



OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
<div style="border: 1px solid black; padding: 2px; width: fit-content;"> R.M.S. "DARWIN" PORT OF REGISTRY: - PORT STANLEY FALKLAND ISLANDS. OFF No. 168384 GROSS TONS 1792.00 NET TONS 738.65 N.H.P. 144 </div>					<i>Frederick William White.</i>	<i>Master F.G. S/S. 52805</i>

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port... <i>Stanley, F.I.s.</i> Date... <i>8 JAN. 1960.</i>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> FALKLAND ISLANDS AND SOUTH AMERICA </div>	Port... <i>Stanley, F.I.s.</i> Date... <i>30th June 1960.</i>

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of *Stanley, F.I.s.* on *30th* day of *June* 19*60*.

Countersigned
L. J. Grison
 Superintendent.

F. W. White
 Master

G. F. I. T. Co., Ltd.
Stanley. Address

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Frederick White.	Master.	V.G.	V.G.	
2	William Goss.	1 st Mate.	V.G.	V.G.	
3	Hector Anderson.	2 nd "	V.G.	V.G.	
4	Peter Thain.	3 rd "	V.G.	V.G.	
5	Mark Lyse.	R/O.	V.G.	V.G.	33.
6	George McLeod.	Bos'un.	V.G.	V.G.	
7	William Hills.	Launps & AB.	V.G.	V.G.	25-29.
8	George Short.	Launch & AB.	V.G.	V.G.	
9	Neal Jennings.	AB.	V.G.	V.G.	
10	Keith Betts.	Sailor.	V.G.	V.G.	
11	Eric Short.	S.O.S.	V.G.	V.G.	
12	Darwin Bernitsen.	J.O.S.	V.G.	V.G.	
13	^{Erik} Neils & Simonsen.	J.O.S.	V.G.	V.G.	33.
14	George Jaster.	J.O.S.	V.G.	V.G.	
15	William I. Donald.	Chief Engineer.	V.G.	V.G.	28-35.
16	Magnus book.	2 nd Engineer.	V.G.	V.G.	
17	Maledon Binnie.	3 rd "	V.G.	V.G.	
18	Dennis Larsen.	4 th "	V.G.	V.G.	
19	Severo Ampuero.	Fireman.	V.G.	V.G.	28-29.
20	Rowland Watson.	"	DR	DR	31.
21	Lyle Halkett.	"	V.G.	V.G.	
22	George Harris.	Chief Steward.	V.G.	V.G.	34.
23	Rubelindo Boldrini.	Asst. Steward.	V.G.	V.G.	31-32.
24	William Rowlands.	book.	V.G.	V.G.	31.
25	Christopher Brinks.	2 nd "	V.G.	V.G.	31-32-33.

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Luis Barria.	Steward.	V.G.	V.G.	29-30.
27	Ulysses Barria.	"	V.G.	V.G.	34-35.
28	Peter McGill.	"	V.G.	V.G.	34-35.
29	Efrain Gallardo.	"	V.G.	V.G.	34-36-36
30	Peter Miller.	M.R. "	V.G.	V.G.	29-34-35-36
31	Robert Steen.	Asst. Engineer.	V.G.	V.G.	28.
32	Severo Ampuero.	Fireman.	V.G.	V.G.	
33	William Hills.	Launps & A.B.	V.G.	V.G.	
34	James Biggs.	Steward.	V.G.	V.G.	30.
35	Ydanda Binnie.	Supernumerary.	V.G.	V.G.	30.
36	Robert Steen.	2 nd Engineer.	V.G.	V.G.	30-31.
37	Richard Hills.	J.O.S.	V.G.	V.G.	30.
38	Bliss Jane White.	Supernumerary.	V.G.	V.G.	30-31.
39	Hector Anderson.	2 nd Mate.	V.G.	V.G.	
40	Richard Hills.	Fireman.	V.G.	V.G.	31.
41	James Biggs.	2 nd book.	V.G.	V.G.	31-32
42	Magnus book.	2 nd Engineer.	V.G.	V.G.	31.
43	Luis Gallardo.	Steward.	V.G.	V.G.	31-33.
44	William Rowlands.	book.	V.G.	V.G.	32-35-36.
45	Paul Andersen.	S.O.S.	V.G.	V.G.	33-36.
46	Harry Hansen.	J.O.S.	V.G.	V.G.	33.
47	Gladys Thain.	Supernumerary.	V.G.	V.G.	36.
48	Benjamin Pearson.	M.R. Steward.	V.G.	V.G.	36.
49					
50					

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
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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 ceremony on board their ships, and that if such ceremony is performed by them the marriage will not be a legal one.

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

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
- (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
- (5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

Spaces are provided on the following pages of this book for the entry of all particulars required by the Eighth Schedule mentioned above. The facts should be carefully entered under the appropriate headings; and upon the next arrival of the ship in port, a true copy of the entries must be delivered on Form B. & D.1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen.

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

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

A death which occurs otherwise than on board, or does not come within the exceptions stated in the previous paragraph, should not be recorded in the tabular statement overleaf or on Form B. & D.1; the Form of Return B. & D.2 should be used for reporting such deaths. The Master, however, should continue to report in the narrative section of the Official Log full particulars of the circumstances relating to the death.

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

MARRIAGES⁶

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

Signature of Officiating Clergyman
 Masters are reminded that they have no power to perform the marriage ceremony

BIRTHS

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

DEATHS

Date of Death	Place of Death (If at sea give latitude and longitude)	Name of Deceased (Surname first in block letters)	Sex	Age	Rank or Rating Profession or Occupation*	Nationality (Stating Birthplace)

* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should be recorded in the column for "Rank or Rating, Profession, or Occupation". In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.
 ** Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.
 † "Master" includes every person (except a pilot) having command or charge of any ship.

(See Instructions on previous page)

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

†Signature of Master

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

(See Instructions on previous page)

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

(See Instructions on previous page)

Last Place of Abode	Cause of Death (see instructions on previous page)	Signature of †Master	Signature of Mate or other Member of the Crew	Signature of Surgeon or Medical Practitioner (if any)	To be completed by Officer to whom Return is made Port at which Report is made and Signature and Title of Officer to whom reported

than Lascars**) including Masters

(see footnote**)

Members of the Crew

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
16.1.60	No drills carried out. Vessel in port.	—	16.1.60	J. White W. G. G.
24.1.60	Passengers & crew mustered at boat stations. Fire drill carried out. Emergency pump run.	Emergency generator run. Visual. Good order.	24.1.60	J. White W. G. G.
30.1.60	Crew mustered. Both boats lowered to embarkation point and returned. All blocks and leads greased.	Visual. Good order.	30.1.60	J. White W. G. G.
31.1.60	Passengers & crew mustered at boat stations. Fire drill carried out.	Emergency fire pump run.	31.1.60	J. White W. G. G.
13.2.60	No drills carried out this week. Vessel in port.	—	13.2.60	J. White W. G. G.
20.2.60	No drills carried out this week. Vessel in port.	—	20.2.60	J. White W. G. G.
22.2.60	Passengers & crew mustered at Boat Stations. Fire drill carried out. Emergency fire pump run and found defective.	Good order.	22.2.60	J. White W. G. G.
29.2.60	Passengers & crew mustered at Boat Stations. Fire drill carried out. Emergency generator run.	Good order.	29.2.60	J. White W. G. G.
12.3.60	No drills carried out this week. Vessel in port.	—	12.3.60	J. White W. G. G.
19.3.60	No drills carried out owing to weather conditions.	—	19.3.60	J. White W. G. G.
24.3.60	Both lifeboats lowered to embarkation level and returned to stowed position. Visual examination of gear showed same in good order. Emergency fire pump run in good working order.	—	24.3.60	J. White W. G. G.
2.4.60	No drills held this week. Vessel in port, and at sea weather unsuitable.	—	2.4.60	J. White W. G. G.
9.4.60	No drills carried out this week. Vessel in port.	—	9.4.60	J. White W. G. G.
16.4.60	Passengers & crew mustered at stations. Emergency fire pump run.	Good order.	16.4.60	J. White W. G. G.

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
23.4.60	Passengers & crew mustered at boat stations. Fire drill carried out. Emergency generator & emergency fire pump run.	Good order. Run under service conditions	23.4.60	J. White W. G. G.
30.4.60	No drills carried out this week. Vessel in port.	—	30.4.60	J. White W. G. G.
7.5.60	No drills carried out this week owing to heavy weather on passage and vessel in port subsequently.	—	7.5.60	J. White W. G. G.
10.5.60	Both lifeboats lowered to embarkation level and returned to stowed position.	Visual. Good order.	10.5.60	J. White W. G. G.
21.5.60	No drills carried out this week; vessel in port.	—	21.5.60	J. White W. G. G.
28.5.60	No drills carried out this week; vessel in port.	—	28.5.60	J. White W. G. G.
4.6.60	No drills carried out this week; heavy weather on passage and subsequently in port.	—	4.6.60	J. White W. G. G.
8.6.60	Passengers & crew mustered at Boat Stations. Complete fire drill carried out & emergency fire pump run. Emergency generator run.	Visual examination found in good order.	8.6.60	J. White W. G. G.
18.6.60	No drills carried out this week. Vessel in port and weather conditions unsuitable.	—	18.6.60	J. White W. G. G.
25.6.60	No drills carried out this week. Weather conditions unsuitable.	—	25.6.60	J. White W. G. G.

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1952

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate

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

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

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
10.1.60	J. W. White. Master. W. H. Goss. 1 st Mate	None.	10.1.60	J. W. White W. H. Goss
17.1.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	17.1.60	J. W. White W. H. Goss
24.1.60	J. W. White. Master. W. H. Goss. 1 st Mate.	"	24.1.60	J. W. White W. H. Goss
31.1.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	31.1.60	J. W. White W. H. Goss
7.2.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	7.2.60	J. W. White W. H. Goss
14.2.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	14.2.60	J. W. White W. H. Goss
21.2.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	21.2.60	J. W. White W. H. Goss
28.2.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	28.2.60	J. W. White W. H. Goss
6.3.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	6.3.60	J. W. White W. H. Goss
13.3.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	13.3.60	J. W. White W. H. Goss
20.3.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	20.3.60	J. W. White W. H. Goss
27.3.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	27.3.60	J. W. White W. H. Goss
3.4.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	3.4.60	J. W. White W. H. Goss
10.4.60	J. W. White. Master. W. H. Goss. 1 st Mate	"	10.4.60	J. W. White W. H. Goss
17.4.60	J. W. White. Master. W. H. Goss. 1 st Mate.	"	17.4.60	J. W. White W. H. Goss

APPLICABLE ONLY TO FOREIGN-GOING SHIPS OF 1,000 GROSS TONS AND OVER WHICH GO TO SEA FROM ANY PORT WITHIN HOME TRADE LIMITS.

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

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate

EMPLOYMENT OF LASCARS

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

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

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

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

Under Deck Department, include all Lascars employed in connection with the navigation of the Ship, or in looking after the cargo. Under Engine Department, include all Lascars employed in attending on machinery. Under Steward's Department, include all Lascars employed in attending on passengers or crew.

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

Master..... Date.....

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.)

(18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey	£1 15 0	(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts	s. d. 14 0
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Note.—Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from deck line.	POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line.
Tropical	4	00 3/8	inches. (T)..... inches above S.
Summer	4	00 3/8	inches. (S) Upper edge of line through centre of disc.
Winter	4	00 3/8	inches. (W)..... inches below S.
Winter North Atlantic (if assigned) }	4	00 3/8	inches. (WNA)..... inches below S.
Allowance for fresh water for all freeboards:—		3 1/2	inches.
The upper edge of the deck line from which these freeboards are measured is.....			inches above the top of the..... deck at side. (Above particulars to be taken from Load Line Certificate.)
Maximum draught of water in summer.....	13	06 1/2.	inches.

NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g. a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e. if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.
The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	DEPARTURES										
		ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ins.	Weight	Ins.	Distance	Ins.			
22.1.60 09.00	Stanley.	8.04	12.06	7.01 ⁷ / ₈	7.01 ⁷ / ₈	7.01 ⁷ / ₈	1025	-	-	-	-	-
22.1.60 22.30	Montevideo.	10.04	14.03	5.03 ³ / ₈	5.03 ³ / ₈	5.03 ³ / ₈	1010	2"	-	-	-	-
22.2.60 09.00	Stanley.	10.08	12.06	5.11 ⁷ / ₈	5.11 ⁷ / ₈	5.11 ⁷ / ₈	1025	-	-	-	-	-
29.2.60 12.30	Montevideo	11.07	13.10	4.10 ³ / ₈	4.10 ³ / ₈	4.10 ³ / ₈	1010	2"	-	-	-	-
17.5.60 09.00	Stanley.	7.08	12.08	7.04 ⁷ / ₈	7.04 ⁷ / ₈	7.04 ⁷ / ₈	1025	-	-	-	-	-
24.3.60 17.00	Montevideo.	10.07	13.10	5.04 ⁷ / ₈	5.04 ⁷ / ₈	5.04 ⁷ / ₈	1010	2	-	-	-	-
30.3.60 24.00	Stanley.	8.00	13.06	6.09 ⁷ / ₈	6.09 ⁷ / ₈	6.09 ⁷ / ₈	1025	-	-	-	-	-
1.4.60 14.54	Port San Carlos	8.01	13.11	6.06 ⁷ / ₈	6.06 ⁷ / ₈	6.06 ⁷ / ₈	1025	-	-	-	-	-
10.4.60 10.00	Punta Arenas	12.05	13.11	4.04 ⁷ / ₈	4.04 ⁷ / ₈	4.04 ⁷ / ₈	1025	-	-	-	-	-
16.4.60 11.30	Stanley.	9.07	13.00	6.03 ³ / ₈	6.03 ³ / ₈	6.03 ³ / ₈	1025	-	-	-	-	-
22.4.60 12.30	Montevideo.	11.06	13.07	5.00 ³ / ₈	5.00 ³ / ₈	5.00 ³ / ₈	1010	2	-	-	-	-
1.5.60 21.00	Stanley.	10.05	13.03	5.02 ⁷ / ₈	5.02 ⁷ / ₈	5.02 ⁷ / ₈	1025	-	-	-	-	-
10.5.60 16.30	Montevideo.	11.02	14.00	4.11 ⁷ / ₈	4.11 ⁷ / ₈	4.11 ⁷ / ₈	1010	2	-	-	-	-
30.5.60 12.00	Stanley.	7.07	14.00	6.09 ⁷ / ₈	6.09 ⁷ / ₈	6.09 ⁷ / ₈	1025	-	-	-	-	-
7.6.60 15.30	Montevideo.	11.06	14.00	4.09 ⁷ / ₈	4.09 ⁷ / ₈	4.09 ⁷ / ₈	1010	2	-	-	-	-
17.6.60 21.00	Stanley.	9.00	13.06	6.03 ⁷ / ₈	6.03 ⁷ / ₈	6.03 ⁷ / ₈	1025	-	-	-	-	-
24.6.60 11.30	South Georgia	8.00	13.00	7.00 ⁷ / ₈	7.00 ⁷ / ₈	7.00 ⁷ / ₈	1025	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

Total Allowances (12)	SIGNATURES										ARRIVALS	
	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)			
	Ins.	Ft. Ins.	Ft.	Ins.								
-	10.05	7.01 ⁷ / ₈	-	-	-	J. White.	J. White.	26.1.60 13.00	Montevideo.			
2	12.01 ¹ / ₂	5.05 ³ / ₈	-	-	-	J. White.	J. White.	2.2.60 23.00	Stanley.			
-	11.07	5.11 ⁷ / ₈	-	-	-	J. White.	J. White.	26.2.60 05.00	Montevideo.			
2	12.06 ¹ / ₂	5.00 ³ / ₈	-	-	-	J. White.	J. White.	4.3.60 11.30	Stanley.			
-	10.02	7.04 ⁷ / ₈	-	-	-	J. White.	J. White.	21.3.60 18.30	Montevideo.			
2	12.00 ¹ / ₂	5.06 ³ / ₈	-	-	-	J. White.	J. White.	29.3.60 00.15	Stanley.			
-	10.09	6.09 ⁷ / ₈	-	-	-	J. White.	J. White.	31.3.60 16.09	Port San Carlos.			
-	11.00	6.06 ⁷ / ₈	-	-	-	J. White.	J. White.	4.4.60 08.30	Punta Arenas.			
-	13.02	4.04 ⁷ / ₈	-	-	-	J. White.	J. White.	18.4.60 21.42	Stanley.			
-	11.03 ¹ / ₂	6.03 ³ / ₈	-	-	-	J. White.	J. White.	19.4.60 23.00	Montevideo.			
2	12.04 ¹ / ₂	5.02 ³ / ₈	-	-	-	J. White.	J. White.	26.4.60 02.12	Stanley.			
-	12.04	5.02 ⁷ / ₈	-	-	-	J. White.	J. White.	5.5.60 13.30	Montevideo.			
2	12.05	5.01 ⁷ / ₈	-	-	-	J. White.	J. White.	14.5.60 08.30	Stanley.			
-	10.09 ¹ / ₂	6.09 ⁷ / ₈	-	-	-	J. White.	J. White.	3.6.60 11.00	Montevideo.			
2	12.07	4.11 ⁷ / ₈	-	-	-	J. White.	J. White.	11.6.60 19.00	Stanley.			
-	11.03	6.03 ⁷ / ₈	-	-	-	J. White.	J. White.	21.6.60 03.40	South Georgia.			
-	10.06	7.00 ⁷ / ₈	-	-	-	J. White.	J. White.	27.6.60 14.30	Stanley.			

OFFICIAL LOG of the
from towards

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
19.1.60 11.00	Stanley.	19.1.60	W.I. Donald, Chief Engineer, attended K.E.M. Hospital for examination and treatment of little finger of left hand.	
			J.W. White Master.	
20.1.60 11.00	Stanley.	20.1.60	W.I. Donald, Chief Engineer, attended K.E.M. Hospital for further treatment of little finger left hand.	
			J.W. White Master.	
21.1.60 11.00	Stanley.	21.1.60	R. Sten, Assistant Engineer, signed off Articles.	
			J.W. White Master.	
21.1.60 15.30	Stanley.	21.1.60	S. Ampuero Fireman, reported suspected V.D. infection. Ampuero attended outpatients clinic at K.E.M. Hospital for examination and treatment. Doctor's report states that suspicion of V.D. (syphilis) confirmed but no facilities available at hospital for positive tests. Advises that man attend hospital in Montevideo for examination & treatment.	
			J.W. White Master.	
26.1.60 07.00	36.00 S 56.45 W	26.1.60	R. Hills, Foreman & A.B., reported swelling and pain in left hand.	
			J.W. White Master.	
26.1.60 16.00	Montevideo.	26.1.60	R. Hills, A.B., and S. Ampuero, Fireman, attended British Hospital Montevideo for examination and treatment of previously reported ailments.	
			J.W. White Master.	
27.1.60	Montevideo.	27.1.60	R. Hills, A.B., and S. Ampuero, Fireman, attended British Hospital for treatment. Hills off duty.	
			J.W. White Master.	
28.1.60	Montevideo.	28.1.60	R. Hills, A.B., and S. Ampuero, Fireman, attended British Hospital for treatment. Hills off duty.	
			J.W. White Master.	
29.1.60	Montevideo.	29.1.60	R. Hills, A.B., and S. Ampuero, Fireman, attended British Hospital for treatment. Doctor's report advised that Ampuero remain in Montevideo for further treatment. Hills fit to travel, but unfit for duty.	

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

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Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary Log-Book. Form O 10.

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
29.1.60 11.30	Montevideo.	29.1.60	S. Ampuero, Fireman, signed off Articles at British Consulate.	
			J.W. White Master.	
29.1.60 13.40	Montevideo.	29.1.60	L. Barria, Steward, refused to attend 'Boat Drill' practice when ordered to do so by Chief Officer.	
			J.W. White Master.	
30.1.60 11.40	37.20 S 57.00 W.	30.1.60	L. Barria, Steward, interviewed by Master concerning his wilful refusal to attend boat drill on 29.1.60. He gave no reason for his refusal, and had nothing to say when the previous entry was read over to him. He had nothing to say when informed that he would be fined one day's pay. He is hereby fined one day's pay = £11.6.	
			J.W. White Master.	
3.2.60 11.00	Stanley	3.2.60	R. Hills, A.B., signed off Articles.	
			J.W. White Master.	
6.2.60 09.00	Stanley	6.2.60	P. Miller, M.R. Steward, reported sick with burning sensation and acute discomfort in penis when passing water.	
			J.W. White Master.	
6.2.60 11.00	Stanley	6.2.60	P. Miller, M.R. Steward, attended K.E.M. Hospital for examination and treatment. On return to vessel Miller reported that doctor had diagnosed kidney infection & W.W. infection.	
			J.W. White Master.	
7.2.60 11.00	Stanley.	7.2.60	P. Miller, M.R. Steward, attended K.E.M. Hospital for further treatment.	
			J.W. White Master.	
15.2.60 11.00	Stanley.	15.2.60	P. Miller, M.R. Steward, attended K.E.M. Hospital for examination and was pronounced quite fit by doctor.	
			J.W. White Master.	
16.2.60	Stanley.	16.2.60	S. Ampuero Fireman, signed Articles.	
			J.W. White Master.	
17.2.60	Stanley.	17.2.60	W.P. Hills, A.B., signed Articles.	
			J.W. White Master.	

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

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
13.2.60 08.15	Roy Cove.	13.2.60	Vessel laid heavily on un-fendered north corner of concrete jetty, whilst warping alongside for cargo work; resultant damage being indentation in plate F.5 port side at frame 26 to depth of 1 1/2" to 2". J. White Master. Mate.	
22.2.60	Stanley.	22.2.60	J. Riggs, Steward, signed Articles. J. White Master. Mate.	
29.2.60	Montevideo.	29.2.60	Y. Binnie (Mrs), Superannuary, signed Articles. J. White Master. Mate.	
16.3.60	Stanley.	16.3.60	H. Anderson, 2 nd Mate; M. Cook, 2 nd Engineer, signed off Articles. R. Steen, 2 nd Engineer; R. Hills, J.O.S., signed Articles. J. White Master. Mate.	
23.3.60	Montevideo.	23.3.60	Y. Binnie, (Mrs) Superannuary, signed off Articles. J. White Master. Mate.	
29.3.60 10.00	Stanley.	29.3.60	J. Riggs, Steward; R. A. Hills, J.O.S., signed off J. White Master. Mate.	
30.3.60 10.00	Stanley.	30.3.60	E. J. White, Superannuary, signed Articles. J. White Master. Mate.	
4.4.60 10.00	Punta Arenas, Chile.	5.4.60	L. Barria, Steward, signed off Articles. J. White Master. Mate.	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
10/4/60 00.50	Punta Arenas, Chile.	10/4/60.	R. Watson, Fireman, found asleep in stateroom by D. Larson, 4 th Engineer; Watson being duty fireman on watch. Watson has, on a number of occasions, been found absent from the stateroom when appointed on duty and Chief Engineer reports that he is a very unreliable man. He is hereby fined one day's pay. J. White Master. Mate.	
11/4/60 10.00	52. 20 S 65. 00 W.	11/4/60	The foregoing entry read over to Watson in the presence of the Chief Engineer. Watson had nothing to say. J. White Master. Mate.	
15/4/60 10.00	Stanley, F. Is.	15/4/60	The following crew transactions effected:— Signed off:— R. B. Steen, 2 nd Engineer. E. J. White, Superannuary. W. J. Rowlands, Cook. R. Watson, Fireman. J. White Master. Mate.	
16.4.60 08.30	Stanley.	16.4.60	The following crew transactions effected:— Signed on:— M. Cook, 2 nd Engineer. J. Riggs, 2 nd Cook. R. Hills, Fireman. C. Crinko, temporarily promoted to Cook. J. White Master. Mate.	
15.4.60 15.45	Stanley.	16.4.60	R. Boldrini, Asst. Steward, reported sick with symptoms of a general unwell feeling and nausea. Boldrini given dose of stomach medicine. J. White Master. Mate.	
16.4.60 07.00	Stanley.	16.4.60	R. Boldrini, Asst. Steward, reported that he still had feelings of nausea, but had no pain of any kind, and had not been sick. He said that he did not wish to remain off duty, as he did not feel as unwell as that. J. White Master. Mate.	
17.4.60 10.00	46. 25 S. 57. 02 W.	17.4.60	R. Boldrini, Asst. Steward, reported still having feeling of nausea, no pain, but was constipated and abdomen was becoming distended. Boldrini taken off duty and sent to bed immediately. His facial appearance was very drawn and haggard with complete absence of colour; no temperature. J. White Master. Mate.	

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

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towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
18.4.60 Noon	42.07 S. 56.56 W.	18.4.60	R. Boldrini, Asst. Steward, off duty and resting in bed; condition unchanged. <i>J. White Master. W. J. Mate</i>	
19.4.60 Noon	37.11 S. 56.41 W.	19.4.60	R. Boldrini, Asst. Steward, off duty and resting in bed; condition unchanged. <i>J. White Master. W. J. Mate</i>	
20.4.60 09.45	Montevideo.	20.4.60	R. Boldrini, Asst. Steward, sent to British Hospital for examination and treatment, and detained in hospital. <i>J. White Master. W. J. Mate</i>	
20.4.60 17.00	Montevideo.	20.4.60	British Hospital authorities advised Master that R. Boldrini, Asst. Steward, was suffering from a serious and critical heart condition and would be retained in hospital for further treatment. <i>J. White Master. W. J. Mate</i>	
22.4.60 09.00	Montevideo.	22.4.60	Master attended British Hospital and had an interview with Doctor Russi and Doctor Stanham regarding the condition of R. Boldrini, Asst. Steward. The doctors reported Boldrini's condition as being extremely critical and serious and recovery very uncertain as yet. Should a successful recovery be made Boldrini would require a lengthy period of convalescence. <i>J. White Master. W. J. Mate</i>	
22.4.60 11.30	Montevideo.	22.4.60	R. Boldrini, Asst. Steward, signed off on Form ENG. 2.A. <i>J. White Master. W. J. Mate</i>	
1.5.60 20.00	Stanley.	1.5.60	W. J. Rowlands, Cook, signed Articles. C. Cuntz, Acting Cook, reverts to 2 nd Cook; J. Biggs, 2 nd Cook, now appointed Steward. <i>J. White Master. W. J. Mate</i>	

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

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

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
16.5.60 10.00	Stanley.	16.5.60	M. Lyse, R/O, attended K.E.M. Hospital for treatment of poisoned right elbow; penicillin injections given. <i>J. White Master. W. J. Mate</i>	
17.5.60 10.00	Stanley.	17.5.60	M. Lyse, R/O, attended K.E.M. Hospital for treatment of poisoned right elbow; penicillin injections given. <i>J. White Master. W. J. Mate</i>	
25.5.60 11.00	Stanley.	25.5.60	P. Andersen, S.O.S.; A. Hansen, J.O.S., signed Articles. <i>J. White Master. W. J. Mate</i>	
28.5.60 11.00	Stanley.	28.5.60	H. Simonsen, J.O.S., R. Hills, Fireman, signed off Articles. J. Berntsen, J.O.S., transferred to Fireman and commenced duty as such on 29.5.60 <i>J. White Master. W. J. Mate</i>	
3.6.60 12.00	Montevideo.	3.6.60	W. Donald, Chief Engineer, reported sick with heart palpitations. C. Cuntz, 2 nd Cook, reported sick with poisoned first finger of left hand. <i>J. White Master. W. J. Mate</i>	
4.6.60 10.00	Montevideo.	4.6.60	W. Donald, Chief Engineer; and C. Cuntz, 2 nd Cook, attended British Hospital for examination & treatment. <i>J. White Master. W. J. Mate</i>	
6.6.60 08.00	Montevideo.	6.6.60	W. Donald, Chief Engineer, attended British Hospital to have cardiographs taken. L. E. Gallardo, Steward, attended British Hospital for examination and treatment of chafe in groin. <i>J. White Master. W. J. Mate</i>	
6.6.60 16.00	Montevideo.	6.6.60	W. Donald, Chief Engineer, attended British Hospital for results of cardiograph examination. <i>J. White Master. W. J. Mate</i>	

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from

towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
14.6.60 15.45	East Jetty, Stanley.	14.6.60	The Chief Steward sent P. McGill, Steward; U. Barria, Steward; and E. Gallardo, Steward; ashore to collect a small quantity of stores for the ship from the Ship's Store. This store being situated just off the jetty and approximately 200 yards distant from the ship.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 16.10	East Jetty, Stanley.	14.6.60	P. McGill, Steward; U. Barria, Steward; and E. Gallardo, Steward; proceeded ashore to collect stores, comprising 2 lbs tea; 6 lbs soup powder, 12 lbs milk powder; paper serviettes.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 16.00	East Jetty, Stanley.	14.6.60	P. Miller, Steward, sent to West Store with a stores requisition order by Chief Steward.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 16.40	East Jetty, Stanley.	14.6.60	The three stewards sent to Ship's Store for a small quantity of stores had not returned to ship; J. Biggs, Steward, sent by Chief Steward to see if they had obtained stores. Biggs returned to ship and reported Ship's Store closed and no sign of these three stewards.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 16.55	East Jetty, Stanley.	14.6.60	J. Biggs, Steward, sent again to investigate whereabouts of three stewards supposedly collecting stores from Ship's Store. Biggs returned on board and reported Ship's Store closed and no sign of the three stewards.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 17.35	East Jetty, Stanley.	15.6.60	It was reported on board that an accident had occurred on the East Jetty, and that a car driven by P. McGill, Steward, containing U. Barria, Steward, E. Gallardo, Steward, and P. Miller, Steward had gone over the west side of East Jetty into the water. P. McGill and U. Barria escaped from car which was lying upside down in the water. Rescue attempts were started immediately to release P. Miller, Steward and E. Gallardo, Steward, who were still trapped in the car. P. Miller was released at approximately 17.44 hours and artificial respiration applied under the direction of R. J. Johnson. E. Gallardo was released at approximately 18.00 hours. At 18.15 R. J. Johnson informed Master that P. Miller and E. Gallardo were dead.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
14.6.60 18.45	East Jetty, Stanley.	16.6.60	P. McGill, Steward, owner/driver of the car involved in the accident, questioned by Master regarding the accident. He stated that after the accident he had decided to go for the ship's stores in his car with the other stewards.	

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

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

OFFICIAL LOG of the
from

towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
			After obtaining the stores at 16.30 they decided to have a drive around the town instead of returning to the ship as instructed. During this drive they had met P. Miller, Steward, and picked him up.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
			The foregoing entry for 18.45 hours, 14.6.60, read over to P. McGill, Steward in the presence of G. Harris, Chief Steward. McGill stated that the entry was quite correct and had nothing further to say.	
			<i>J. White</i> Master. <i>G. Harris</i> Chief Steward. <i>P. McGill</i> Steward.	
14.6.60 19.00	East Jetty, Stanley.		P. McGill, Steward, and U. Barria, Steward, attended K.E.M. Hospital for examination and treatment. P. McGill, having lacerations and contusions to right eye, and U. Barria feeling the effects of swallowing salt water; both men suffering from shock effects.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
15.6.60 16.00	East Jetty, Stanley.		P. McGill, Steward, and U. Barria, Steward, attended K.E.M. Hospital for treatment.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
15.6.60 11.00	East Jetty, Stanley.		Effects of P. Miller, Steward, and E. Gallardo, Steward, handed to Colonial Shipping Master.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
15.6.60 17.30	East Jetty, Stanley.		Coroner's Court of enquiry held in Court Room, Stanley, to enquire into the deaths of P. Miller, Steward, and E. Gallardo, Steward. Court adjourned at 21.40 hours pending vessel's return from coastwise voyage.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
16.6.60 06.00	On passage Stanley to Foxbay.		W. Rowlands, Cook, reported sick with vomiting and pains in left side of abdomen. Rowlands off duty and resting in bed.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	
16.6.60 10.30	Foxbay.		R. Cunningham, resident M.O. at Foxbay, examined W. Rowlands, Cook, on board and diagnosed infected left kidney. Treatment prescribed:—Rowlands to rest in bed and take tablets supplied by R. Cunningham.	
			<i>J. White</i> Master. <i>W. G. G.</i> Mate.	

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

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

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17.6.60 20.30	Stanley.	18.6.60	R. R. S. Sleeson, S.M.O., boarded and examined W. Rowlands, book; and also P. Andersen, S.O.S., who had reported ear-ache, Andersen taken to K.E.M. Hospital for treatment. Rowlands told to continue with course of tablets prescribed by Dr. Cunningham until 18.00 hours 17/6/60. <i>J. White who falls master.</i>	
17.6.60 20.45	Stanley.	18.6.60	B. Pearson, M.R. Steward, signed Articles, also M.P.G. chain, spring. <i>J. White who falls master.</i>	
17.6.60 21.00	Stanley.	18.6.60	Coroner's verdict of 'Death by Misadventure' issued concerning deaths of P. Miller, Steward, and E. Gallardo, Steward. <i>J. White who falls master.</i>	
30.6.60 11.00	Stanley.	30.6.60	Balance of wages of P. Miller, Steward, and E. Gallardo, Steward handed by Colonial Shipping Master. P. Miller, Steward = £21.0.5. E. Gallardo, Steward = NIL. <i>J. White who falls master.</i>	

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

FOREIGN-GOING SHIP.



ISSUED BY THE
MINISTRY OF TRANSPORT
In pursuance of
67 & 68 Vict. ch. 60.

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

Name of Ship. ¹	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
"PARLIAM"	150384	PORT STANLEY FALKLAND ISLANDS	2 IN 1957	1792.86	738.55	1000 1500 2000
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town).			Name.	Address.	
FALKLAND ISLANDS TRADING COMPANY LTD	120 Pall Mall LONDON SW1		29	-	-	

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

And it is also agreed that⁵

Voyages between the limits of 25 degrees South latitude and 65 degrees South latitude and 35 degrees East longitude and 75 degrees West longitude, for the period ended 30th June 1960, or the first arrival at Stanley after this date, the consequent discharge of cargo on that date or earlier at the discretion of the Master.

- (a) Should any of the crew fail to join at the time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- (b) The crew shall work overtime when and where required.
- (c) The crew shall work coal, cargo, and stores when and where required except in Port Stanley where only stores may be worked.
- (d) No cash shall be advanced or liberty granted other than at the discretion of the Master.
- (e) The crew shall wear the Company's uniform NO.1. and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages.
- (f) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officer deputed by him, and also to leave them clean and tidy on termination of the Agreement, under a penalty of £1 for each case of neglect.
- (g) The Seamen and Firemen shall mutually assist each other in the general duties of the ship, and shall keep the galley supplied with fuel.
- (h) The crew shall be complete with thirty hands all told of whom not less than five shall be Sailors.
- (i) The Master may discharge any member of the crew as a result of misconduct or inefficiency of by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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

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

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

And it is also agreed, that the additional clauses on pages 2 to 4 and the Regulations authorized by the Ministry of Transport, which are printed herein and numbered⁵

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

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

Signed by G. White Master
on the 8 JAN 1960 day of 1960.

Date of Commencement of First Voyage	Port at which Voyage commenced.	These columns to be filled up at the end of the Voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	
8 JAN 1960	PORT STANLEY	30 JUN 1960	Stanley, F.I.S.	30 JUN 1960	<u>G. White</u> Owner.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
 2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
 4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
 5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and printed on the Sixth page hereof, which the parties agree to adopt.
 6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
 N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this form, an additional Form Eng. 1 should be obtained and used.

ADDITIONAL CLAUSES.

(j) Bed and bedding will be supplied, but in the event of same not being returned in good condition (fain wear and tear excepted) the following ammounts will be deducted from wages:-

Mattress	} Cost price
Blankets	
Sheets	
Pillows	

(k) All stores and provisions issued to the crew, are for use and consumption aboard the ship only, the property in any unused or unconsumed stores and provisions remains in the shipowner. Any member of the crew taking ashore, selling, destroying, or giving away any such stores or provisions will render himself liable to prosecution.

REGULATION OF HOURS AND OVERTIME

Regulation of hours and overtime shall be in accordance with the National Maritime Board Agreements applying to Deck, Engine Room, and Catering rating, except those concerning Night Watchmen which are to be as hereinafter defined.

NIGHT WATCHMEN

Ordinary hours of Duty shall be any 12 consecutive hours between 6 p.m. and 8 a.m. Hours of duty as Night Watchman in excess of 12 to rank as overtime. All other conditions regarding overtime and additional pay are to be in accordance with National Maritime Board Agreements.

CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACK ENDS - SPECIAL PAYMENTS.

To be as per National Maritime Board Agreements.

HOLIDAYS

In port the following days shall be regarded as Sundays for the purposes of this Agreement:-

In Falkland Islands Ports.

Christmas Day, Good Friday, and any other three public Holidays, where these days are recognised as holidays in the port where the ship is lying.

Ports Outside the Falkland Islands.

Christmas Day, New Year's Day, and Good Friday.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDERS, 1945 AND 1946, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note.—The Scale agreed upon...

Table with 2 columns: Article, Allowance per week. Items include Water, Soft Bread, Fresh Meat, Smoked Ham or Bacon, Fresh Fish, Eggs, Potatoes, Dried or Compressed Vegetables, Split Peas, Green Peas, Haricot Beans or Butter Beans, Flour, Rice, Oatmeal, Rolled Oats or similar cereal, Tea, Coffee, Coconut or Chocolate, Sugar.

Note.—There is no entitlement to the preparation of meals.

- 1. General.—The issue of soft bread, meat and potatoes the...
2. Bread.—The issue of soft bread...
(a) in a ship of less than 100 tons...
(b) if rough weather...
but where soft bread is not issued...
8. Meat.—The term "Meat" when fresh meat is not available...
Fresh offal and fresh sausage...
Note.—In ships with no refrigeration...
4. Smoked Ham or Bacon or sardines shall be substituted...
5. Fish.—The weight of fresh fish...
Dried fish or kippers, tinned fish...
6. Eggs.—Not less than 1 dozen...
Two eggs for each week...
7. Potatoes.—Fresh potatoes...
every ship leaving a port within 14 days...
When fresh potatoes are unavailable...
dried or compressed potatoes or dried bread...
8. Rice.—If rice is not provided...
9. Dried Milk.—Dried Milk...
condition in a cool, dry place, for 12 months...
10. Vegetables.—Fresh vegetables...
injuriously to health.
On each day when 1 lb. of vegetables...
equivalent to one day's supply of...
11. Dried Fruits.—Dried fruits...
dates.
12. Onions.—The onions...
onions are not in season, an equivalent...
vegetables in the proportion of 1 cwt...
13. The stowage hands...
Note.—In any case where...

STATUTORY INSTRUMENTS

1957 No. 1373

MERCHANT SHIPPING

MASTERS AND SEAMEN

The Merchant Shipping (Seamen's Provisions) Order, 1957

Made - - - - 31st July, 1957
Laid before Parliament 7th August, 1957
Coming into Operation 7th October, 1957

At the Court at Goodwood House, the 31st day of July, 1957

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in exercise of the powers conferred upon Her by subsection (4) of section 25 of the Merchant Shipping Act, 1906(a), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

- 1.—(1) This Order may be cited as the Merchant Shipping (Seamen's Provisions) Order, 1957, and shall come into operation on the seventh day of October, 1957.
(2) The Interpretation Act, 1889(b) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.
2. The Merchant Shipping (Seamen's Provisions) Order, 1945(c), and the Merchant Shipping (Seamen's Provisions) (Amendment) Order, 1946(d) are hereby revoked.
3. The provisions of the First Schedule to the Merchant Shipping Act, 1906, shall be varied and added to so as to have effect as set out in the Schedule to this Order.

W. G. Agnew.

(a) 6 Edw. 7. c. 48. (b) 52 & 53 Vict. c. 63.
(c) S.R. & O. 1945/1540 (Rev. XIV, p. 128: 1945 I, p. 791).
(d) S.R. & O. 1946/891 (Rev. XIV, p. 128: 1946 I, p. 994).

SUB
Salt Meat ...
Preserved Meat ...
Coffee ...
Coconut or Chocolate ...
Tea ...
Flour ... 1 lb.
Biscuit ... 1 lb.
Rice ... 1 lb.
Oatmeal, Rolled Oats or similar cereals ... 1 lb.
Split Peas ... 1 lb.
Flour ... 1 lb.
Green Peas, Haricot or Butter Beans ... 1 lb.
Rice ... 1 lb.

To be considered equal.

To be considered equal when issued with meat rations.

Condensed Milk ... 8 ozs.
Dried Milk ... 4 ozs.
Mustard ...
Curry Powder ...

To be considered equal.

To be considered equal.

To be considered equal.

Shipping Acts.

Allowance per week.

Table with 2 columns: Allowance per week. Items include Water, Soft Bread, Fresh Meat, Smoked Ham or Bacon, Fresh Fish, Eggs, Potatoes, Dried or Compressed Vegetables, Split Peas, Green Peas, Haricot Beans or Butter Beans, Flour, Rice, Oatmeal, Rolled Oats or similar cereal, Tea, Coffee, Coconut or Chocolate, Sugar.

... for use in the

... and in the case of water,

... reparation for cooking, b. of preserved meat for

... more than 15 days from mon, herrings, pilchards, n or bacon.

... 1 1/4 ozs. of dried fish or rting from a port within

... 12 them. Dried fish or b or 9 ozs. of kippers or

... the voyage in the case of . and at any other time

... an equivalent amount of in the proportion of 1 lb.

... le it to be kept in good and are not likely to be

... purposes of the scale as rs, peaches, apricots or

... ten fresh, store or dried mpressed onions or other

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.	Load Line.
Tropical 4 feet ^{3/8} inches. (T)..... inches above S.	
Summer 4 feet ^{1/2} inches. (S) Upper edge of line through centre of disc.	
Winter 4 feet ^{3/4} inches. (W)..... inches below S.	
Winter North Atlantic (if assigned) } 4 feet ^{7/8} inches. (WNA)..... inches below S.	
Allowance for fresh water for all freeboards:— ^{3/8} inches.	
The upper edge of the deck line from which these freeboards are measured is..... inches above the top of the..... STEEL WARE..... deck at side.	
(Above particulars to be taken from Load Line Certificate.)	

The Winter North Atlantic load line (if assigned) applies for Voyages across the North Atlantic, north of latitude 36°N., during the winter months as defined in the Load Line Rules. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

REGULATIONS FOR MAINTAINING DISCIPLINE

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

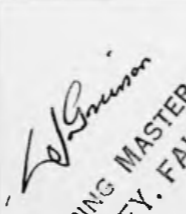
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

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

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew, which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

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

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

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

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

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

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

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

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

Name in full.	Date of Birth	Nationality† (if British, state birthplace).	Capacity.	If Apprentice		Date of joining for the voyage.	Particulars of Leaving To be filled up by the Master. If remaining it should be stated.		Initials of Official who grants Certificate respecting an Apprentice left behind at-rod.
				Date.	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons* under 18 years of age Including Apprentices.									
JOHN DARWIN BERNSTEN	7.11.12	FALKLAND ISLANDS	J.O.S.			8.1.60			
PETER JOHN MILLER	15.2.12	HAMPSHIRE	M.R. STONE			8.1.60			
BENJAMIN ARTHUR PEARSON	3.12.14	LONDON	M.A. STEWART			17.6.60			
2. Apprentices over 18 years of age.									

† If a British subject, state town or country of birth, and if born in a foreign country, state if a natural-born British subject or naturalised. * In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE &c.

RELEASE

Table with columns: Reference No., Signatures of Crew, Age, Nationality, Addresses of Master and Crew, Name of last Ship, Date and Place of Signing this Agreement.

Table with columns: In what Capacity engaged, Unemployment Local Office and Number, Date and Hour at which he is to be on board, Amount of Wages per Calendar Month, Amount of Wages Advanced, Amount of Weekly, Half-Monthly or Monthly Allotment, Signature of Official before whom the Seaman is engaged, Date, Place and Cause of leaving this Ship, Balance of Wages paid on Discharge, We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.

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

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards. The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number [Twenty-four pages.]

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE No. To be filled in by the Master upon the Discharge, Death, or Derivation of any Member of his Crew.

RELEASE

We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.

Signatures or Initials of Official before whom the balance of Wages was Paid and Release signed and Date

Number of weeks for which Insurance Act Contributions are payable

Table with columns: Reference No., Income Tax Code, SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS, Age, *Nationally (if British, state birthplace—see footnote), ADDRESSES OF MASTER AND CREW (NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS), Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous, Date and Place of Signing this Agreement (Date, Place), and Discharge details (Date, Place, Cause).

Table with columns: In what Capacity engaged, Unemployment Local Office and Number, Date and Hours at which he is to be on board, Amount of Wages per Week, Amount of Wages Advanced upon or at the time of Engagement, Amount of Weekly, Half-Monthly or Monthly Allowance, Signature of Official before whom the Seaman is engaged, Date, Place, Cause of leaving this Ship, Balance of Wages paid on Discharge, and Release details (Signature, Date, Weeks).

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

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

country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys not merely as Boys. the words "not conditional" should be inserted above the entry of the amount. This Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

Name of Ship

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE

RELEASE

Table with columns: Reference No., Signature of Crew, Age, Nationality, Addresses of Master and Crew, Name of last Ship, Date and Place of Signing this Agreement.

Table with columns: In what Capacity engaged, Unemployment, Date and Hour at which he is to be on board, Amount of Wages, Amount of Wages Advanced, Amount of Weekly, Half-Monthly or Monthly Allowance, Signature of Official, Date, Place, Cause, Balance of Wages paid on Discharge, We, the undersigned Members of the Crew, Signatures of Crew, Number of weeks for which Insurance Act Contributions are payable.

* If a British subject, state town or country of birth, and if born in a foreign country, state if a natural born British subject, or naturalised. † The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys not merely as Boys. ‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving this Ship." § If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount. ¶ The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

PARTICULARS

OF ENGAGEMENT

PARTICULARS OF DISCHARGE, &c.
To be filled in by the Master upon the Discharge, Death, or
Desertion of any Member of his Crew.

RELEASE

We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.
Signatures of Crew (each to be on the line on which he signed in Col. 1.)

Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date

Number of weeks for which Insurance Act Contributions are payable

Reference No.

Table with columns: Reference No., Income Tax Code, SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS, Age, *Nationality, ADDRESSES OF MASTER AND CREW, Name of last Ship, Date and Place of Signing this Agreement.

Table with columns: In what Capacity engaged, Unemployment Local Office and Number, Date and Hour at which he is to be on board, Amount of Wages per Week or Calendar Month, Amount of Wages Advanced upon or at the time of Engagement, Amount of Weekly, Half-monthly or Monthly Allotment, Signature of Initials of Official before whom the Seaman is engaged, Date, Place and Cause of leaving this Ship, or of Death, Balance of Wages paid on Discharge, Signatures of Crew, Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date, Number of weeks for which Insurance Act Contributions are payable, Reference No.

* If a British subject, state town or country of birth, and if born in a foreign country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys not merely as Boys. The words "not conditional" should be inserted above the entry of the amount. If the advance of wages is not conditional on going to sea should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving" ** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number [Twenty-four pages.

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Date and Place of Signing this Agreement.	
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.
81					(1)			
81					(2)			
82					(1)			
82					(2)			
83					(1)			
83					(2)			
84					(1)			
84					(2)			
85					(1)			
85					(2)			
86					(1)			
86					(2)			
87					(1)			
87					(2)			
88					(1)			
88					(2)			
89					(1)			
89					(2)			
90					(1)			
90					(2)			
91					(1)			
91					(2)			
92					(1)			
92					(2)			
93					(1)			
93					(2)			
94					(1)			
94					(2)			
95					(1)			
95					(2)			
96					(1)			
96					(2)			
97					(1)			
97					(2)			
98					(1)			
98					(2)			
99					(1)			
99					(2)			
100					(1)			
100					(2)			

OF ENGAGEMENT

Is what Capacity engaged? No. of Certificate (if any), and No. of R.N.R. Commission or R.V.S. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE etc. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			Balance of Wages paid on Discharge.	RELEASE		Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which insurance contribution are payable.	
							Date.	Place.	Cause.		10.	21.			
															81
															82
															83
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															99
															100

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Cabin Boys not merely as Boys. The words "not conditional" should be inserted above the entry of the amount. ‡ If the advance of wages is not conditional on going to sea this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." ** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

country, state if a natural born British subject, or naturalised. The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British, state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Date and Place of Signing this Agreement.		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Date.	Place.		
101					(1)				
					(2)				
102					(1)				
					(2)				
103					(1)				
					(2)				
104					(1)				
					(2)				
105					(1)				
					(2)				
106					(1)				
					(2)				
107					(1)				
					(2)				
108					(1)				
					(2)				
109					(1)				
					(2)				
110					(1)				
					(2)				
111					(1)				
					(2)				
112					(1)				
					(2)				
113					(1)				
					(2)				
114					(1)				
					(2)				
115					(1)				
					(2)				
116					(1)				
					(2)				
117					(1)				
					(2)				
118					(1)				
					(2)				
119					(1)				
					(2)				
120					(1)				
					(2)				

OF ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or V.T. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement †	Amount of Weekly or Monthly or Half-Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged †	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			Balance of Wages paid on Discharge.	RELEASE			** Number of weeks for which Insurance Act Contributions are payable.
							Date.	Place.	Cause ‡		We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was paid and Release signed and Date	Reference No.	

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys not merely as Boys. ‡ If the advance of wages is not conditional on going to sea this Ship, thus "E.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
 § If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving."
 * If 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.
 † Retiring—Engines, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.
 ‡ The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number.
 ** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Consular Orders in Council.

Table with columns: Services required by Law, In countries other than China, In China. Rows include fees for seaman engagement, alterations, discharges, desertions, and ship papers.

Services required by parties interested. (33.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement... (48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf.

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

Signature of Stanley Falkland, Shipping Master.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 24/1/1960, Agreement deposited 24/1/1960, returned 29/1/1960, Average rate of exchange \$ 30.75 = £



Signature of H. B. M. Vice-Consul.



I hereby certify that the Seaman on line nineteen has been discharged at this port with my sanction on the ground of illness and that the sum of being wages due to has been paid and that his Certificate of Discharge and Insurance Card have been delivered to him.



Signature of H. B. M. Vice-Consul.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 24/2/1960, Agreement deposited 24/2/1960, returned 26/2/1960, Average rate of exchange \$ 31.65 = £



Signature of H. B. M. Consul.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 22/3/1960, Agreement deposited 22/3/1960, returned 24/3/1960, Average rate of exchange \$ 31.85 = £



Signature of H. B. M. Consul.

I hereby certify that the Seaman on line thirty five has been discharged at this port with my sanction on the ground of mutual consent and that the sum of being wages due to has been paid and that his effects, Dis. A and Insurance Card have been delivered to him.



Signature of H. B. M. Consul.

BRITISH CONSULATE PUNTA ARENAS - Chile

Vessel arrived 4 APR 1960, Articles deposited 5 APR 1960, returned 9 APR 1960, Average rate of exchange \$ 29.50 = £



I hereby certify that seaman on line 26 has been discharged at this port with my sanction on the grounds of mutual consent and that his effects have been delivered to him.



Signature of British Consul.

I hereby certify that I have this day sanctioned the engagement of the seamen whose names appear on lines 39 to 42 inclusive.

Signature of Shipping Master, 16 April, 1960.

I hereby certify that I have sanctioned the discharge of the seaman whose names appear on lines 20, 24, 31, 38.

Signature of Shipping Master, 16 April, 1960.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 20/4/1960, Agreement deposited 20/4/1960, returned 22/4/60, Average rate of exchange \$ 32.15 = £



Signature of H. B. M. Vice-Consul.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 5/5/1960, Agreement deposited 6/5/1960, returned 10/5/60, Average rate of exchange \$ 32.05 = £



Signature of H. B. M. Vice-Consul.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 3/6/1960
Agreement deposited 3/6/1960
- do - returned 6/16/1960
Average rate of exchange S 31.95 = £
(for conversion of seamen's wages only)



[Signature]
H. D. M. Vice-Consul

*Shipping Office,
Stanley
Falkland Islands
15 June, 1960*

I hereby certify that the seamen whose name appears on lines 29 and 30 of the within Agreement met their death on the 14th June, 1960. The cause of death was that they did enter the waters of Stanley Harbour whilst transiting in motor car Inden 132, which inadvertently plunged into the said water from the boat Jetty and by misadventure did drown.

A proper entry of such has been made in the official log and has been produced to me.

[Signature]
SHIPPING MASTER,
STANLEY, FALKLAND IS

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendent.

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

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

The wages and effects of seamen left behind abroad by reason of desertion, etc., and having the following reference Numbers in this Agreement, have been duly accounted for to me on Form L. a.1.
29 and 30, and dealt with locally.

The cases of seamen having the following reference Numbers

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

under Section 28 (12c) †

[Signature] Signature.
30. 6. 60 Date.

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

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

INSTRUCTIONS TO MASTERS.

Agreements.

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

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

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

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

Young Persons and Children.

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

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

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

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

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

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

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

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

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

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

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

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

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

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

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