind M.W.	
21/9 2 00 5 20 0	n: Stats ze be	all wing N	Lule in blocky or Gost from the 9.74, I'm 16 m get nuderwer on the is New Horns	
10 40 0				

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Date of the Occurrence entered or situation by Latitude Date of Entry. and Longitude at Sea. with Hour. 1 10, 1931 115 com lieuring West paint 1025 pm another Chartres Bin 510 00 m 6/10 00 11 7.10,1421 Olinchor est 1134 Pm 19.11.1931 d BB 29.10.1931 10 22 ar m 1 11 12 ar m Oliv 9,24 12- Oullingo Convento BB for Resider l'an may toward 10,11,19:27 for 7. How Alto 16.11.1931 Douroffen, 16/11/2 05 8211 any in ley 114 m Couhr 2" pr - corree Mathen lon 72 m 8 nm lun 154m Wind S. Kurs Sosw 18.11.1931 4. 1000 198 " 510 57 9 12:19. 1. The uniher is New Floors 19,11 1931 2414 400 an leaving white Alanch 11 - Yee doch 26 BB. 200 pm Coop Marselin 10 20 pm onistor Parto Sara 24/91421 536 VM andror in Tor bay 25/9 undoding Zimber 90/91221 8th living for Dort Howard 1 to pri ancher Dat Howard 27/9 10000000 leaving Port Howard for Gren Coorles. 28/9 1000 um laing San Corle. 314 ounder on sourching to allorgalounces 20,11,1931 2011,19 11000 Pm acrestor 96/11 193 leouvry alloraldoney for Galleyor 27/ 11 10 p. ourolin This Goulas 1230 on, While Rout 450 Anopor Telle Tel. Settement 119 900 herring Pir Gallegon 6 pm Panto Dungenes 930 pm Cap Posteria Min 710 com Punto Dagade 29.9.141 11 20 "Viewing 2 bble 2d. 64 pri Andron Hill Cove 30,9,1931 12 5 pm "Hell Cove Anchor Cources 26 4 20 pm lion in 5 2 pm 215 pm unhor Moyallomer

OFFICIAL LOG of the

from round Jacklands 20

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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 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.

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M.S. Morven

towards Morgodlomer Entries required by Act of Parliament. Garton 9 40 com Obrohon Spring point Meddel n 4.19 anchor Dort Stephene " Port Stenhens from 1925 la 120 Toxley 7 10 pm Swoon 20 8, 10, 1931 2.52 liceving Idon 20 liming glowbon 1015 00 m 334 almos Should 26 Julverder " auguin 4 2000 90.10,1971, Oluchor Port Gen Carlos 200 pm 4 2 00m Pit Edger 9200m 30 /10 4 2000 linem Atertans 31.10,1931 836 00m liewing Det green Yen Shilling bay 2/11 426 lining Within Muldell 21 1126 00 5/11 510 " Miller oraveting 10 4500 m Men 20 M/n liceving Mar 20 71600 Port Shenker andres Leyen Zilet 510 Pm long 23 m King 976 W 42 miley 62 miles 8 pm log 8 57 211 pm Wind S buy 115 m Funs 565W Wind S. . 565 W 565 W SGSW Goelm 5 11 545W 4 PM les 252 in 11 Cap Vingen 540 pm Pental meter Morg orllomer.

18

## **OFFICIAL LOG of the**

from	1	Moryallo	enes	towards Falkland	
Date of Occurrence with He	entered	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of
12/102 8P		Caroing Mayo	llows		Fine or Porfeiture Inflicted
13/12/12	Lepp.	PuntaDungen	)	log O Kurs N 75 W 4pm ly 22m	
14/12	4000	ley 98m		<u>opni by 46m 12 mm 71m</u>	
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2/11	939	5 ye y/ le	ogen	ville 405 pm Muchson 7 11 and	Dele
1/1/9					100 A
12/119	19	Dort Same	ng Iter	or 1225 8/1 020 com anshor In C. D.C.	the m
14/1		4 fordo	n' 4	12 am omelion tomber man	_
20/1/93	2	" Port glicer 72	E 10	15 " M M M 9 - P M	-
21/1 "		" Muldell 2	11-	com 1 Gan 640 pm	-
25/1/93		Nulfil 20 Dest 30 1144	9 4	E or 111 Dele vel 1 7 Loca	-
10/2/93	3 d 10	Beaures 20	121	1711 " Berny TIAD	-
13/ 2/143.	2 11	Hell Low	730	" " Hill gour 605 Pm	1
23/2 193	1	malle El	19-	Pin is Jugen Ledge Pin	1
N.BEvery	entry in	this Log Book mani 1			

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## OFFICIAL LOG of the from Jalklond Il

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Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	
3/36400	leaving Juge	me Tel	1 00
6/7	11 Mare	he .	8 11
113 44	Kons 9 10	N "	52
7/3 44	Kors NI65	W la	267
8/34/30	M Kus 945 M Kus IV		7 94
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9/3 4 Mm	- Kors N 60	W	2 21
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101	1114 Pm 22	aning	for
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23/ ; 32		50 00	
1/4 29	7 14 Gap	Fronter	- 4
2/4 82	150m Dung	enes	74000

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19

towards Morgollomes Amount of Fine or Forfeiture inflicted Entries required by Act of Parliament. when Man 20 4 - Pin m long O thind it it W 4 mm log 7. Colon The g 12 pm log 92 miles 8000 by 48 Wind 9. 10 - or Wint WSW 1212 1. 60 1. 974 Kun N. 80 V. 8 am Kans A1 45W by 118 38 4 pm 11 N 60 W 24 152 58 12Pm 1, 1160 W toy 184 2 8 30m 11 NI 66 W 4 226 4 lost (50.36.3) 4 10 4 266 8 pm by 270, 42 pm by 266 you Tilimn 195 W 2 5-il com Cabo Bean Timpot 1213 315 Caby Porcersion alla 6 2 pm onchor your Gegenia Soon liter on Alagolling for Rev Verde Minor &lener at 9. 2 Pm, Galeentt lowing 18/3 3 50000 to Curze Canede File Rois when 735 Minor Magdalene wehier Porto Burze 445pm 4/3 0,00 Goep Hollon 8 25 Jom Tridow 4 10 concha Moyalla " Can Virgenes 5- 19pm unther Run Call

OFFICIAL LOG of the

from Rig Callegos

# towards Falkland Jsl.

Date of the courrence 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
1/4 13000	8 pm Kuns	(ally) 185 E 85 E	Wind - log 7m	30
0/4	12 11 11 A 4 a m 11 11 8 11 11 A	185 E	1: SW 1: 37 11 1: S. 1.57 1.	
	12 PD1 11 11 4 11 11	185 F 185 F	1. SE 1.82 1. Long 51-929 1. 1. 11074 1. 11 1128 11	
11/2	12	N8SE N8SE	1 1. 1146 1.	_
1/4	8.11	ISS'E	$\frac{1}{11} - \frac{162}{178}$	_
	4 . 1	185E 185E 185E	11 NW 218 11 NW 218	
191 .	12 Pm 1	85 F	1. NW 262 11	
12/4		NOTE NTE	" NW 269" Com Mennidit " NW 290" " NW 304 "	
	8 01711	TOE	" NW 317 "	
	120000	160 E	"WNIW329 " Bull Point "WNIW338 " Shack Rock	-
aa.	790 915 OV	achon	Port all com Pembroch	-
24 4 32	0 - THE OFFIC	reer	Port San Canlos	
	720 000 leve	2	Port Howard	
6/4 32		wher-	Fox Base	
14 12	6 = icon bu 19 10 PIN Cl. 7 40 pom box	in vier	Port STephens	
14	4 26 PIN 600	chor	WEDDIELL IST.	
11 = 20	4 14 onch	1.1.9	Benver 1st.	
) 32	8 11 conlucion 10 14 12 - MM K	100	CapParceval-Port Imile Con Olik	569
	4 "		562 W Cog 12. Wind ONB 562 W : 36 ' 010	

20

OFFICIAL LOG of the

### from

Place of the Occurrence, Date of the Date of Decurrence entered with Hour. Entry. - Pin AUNT 11/5 39 560 W SKONN 4 am 560 W 11 11 75 W 8 11 10) 35 W 4-12.11 75-24 10 11 20 Pm 40 W .5 LOW 12-11 911 11 4 ouin 0071 L. PH 1945W 9.79 980 W 4- 5:00 141: 21 - 10 ann Ses Carlosse 8 20 Pm ancher Susanna Cove. 4.100000 Leaving 8 2 " anchor Magallanes Conving Mayallow for Port Mestion Dawson Da. 251 5-12 1/6 32 17/6 32 22,6 12 29/632 3016 32 310 or m bearing

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 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.

21

NOTE.-Reading over Entries of Offences.-The Master's especial attention is called to Section 228 (b) (c) and (d) of the Officer authorized to receive the Seaman into such Service. Merchant Shipping Act, 1894, which will be found in Notice I. prefixed to this Log.

### towards

Amount o Fine or Porfe tun Inflicted Entries required by Act of Parliament. SEEW Log 60 mile Wind NO 11 81 27 1 AIO Galm 11 Wind WSW 1110 W.SW 9. 52" 1116 10 0.59 1130 SW2S SW05 11 1150 166 u. e. W 176 10 W 128 11 WSW 181 WEW 6 te Galm 9 748 9 Yle: E 11 ... Galm NNW 11 .. 11980 W 285 Dangones ST.B. Nord \*\* ST.B. 10 Pm Pt. Delgada ST.B 1.1 Calm 11 hung 520 W. Somehon - Por Merken 1212 pm leaning 20.5. 1140 some pring Ther Pountes 410 pm 21.5. Jsabel Jal 800 pm Susanna Cove 1125 pm 1.6. 1 454 Punta Delagda 124 pm Cap Possession 300 pm Ponte Dungenies 434 Con Virgenes Kurs N47W 1145 pm nocher Punta Lyola. 2/6199 Exercising for Callingers anche 52 pm 0.100000 Locary R. Gallinger for allering for Callingers anche 52 pm 85000 Punta Delagda. 1150 concher Punta Cracia. Commences 18.6 5 20 00 noncher Place allances 10 30 00 mg 24 Pm For Pucs to Harvis unation 6 19 pm 2.7/6 & 524 com 1. for Mongaller a ompher 3 46 pm 28/6 & 3 26 pm bearing for Kie Galleya 64 pm Ja. Marta 220 Sussanno Cour 1900 Pin Pinta Delgata 82000. Cap Possession 12 200 Punta Dungenes 5 2 pm conchos of Convento Like anchor Gaileyon 5 20 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 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

### OFFICIAL LOG of the

from		-	towards
with Hour.	Place of the Occurren or situation by Latitu and Longitude at Se	ide Entry.	Butries required by Act of Parliament.
'		-	325 Punta Delgada 8 et ann Susanna Cove 1950
1/7 12-F	in lensing f	en Pues	to Artono 700 pm Ponta Vallentin 235 oum non
28/7 934	10/11-		
5/8225	851 pin an	May	Thit Is is Retals, 740 Susanna Cove
10 1-0		exoad	S 81500 m Goh Possession 11 1500 Dungene 915 pm conchor Puntabourda. 1/8 91500m Come 111000 m
		-	
0/81932,	Punta Loyola	1130 p	m through the Youth Con Dogle leaven
18 1 40 0000	abeun of 75 W. dista	Conver	m through the South Champel. to Light tourse 9. 40°E. 9 2 am bearing Ellen mile course 540 N to Ponto Dunganes 1125 am
	nom lange		C.
	pour pour and	Tattal	2 in and salellite YT becar II county Such
2	o we denn	ny un	the work hould see wood orly the pilloon brok
a	bout Imile	mulais	gg worter by that sime the Steemer was
	14 August 5		a propries and the second seco
M	anta 232 com	ght boy	NI.80 E, an Port, Dourse 9.20 W. 5 2 000
8 1434 1	er pm levin	y So	ernes 1/ 10 00 m
9 1939 6	mine gisn	souther	1930 pm living Ponta Delgada for Mayallon
41			Mayalland Point 2 Delg 20.8 for Mayalland Manching Hore, for 199 General Cove 1055 and tonla bay Hest Joil Bloomet. C. Dolphin 12 to com 14.9,1932, condor Stanley. Automate be signed by the Master and by the Mate or some other of the Crew, and every Surgeon or Medical D. the Master and by the Mate or some other of the Crew, and every
9 12 1 Pm lu	What Franchuz	For	The store for got be summah Cove 10

; and every entry of wages due to any Seaman or Apprentice who has died must be signed by the Master and by the Mate or some other of the Crew, and every r authorized to receive the Seaman into such Service. NOTE.—Reading over Entries of Offences.—min. 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

Date of the Occurrence entered with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	
17/9 32	get ann onde	The The	l'and
26/9. 22	5 2 as m Lever	11) 19 Ch	erter, -116
	Kuns S 69		1-24
425 pm KI	ons Slitw Log	41 m	le Wil
13/10 8 00 11		164	le
	4 pm 550 vi 1900 590 vi	10g 2.	10 11 10 11
14/10	19 Pm 590 VO 5-10 com Gen Kurs WNW 5	Helesta 40 pm	Cabol
15710 9710	210 com Susse 1130 pm lug	wing	Mar
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70,10.32 9/10.32	going long	site 1	igon
19,19 32	11.19.19 5-	allor	1100
¥ 1 -	4 4 00 mi Log	19	Kon
15/ 12 32	8 11 1.14		
	/	63	<u>ni 85</u>
16/12	400m 1, 9	16	181
19/12	Cash Mernidet an	Pont	5451
24/12		ilos :	28/1a

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 Orew; 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.



### towards

Amount Fine or Forfeitur inflicted Entries required by Act of Parliament. Wind Calm 1200 pm From SGEW d Calm Spm Khurs S61W Log 68 Wind WAIN 12pm KKUS 60 W 1. 206 . INW WINUW 8 Pm 11 550 4 1230 " MANA W 14/10 4 Dun 1 526 W 2.271 1 W Possecien 910 pm Punta Delogda o 9210 54 com Isabel 252 415 con deno 10 40 com Cabo Possession 34 pm Jungenes Apilo Male. 23/11 Rea Galleyos "pm anotor Ri Geor & Wom de 14.18,32 100 00 TO Log O Bong 11 4 E Wind W 400 pm Lale 2 Wind W. . why 12 . bealst ha NITOF du OF Wind Coln 8 our Loy 178 " MITOE Calin 515 " " 4 Pm 10904 1. 223 11 Weddell Ist, 21/12 Chontner 23/12 active toly Ha 32 Vollen lest 5 450 65

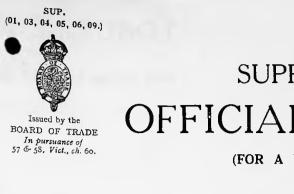
24

### **OFFICIAL LOG of the**

îrom				towards		•
with Hour.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.		Entries required by Act of I	Parliament.	Amount of Fine or Fortciture influcted.
3,1,33 3 4 pm	Port Monly	-3,1,33	"Hest Salple	E. Schröcher de met our the 3 h Comistioning of	dong of 7	manny 1433
4/1.38	Coursey Port 94	port.	15 cem ane	her Dat Son Von	las yecpm	henry S
7/132	3" pan conche	8 1 con	anohor Fig	In Inlet 7 40 pr	m 8/1 burn	Fogen Inter concher Fog
12/1 1933	Heve Wind.	egen J	nlet Hevy	SW Wind on SW: Colm a	oher SISpn	
4/11933	SIC lecing M.		Light NI W	Vinds 945 Kon Wind NI.	5 5.70- W L	000
	12.4 pm	5 65	W 1, 14 W 1, 37	" Galm		
	8° Cm 11 12	565	W 4 64 M 87	"S		
15/ 1 1983	210 arm " 400 ca m	530	W 11.99	WWSW.		
	1200 Noon	525	W 11120 W 11136	HWSW L	atitude:5	52-49.0
4	4.4 Pm	5 85	W 1.171	NIN		
16/11950	400 10 11	585 W	w 190 1 201	- NIMW		1
10 1	12 Aleon	W	214	" MNW " Cazm L	atriode	552 40
141 1000	4pm	M	253 Ponta Du	ingenes :		
17/ , 1933		•••		15pm concher the	2	
5/2 1933	1 9 6 D 178 Film 1		100 11 1 10 100	2.6/1 010 mm ben		
7/2/935	10 96 cc n reinst	n 105	te Sara 81	2 40 pm P. Dunge	Barta Sin	P.D.a.
2	1 - page como	2	logallance	have carefull	can	to this
		Thio	iel log un	fino hat us	cufries,	have been
1		1.2.1		1	ud Alon	1.10 22

N.B.—Every-entry in this Log Book required by the Act must be need by the mater and by the Mater er solve the correction of illness, injury or death must also be signed by the Surgeon or **Lefe Log act and every entry of wages** of the sale of the effects of, any Scaman or Apprentice who has died must be figned by the Master and by the Master and by the Master and by the Master and by the Surgeon or **Crow**; and every entry of wages due to any Scaman who enters His Majesty's Service must be signed by the Master and by the Scaman Officer authorized to receive the Scaman 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.



Name of Ship.	Official No.	Port of Regis
MOVERN.	15:380	Staul F.

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.

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 Nature o when voyage commenced Date Juquel 6 1931 Consul

Delivered to the Superintendent of the Mercantil

on Honday o Countersigned

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.

19.33

(Executed in 6 pages.)

# SUPPLEMENTAL OFFICIAL LOG-BOOK

(FOR A FOREIGN-GOING SHIP).

## LOAD-LINE, DRAUGHT OF WATER AND FREEBOARD.

	Registered	Tonnage.	Name of Master.	No. of his		
stry.	Gross.	Net.		Certificate.		
ley.	101.67.	64.31.	P.H.W. Christiansen	Hamburg. 2.98.		
				-		

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

he Voyage or Employment.	Port at which and Date when voyage terminated.
	Port Maculleurs
	Dated's May 1931

r B	Good to Sampe	Mas
		Addr

# LOAD-LINE AND DRAUGHT OF WATER.

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.

inches above the centre of the disc. Maximum load-line in Indian summer\_\_\_\_\_feet\_\_\_\_

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

.

2

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

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.

the Lines used in connection with the Disc.

ARRIVALS.
Date and Hour Dock, Wharf, Place
LATE. of or Harbour. Arrival.
(17) (18) (19)
3 pm Port Howard
3.30pm Port Stiphum 13/8 3pm Wilbell 200
13/8 3 pm Wilbell Tel
14850 Morgallomes
29 day Justo Down Obstances
14 som Rice Gordleyon
2+14 Spon Jorday
"In yp Port Hephon
"/11 Morgallones
27/11 Riv Galliga
11 12 Magullane
Tin Hochowing
291195 Wedhell 20
13/325 Mergaller
193 7" Mina utleg das
44 Rin Gallera
12/4 Post Stonky
16/5 Magaliana
116 Rio Gallegos
19946 Poesto Mester
3010 Rio Gallyon
14/6 Mayor Cloutiles
117. Rio Calle
117. Rio Galleya 248 Mogallonen

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

Maximum	load-line	in	winter.		feet	inches	below t	he centre	e of th	e dis	5C.		
Maximum	load-line	in	winter,	North	Atlantic	feet	••••••	inches	below	the	centre e	of the	disc.
Maximum	draught	of	water ir	ı summ	ier	feet	inch	es.					

							DEPAR	TURES.								IT OF WATER AND	TURES.		ARRIVALS.
Date d Hour	Dock, Wharf, Place or Harbour.	ACTUAL D OF WA	DRAUGHT	Act	TUAL FREEBO AMIDSHIPS.*	ARD	Density of	For		LLOWANCE.	el to 1		Mean Draught in salt water	Mean Freeboard Amidshipa in salt water as calculated after making	Date and Time of			Date and Hour	1
of parture. (1)	or Harbour. (2)	(3)	Aft. (4)	(5)	Starboard. (6)	(7)	of Water. (8)	For Density of Water.* (9)	For Ashes and Rubbish.* (10)	For Fu Consumed of Inland (1	.1)	Total Allowances. (12)	as calculated after making the appropriate allowances. (13)	as calculated after making the appropriate allowances. (14)	Date and Time of Posting the Notice (Notice L_14) (15)	MASTER. (16)	Мате. (17)	of Arrival. (18)	Dock, Wharf, P or Harbour. (19)
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight. Ins.	Distance,	Ins.	Ins.	Ft. Ins.	Ft. Ins.			()		
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### 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 Sucz 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.

6

REGISTERED MANAGING OWNER OR MANAGER. Hamilton Baunders Hel 63. Tore Street and Tor anillow Baunders Hel 63. Tore Street and Tor Cripplegall, fondon Address The Several Dersons 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 vorage from \* wund the coasts of the Talkland Islands and to the East Coast of South america and Magellan Territory, Chile, between the limits of 330 S. Lat. and 56° S. Lat. and return to Stanley. This lighterment shall expire not lady their the 31st & December, 1931, or on the first arrival at Stanley after that date or the descharge of carlo consequent on that arrival.

Name of Ship,1

"MORVEN"

Official No.

156380

Eng. 1.

(40 men.)

THI LUARD OF TRADE,

57 & 58 Vict., ch. 60.

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 disrated. 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.

Date of Port at which Date of Termination of Voyage. Voyage commenced. of Voyage. Jost Stanley 5% 41 18/31 32 Jackland Islan Lalk.

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

(3697) 47897 Wt.27415/16727 15/2/24 4,000 Bks. R.&Co.Ltd. 153/4.

## AGREEMENT AND ACCOUNT OF CREW. FOREIGN-GOING SHIP.

SHI/LOG/MO#2

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.

-		Fert No. and	Received	Tounage.	Nominal Horse Powe of Engines (if any).			
Port of Registry.		Date of Register.	Gre 8.	Net.	N.H.P. I.H.P. B.H.P.			
taule	ed Istourds	2/1931	101.67	64.31	75			
	1 No. of Seamen for			CHARTERE	K ¢			
1	whom accert is cert		Name,		Address.			
26	1	4	-		-			

And it is also acreed, that'

(a.) Should any of the erew fail to join at the time specified, the master may ship substitutes at once.

(b.) Scamen and firemen shall keep their respective forecastles clean, and shall leave them so at the termination of the voyage, under a penalty of five shillings for each case of neglect.

(c.) The seamen and firemen shall mutually assist each other in the general duties of the ship. hands

(d.) The crew shall be deemed complete with shall be sailors. all told, of whom not less than (e.) The firemen shall keep the galley supplied with coal.

(265113) Wt. 22385/3573 Gp. 144 20000 2-29 W & S Ltd.

The crew shall work coals and carp and for ballast, when I were required. Overline shall be prid at the rate of our shelling per hour except on Sunday's when their rate shall be two shellings per how. Fractions of an hour to be presoned as half an hour unless the time actually worked exceeds half an hour when it shall be reckoner as on hour. No each shall be advanced or likenly franked other than at the pleasure of the thasker

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

on the

H. M. Corritioning Master 19.31 luques day of.

These Columns to be filled up at the end of the Voyage. Date of Delivery Port at which Voyage terminated. I hereby declare to the truth of the Entries in this of Lists to Superintendent. Agreement and Account of Crew, &c. 4/1/32 Chinition Master. Stanley

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

\* The centre of the disc is placed at\_ \_\_feet\_\_ SAILING SHIP.

	Maximum load-line in fresh water, Maximum lead-line in winter, North a
L.	ST
	Maximum load-line in fresh water
	Maximum load-line in Indian summe
	Maximum load-line in summer the ce
	Maximum load-line in winterfeet
	Maximum load-line in North Atlantic
e particulars are to be tak	en from the certificate of approval of the positio

0

These

In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to March Inclusive. In the Southern Hemisphere the Summer and Winter freeboards should be used during the corresponding or racognised Summer and Winter Months respectively. The additional free-board specified for the North Atlantic trades is to apply to vessels saning to, or from, the Mediterranean or any British or European Port, 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 reduced free-board allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Sucz and Singapore.

### **REGULATIONS FOR MAINTAINING DISCIPLINE.**

SANCTIONED BY THE BOARD OF TRADE IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

true by the signatures of the Master and the Mate, or one of the Crew; These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished and his Crew, and thereupon the offences specified in such of them as are or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These so adopted will be legally punishable by the appropriate Fines or Punishments. These Regulations, however, are not to apply to Certificated entries must, upon discharge of the Offender, be shewn to the Superin-Officers tendent or Consular Officer, before whom the offender is discharged; and it he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by crasing such of the

placed opposite such of the Regulations as are adopted.

wages, and paid over to the Officer. If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew which Regulations as are not adopted. The signature or initials of the Superin-tendent or Consular Officer before whom the Agreement is made, must be has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted in the Outline Leg, and signifies the same to the Outline 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 For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the Official Log Book by the direction of the Master, and must at the same time be attested to be cases under Sect. 234.

No.	OFFENCE
1	Striking or assaulting any person on Board or belonging
2	Bringing or having on Board intoxicating liquors
3	Drunkenness, First Offence , Second and for each subsequent Offen
4	Taking on board and keeping possession of any fire-ar shot, sword-stick, bowie-knife, dagger, or any other o without the concurrence of the Master, for every d weapon or instrument
5	Insolent or contemptuous language or behaviour to the lawful commands, if not otherwise dealt with accord
G	Absence without leave (if not otherwise dealt with as such absence occurs

### List of Young Persons under 16 years of age and account of all Apprentices employed on board during the voyage.

Name in full.			Date of Birth.	Nationality†. (if British, stat birthplace).	te Ca
 	1.	Young	Persons u	nder 16 years ol	l age i
	2.	Appren	tices over	16 years of ago	

## SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT 1906 TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

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

-	Water.	Soft Brend.	Biscuit.	Salt Bcef.	Salt Pork.	Preserved Meat.	Fish.	Potatocs.	Dried or Compressed Vegetables.	Peas, Split.	Peas, Green.	Calavances or Haricot Reans	Flour.	Rice.	Oatmeal.	Tea.	Coffee.	Sugar.	Mulk Condensed.	Butter.	Marmalade or Jam.	Syrup or Molasses,	Suct.	Pickles,	Dried Fruits.	Fine Salt.	Mustard.	Pepper.	Curry Powder.	Onions.
C - 1	qts.	lbs.	lbs.	lbs.	lbs.	lbs.	ΙЪ.	lbs.	1Ь.	pt.	pt.	pt.	lbs.	1b.	oz.	oz.	oz.	lb.	lb.	lb,	Jb.	16.	oz.	pt.	oz,	oz.	oz,	oz.	oz.	oz.
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Wednesday	4		ł			3						****					1.51	-		****	-		+ 10.0	-				-2-07	-	+++*
Thursday	 4	1	****		1	****				1.7.84		****	2	+	area				••••	-	1		41.00		****			-949		
Friday Saturday	 4	****	I		****	1	1	++++		-		****	-							1.11			4.010	-00-		****				
Saturday	 4	****		11	****	****	+179	••••				****	1		4					10.00									****	
Weekly	 28	3	4	3	2	21	ł	G	4	3	+	3	2	ł	8	11	4	11	+		1		4	1	5	2		+	+	3

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

 The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.
 The issue of soft bread under the scale shall not be required— (a) in a ship of less than one thousand tons gross registered tonnage; or
 (b) if rough weather renders the making of the bread impracticable, or

(b) if rough weather renders the making of the bread impracticable, or
(c) in any ship until the date of the first agreement with the crew entered into after the first day of January nineteen hundred and eight;
but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.
3. An equal quantity of fish, up to an amount not exceeding three-quarters of a pound in any one week, may be substituted for preserved meat under
the above scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.
4. Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.
5. Fresh potatoes 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

Within the tropics, a pound and a hait of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.
 Fresh potatoes 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 When fresh potatoes are not so issued, an equal amount of yams, or vegetables preserved in tins, or an equivalent amount of dried or compressed vegetables, in the proportion of one pound to six pounds of fresh notatoes, must be issued in their place.
 Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed in their place.

or dried or compressed vegetables, in the proportion of one pound to six pounds of fresh notatoes, must be issued in their place.
 6. Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound of fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables.

 A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of upper of the mixture to four ounces of coffee. five ounces of the mixture to four ounces of coffee.

es of the mixture to four ounces of conce. The dried fruit issued under the above scale must be raisins, sultanas, currants, figs, or prunes. The onions to be issued under the above scale must be fresh onions when in season; and, when fresh onions are not in season, an equal amount of The onions to be issued under the above scale must be fresh onions when in season; and, when fresh onions are not in season, an equal amount of the onions to be issued under the above scale must be fresh onions when in season; and, when fresh onions are not in season, an equal amount of the onions is the season of the onions when in season is a season of the season of the

9. The onions to be issued under the above scale must be iresh onions when in season ; and, when fresh onions are not in season, an equal amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued.

a) soft bread shall be issued in lieu of biscuit; and

Fresh meat ..... Salt meat ..... Preserved meat

(a) soft bread shall be issued in lieu of biscuit; and
 (b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and, when fresh meat and fresh vegetables are so issued, salt and preserved meat and dried or compressed vegetables need not be issued.
 11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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			****	1. " (	To be considered equal.	Split Peas		ONUSE.			
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-				107 .		Flour		****	1484	+ Dt.	

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Tea	 	 		1 "	To be considered equal.	Rice and ballot beans a pt. issued with meat raise	
Flour	 	 		1° іБ. ∹		Marmalade Hb. J	
Biscuit		 			Tabaa	19 m	
Rice	 			i "	To be considered equal.	Butter Ta be considered equar	
	 	 	****	•••	-	Mustard	
						Curry Powder	

+ If a British Subject, state Town or Country of Birth, and if born in a Foreign Country, state if a natural born British subject or naturalised.

### LOAD-LINE AND DRAUGHT OF WATER. POSITION OF DISC.

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ic winter feet inches below the centre of the disc.

ion, or alteration of the position, of the disc, and the words which are not applicable should be erased.

· · · · · · · · · · · · · · · · · · ·	Amount of Fine or Punishment.	Signature of Superintendent or Consular Officer.
g to the Ship (if not otherwise prosecuted)	Five Shillings.	4.
	Five Shillings.	
nce	Five Shillings. Ten Shillings.	for
rms, knuckle-duster, loaded cane, slung- offensive weapon or offensive instrument,	1	you,
hy during which a seaman retains such	Five Shillings.	. V alle
the Master or officers, or disabedience to rding to law	Five Shillings.	(LON)
recording to law) for each day on which	Nivo Shilliuns	4.

	If App Particulars of	renuce Indentures.	Date of joining	Particulars of Leaving To be blied up by Masser If remaining it should be stated.						
apacity.	Date.	Place of Signing.	for the voyage.	Date.	Cause of Leaving.					
including	Apprentices.									
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Ship MORVEN

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In wha Capacit		No. of Dertificate (if any) rd No. of Reserve	Date and Hour at which be is	Amount of Wages per Week or Calendar	Amount of Wages Advanced upon or at the	Amount of Weekly or Monthly	Signa- ture or Initials of Official	Date, Pla	ce, and Cau or of
Capacit engaged	1	Commis- slon or R. V. 2 (if any).	to be on board.	or Calendar Month.	time of Engage- ment.1	Allotment	whom the Sea- man is engaged	Date.	Plac
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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. its Ship," thus H.M.S. " Revenge "; and the other causes of leaving the Ship should be briefly stated thus " Discharged," " Deserted," " Left Sick," " Died."

If a British Subject, state Town or Country of Birth, and if born in a foreign § 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"

_			1			Date an	nd Place of Signing
rence No.	SIGNATURES OF CREW AND NUMBERS OF DINCHARGE BOOKS	Age.	• Nationality (If British, state birthplace-see [ootnote].	HOME ADDRESS. N.DThe 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.	Fiace.
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PARTICULARS

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ULARS OF DISCHARGE, Ac. by the Master upon the Discharge, Death or tion of any Member of hit Gree. RELEASE. ol Weeks to: which hisur-arce Act Contris We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners theread, from all Childs for Wages, or otherwise in respect of case Voyage, and 4, the Master, do hereby reise of leaving this Ship, Death. lian ds of Balance of Wages part on Discharge whith the balance of Warra waa paid and Release signed and Date. ter, do heicht re-maten of the Crew the said Voyage. Contri-batiens bave been pad Cause.§ Signatures of Crew (each to be on the line on which he signed in Col. 1). ice. to ber Pour H. H. Chrostomen he.C. nley wrange wh noners pallan N her mc hilo Le arrange 3 ment un do anley moners allane? me 10 182 hillo Madrender hile auro. failed to join 5 hip Fanly Ple fill arrangen 6 Famal gallanes Taken The Start with owner 18 an In PE bu.c mer anly with 9 ful Manes. hil kell. allano, 10 hur me hile lik 00 MC. nil \_ 100 tune NI nd ysh .. mann XI Die 13 1220 10 nla 14 -60 do 15 lo 13 200 lunar dulle 16 17 18 19 20

[Twelve pages.

Name of Ship.

Name of last Ship, with Official No. or Port of Registry and date of discharge if more than a year previous.

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HOME ADDRESS.

N.B.-The Home Address is the one to which communications should be made in the event of the death of the Scaman.

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_		CULARS		OF EN	NGAGE	MENT			-		To be ;	PARTICULARS ( illed in by the Mast Desertion of any	F DISCHARGE, er upon the Dischar Member of his Grea	<b>åc.</b> ge, Desth er se.		RELEASE.		Number	ļ
ry		Place of Signing Agreement		In what Capacity	No. of Certificate (if any) and No. of Reserve	flour at which he is	Amount of Wages per Week	li	Amount o Weekly			, and Cause of lea or of Death.		Balance of Wages	s  [	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Climis for Waters, or otherwise in respect of this Vovage, and 1, the Master, do hereby re- lease the said undersigned Members of the Crew from all Chims in respect of the soid Voyage.	Signature or Initials of Official before whom	Weeks for which histor- ance Act Contri-	erence No.
	Date. 6.	Place.		engaged. † 8.	Commis- sion or R. V. 2 (if any). 9.	to be on board. 10.	per Week or Calendar Month.	time of Engage- ment.‡	Allotment	the Sea- man is engaged	Date.	Place. 16.	Cause.	paid on Discharge 18.	e.	From all Chains in respect of the sold Voyage. Signatures of Crew (such to be on the line on which be signed in Ccl. 1).	the bolance of Wages was paul and Release signed and Date. 20.	have teen	, A
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\* If a British Subject, state Town or Country of Birth, and if born in a foreign f 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 f 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"

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No.

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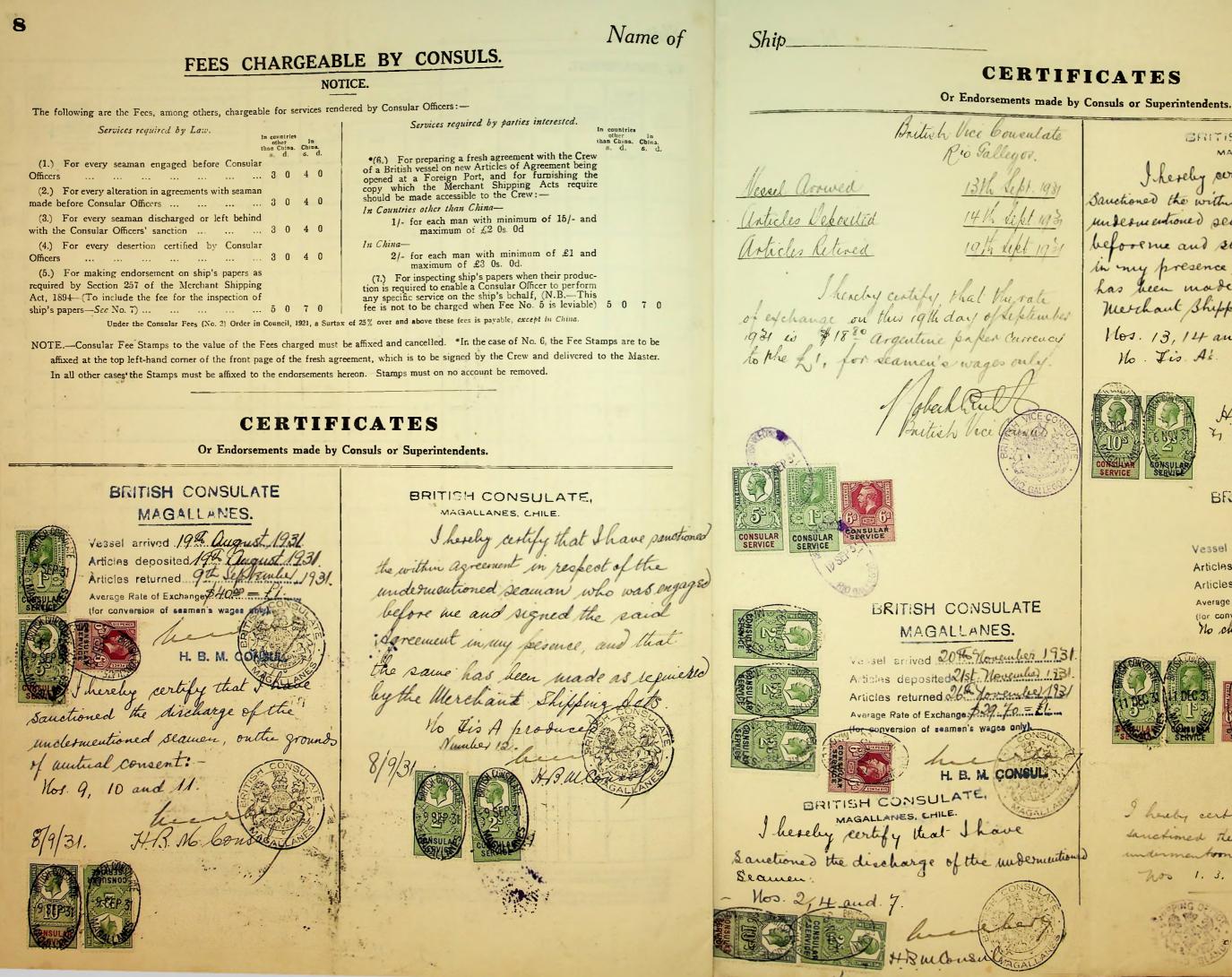
SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis, A's).

1.

• Nationality (If British, state birthplace-see (connote).

Age.

[Twelve pages.



## CERTIFICATES

BRITISH CONSULATE. MAGALLANES, CHILE. Thesely certify that I have Sauctioned the within agreement in expect of the undervientioned seamen who were engaged beforeme and signed the said agreement In my presence, and that the same has been made as required by the merchant Shipping Dato :-Hos. 13, 14 and 15. No. Iis A's produced. ABMConsul BRITISH CONSULATE MAGALLANES. Vessel arrived 1.05 December 1931 Articles deposited 10th December, 1931 Articles returned 11th Accember 19.31 Average Rate of Exchange \$26.80 ---(for conversion of seamen's wages only), no changes in the crew re le H. B. M. CON Shipping Office Stanley. Falkland & I hereby certify that I have sanctioned the discharge of the undermentomer herein :hos 1, 3, 6. 8. 13. 14. 1 S. Twelve pages.

CERTIFICATES	Name of	• Ship	<b>CERTIF</b> Or Endorsements made by C
Or Endorsements made by Consuls or Superintendents.			
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### IFICATES

de 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 scamen having the following reference Numbers.

are exempt under Section 28 (12 b)†

and those with reference Numbers.

under Section 28 (12 c)†

\_\_\_\_\_Signature.

\_\_\_\_ Date.

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

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

[Twelve pages.

### '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/., or by imprisonment with or without hard labour for any period not exceeding six months.

### Engagement of Crews and Scamen 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 5l, 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 5s. (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 hable to a Penalty of 10?.

17. In all cases in which Crews are to be discharged at the Mcrcantile 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 hoard 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 scaman, the Master is bound under a Penalty of 10% to give the Scaman 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.

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.)