No. of his



Name of Ship

Official

## OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

Registered

Tonnage

FOR EITHER

#### A FOREIGN-GOING OR A HOME-TRADE SHIP.

Port of Registry

		No.						Certificate
				Gross	Net			if any
0	R.M.S. "DARWIN" RI OF REDISTRY: PORT STANLEY PALKLAND ISLANDS. FF NO. 158884 ROSS TONS 1792 08 ET TONS 738 66 N.H.P. 144					Fred	erick William WHITE	528 of
	Port at which and Da when voyage commend		Nature of the Voyage	or Emp	loyme	ent	Port at which a	
-	Stanley Port Falkland Is. Date 12. JM 1965		Falkland Inland South Amer	ds			Port STANAS	
								The state of
	Delivered to		perintendent of					

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

¥-	Name and Surname	Capacity	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
No.	of each member of the Crew	in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
1	Frederick at white	charter.	72		28.29,
2	Nigel Miller	1st Mate.			28.29.
3	Peter . S. Thair.	and	VG	VG-	29.
4	Neal Termings.	acting New Wa	V.C	V.6	29.
5	Gerald. Jenning.	Of a. B.	Va	16.	29.
6	Kumeth Halliday.	RIOL.	V.G	16	
7	Leslie alazia.	Bos'un.	V.G	V.G	
8	william Hills.	a. B.	V.G.	V.G.	
9	Bernard Lech.	D. H. U.	V.G	V.G.	29. 30. 31, 32.
10	Kenneth. Thompson.	8.0.8	V.G	V.G	29. 30. 31.32.
11	Barry Neilson.	8.0.8.	V.G	V.G	
12	Malcolan D. Harris.	J. O. G.	V. G.	V. G.	28.30
13	Fredrick V. Ford.	J. O. S.	V.G	V.G.	28.
14	Lordon Anderson	J. 0.5.	V.G	V.G	28.
15	arthur. Cole.	Chief Engineer	V-G	V.G	32,
16	Halcolm, Dinnie.	and .	V.G	VG	
10	Dennis Larsen.	3 .d	V.G	V.G	29,31.
18	Richard Hills.	4th	V.G	VG.	
19	Severo. ampuro.	Fireman.	V.G	V.G	
20	Harry Hausen	Fireman	V. G.	V. G.	28.
	Juan Bosa.	Firman.	V.G	V.G	28.
22	Philip Short	Fireway.	V. G.	V. G.	28.
23	George Harris.	Chief & turned	V.G	V.G	4
25	William . Kowlands .	Book.	V.G.	V.G.	
20 .	Rubelindo. Boldrini.	and 8 humrd.	V.G.	V.C	

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	Capacity	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
	of each member of the Crew	in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
26	Ulyanes Barris.	8 Lowards	V-G	V.G	
27	Jose Gesour.		V.G	V.G.	
28	Macelino. Navarso	••	Y. G.	v. 6:	28.
29	James Sigo.		V.G.	V-G	
30	James Ma Kenzie	and took	V.G	V.G.	*
31	Herman . Beron .	Box.	V.G	V.G	
32	Harry Sarney.	Steward.	V. G.	V. G.	28.31.
33	Leoner habel Boldrini	Sup'ny.	V.G	V.G	28.29.
34	May bole		V.G.	V.6-	28.
35	Dennis Mefrod.	Fireman	V-G -	V.G.	28.31.
36	Jose Montiel.	Catering Boy.	V.G	VG-	28.32.
37			l		
38	Albert M'Level.	J. 0.5.	V.G-	V.6	30,
39	Dennis koolwin	J. 0.5.	V.G.	V.G	30.30
40	Harry Sarney.	Signer numery,	V.G.	V.G.	32.
AY	Mancelina Navarro	Steward	V.6	V.6	3/,
42					
43					
44					
45			-		
46					
47					, · · ·
48			,		
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.

		Conscitu	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
No.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61	-				
62					
63					
64					
65					
66					
67					
68					
69			-		
70					
71					
72					
73					
74					
75					
75					

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	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
		Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
76					
77					
78					
<b>7</b> 9					
80		_			
81					
82					
83					
84					
85					
86					
87					
88					
89					
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98					
99					
100					

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

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

N	Normal Comment	Capacity	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
No.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name
101					
102					
103					*
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
24					
25					

#### 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.

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

Members of the Crew (other	Occupation*	Age	Sex	Name of Deceased (Surname first in block letters)	Place of Death (If at sea give latitude and longitude)	Date of Death
	Member	-				
Lascars						
Persons who were not	Per			1- 1-		

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 "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) Father's Name (Surname in block letters) Father's Profession Profession or or Occupation 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 Particu Father		Further Partic Mother		Signature of Father or	Signature of †Master and Mate or other	To be completed by Officer to whom Return is made  Port at which Report
Nationality (Stating Birthplace)	Last Place of Abode	Nationality (Stating Birthplace)	Last Place of Abode	Mother	Member of Crew	is made and Signature and Title of Officer to whom reported

				Signature of	To be completed by Office to whom Return is mad
Last Place of Abode	Cause of Death (see instructions on previous page)	Signature of †Master	Signature of Mate or other Member of the Crew	Surgeon ot Medi- cal Practitioner (if any)	Port at which Report is made and Signature and Title of Officer to whom reported
han Lascars**) includ	ing Masters				
				1	
(see footnote**)					
Members of the Crew	,				
				-	
				1	

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-Savin 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
16-1.65	No drills carried out	vessel in part.	16-1-65	F. Wwh.
23-1-65	No drills carried ou	; ressel in port.	23 · 1 · 65	F. WWW.
0.1.65	No dulls carried on	; vessel in port.	30-1-65	F. Wwh
1.2.65	Energency for pump resources boat stations; bolk boat beat turned to store	a on load and forms of trem numbered at a lowered to emberhation . All equipment of the equ	1.2.65 ou ent un good	F. WWW
9.2.65	W/T door operated, both lassengers t cue Rush boats lawered & emback	found in good order. und at boot stations, be ation level & returned to		F. WWhen
20-2-65	No dulle carried out;		20.2.65	F. WW.
	No drills carried out	vessel coastwise and in part.	27.2.65	F. w. whi
7.3.65	book hoats lowered to returned to stowed po	ned at Boat Stations; cubarkation level and sition. All assists	7.3.65	Furuhe
5. 3. 65	lowered to embarkation level as fire alarms key botted . Hand ste Mits lighted logine and amergence	of Boat Stations. Bill books of returned to stowed position.	15.3.65°	PM Thu
7. 3.65	Ship's Congrany exercised at appliances tested, down una pump operated on load. All is	Fire Drill. All Fire flighting fire my good order and unditien.	17.3.65	N'S Thu
2.3.65.	No drills carried out,	vessel constrine and in port.	22.3.65.	No Then
. 3.65	No drills carried out,	ressel coartwise and	29.3.65	Pa Shai
4.65	No drills carried out, 2	in port.	5. 4. 65.	Pomete.
		rael coastivise and in por		Windle War

An entry should be made of the type of drill or muster held, i.e., whether hoats 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 f 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
9. 4.65	fring and motor lighted engine	by mustred searing life jac. b. Both book download fur fire percent furthery fire verefel Ful changed in moto	19. 4.65	Willes No Their
5. 4. 65.	Drill. Both Souts lowered tomb	Steering and N/T door operated mustined and serverted and	26.H.65	Ps Their
3.5.65	and etasticise.	is week, vessel in post	3. 5. 65.	Parties Parties
5.65	Stitions wearing difegacket	and instructed on procedu in level histod on procedu	1. 10.5.65.	Pha huin
4. 5. 65.	777 // *	hauled and inspection.		Bhuis pmlle
7 5 65	fin sung operated Ship com stations and ogupment total of Brut Distancing beforekt.	door operated longery gen young markered at offer flatter Warrangers and exert exect Both books lowered to enderta I. All in good order and con	17.5.65	Cost.
4. 5° 65°	No dolls carried outthis	week, word in portandecastive	24.57.65	Pomile.
1. 5. 65	No drills carried out this a	wek versel in port and granting	31.5.65	Poshein womell
1.6.65	versel. Ever the exercise experates under test. long	with versel in part and arabic trad wearing life jackets of live's lowered due to rellier I at Fine Drill All fine fifthe energeneeter and fine pump	3 1.6.65.	Offheir
26.65	at Best Drill. Both book	leveled into water and or other liploset also precised	rder .	Chamile
4.6.65	emergency give pump open condition.	this week, vessel in port	8.6.65	Paymotic PAU
	No drills carried out	this week, vessel in		Amella Police
21. 6. 65		S. Jerreia, bed weather		amole
8.6.65	ry should be made of the type of drill or		0.6.00	1/2/new

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	of the Merchant Shipping (Safety Conver	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
5.7.65	No drills carriedout, ve	sel in port : coastwise.	5. 7.65	19 Their
	·			
				i
			1	
÷				
	ould be made of the type of drill or may		+	

<sup>\*</sup> 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 2.13) of the Merchant Shipping (Safety Convention) Act. 1949.

Date of Drill or Muster and of Examination I 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
1				

<sup>\*</sup> 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.) Signatures of Master and Mate Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found or Muster and of Examination of the Life-Saving Appliances Date of Entry Nature of Drill or Muster\*

\* 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 & Rank making the		Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
17-1-65	F.W. White N. Miller G. Harris.	12 hate	None.	17.1.65	F. wwwik.
lu·1·65	"	,	*	24-1-65	F. Wwhite
31.1.65		,	"	31-1-65	F. White
7. 2. 65		4.	4	7-2-65	F. W White
4.2.65	"		•	14.2.65	F. W. White
21.2.65	, A	4	Je	21-2-65	F. WWW.
28-2-65	4	٠	4	28-2-65	F. WWW.
7.3.65	,,	4	4	7 3 65	F. W. white
14.3.65	R. N. Mille P.S. Thair G. Harris	- Marter 12 Mate Ch. Steward	c <sub>e</sub>	14. 3.65	PS Wein
21. 3. 65	10	**	**	21. 3.65	1 177-000
28. 3.65	"	"		28. 3.65.	(2) 10 3
4. 4.65	"	,	••	4. 4.65	
11. 4. 65	"	,	,,	11.4.65	16 Thein
8. 4.65		,	"	18.4.65	18 There
5. 4. 65	"	,,		25. 4.65	P. & Theeis

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

	MERCHANT SHIPPING	GREW ACCOMMODATION		
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
	RNMiller Hartes			Rometer
	P.S. Thair Martin		2.5.65	Del
2. 5.65.	J. Harris Ch. Stard.	None.	2.5.65	1/2 heein
				Remette
0 - 1	- "-	-11	9.5.65	11111
9. 5. 65			1.0.23	Rum Ma
				Anse
16.5.65		- "-	16.5.65	1/3 Mein
				Pimetos
				NRSI.
23.5.65.	-"-		23.5.65	Euro ca
				Remittees
30.5.65		- "-	30.51.65	1 Therein
				Partitles
				MCI
4. 5. 65	-"-		4.6.65	1/2 Mucia
				"RIMURS
6.6.65		<u> </u>	6.6.65	1981 :
				Rimiles
17 / 1.5				doco
13-6.65			13.6.65	Or Their
				Romelles
20.6.65	-"-		20 //5	0051.
			20. 6.63	Homeles
				los a
27.6.65	-//-		27.6.65	13 Thein
			Ċ	Romate
4. 7.65	-11-	- " -		1151.
			4.7.65	or meur
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## RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).

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	
				*	
			<u> </u>		
				1	
	Λ				
-1					

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

Time and Date of 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
		1		
	2			
		1		
	•			
*				
13				

## 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.

CONV	E 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
		*		
		6		
			*	
		*		

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
-				
	*			

## 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	Names and Ranks of	PLIES OF FOOD AND WATER PROVIDED			
Inspection	Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate	
			_		
	-				
ĺ					
				//	
				9.7	
	-				

## 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	Engine Department	STEWARDS' DEPARTMENT		
VOVAGE			Certd. Ship's Cook	Others	TOTAL
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.

employed in attending on passengers or

NOTE.-The death of a Lascar member of the crew should be recorded in the space provided on pages 8 and 9, and all

Kingdom				entries in the Asiatic log relating to the case should be copied into this Official Log-Book.
Master	·····		Date	
The following are the (The number	FEES chargeable for ser which precedes each fee	vices rendered by is that shown in	Consular Officers,	, in connection with the Official Log:— Pees Order in Council, 1951.)
(18) Examining provi- by the party who pa addition to the cos	sions or water, to be pai roves to be in default, i t of survey	d n . £1 15 0	any entry in the such entry is n	consular seal or signature to s. d. e official log-book of a ship if ot required by the Merchant
Note.—Consula	r Fee Stamps to the value of a	the Fees charged must no account be re		n, and cancelled. Stamps must on
	LOAD LINE	E, DEPTH (	OF LOADING	G, Etc.
	POSITION	S OF THE DECK LI	NE AND LOAD LINES	
Freeboard fre			3,	Load Line.
Tropical	4 feet		OO'k inches.	(T) inches above S.
Summer	H feet	• • • • • • • • • • • • • • • • • • • •	00% inches.	(S) Upper edge of line through centre of disc.
Winza	4 6001		003/8 inches	(W)inches below S.
Winter North Atlantic			OO3/8 inches.	(WNA) inches below S.
(if assigned)				21/_

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

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)

Maximum draught of water in summer. 13 feet 061/2 inches.

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

					EPARTU							
Date		ACTUAL I			AL FREER Amidships		Density		A	LLOW		
and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)	Aft (4)	Port	Star- board	Mean (7)	of Water (8)	For Density of Water* (9)	For Ashe Rubbi	sh*	For Fuel, ed be consume Stretch of Water (11)	ed on Inland
	(-)	Ft. Ins.	Ft. Ins.		Ft. Ins.			Ins.	Weight	Ins.	Distance	Ins.
1-2-65	Stauley.				7.00%	7.00	1025	-	~	-		-
9.2.65	Montevideo	10.09	13-02	5-078	5.07%	5.07%	1010	2	-	-	-	-
7-3-65	Stanley.	1			6.038			-	-	-	-	-
16.3.65	Montevideo				5.08%			-	-	-	-	-
19.4.65	Stanley				6.03%			-	-		-	~
26.4.65	Montevideo				5.02%			-	-	-	_	-
1700	Stanley				6.04/8			-	_	-		-
1730	Montevideo	9 10	14 06	5.04 8	5.04/8	5.04/8	1025	-	-	-	-	_
1600	Stanley	9 01			6. 02/8			-	-	-	_	_
9.6.65	Montevicles	11 06	13 10	4. 10 7/8	4.10/8	4.10/8	1025	_	-	-	_	_
2300	Stanley		1		6.078	-			-	_	_	-
1130	King Edward Point	809	(0.00	: ne?	6.09%	1 00%	100:-			_		_
21.6.65	S. Jeorgia	8 07	12.07	6. 07.8	6.078	6.078	1025	-				
									-			
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		-										
N	OTE.—Masters of Ships	when en	raged on	a Home-	Trade Vo	vage are o	nly requi	ired to we				

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.

Fotal owances (12) Ins.	Mean Draught in salt water as calculated after making the appropriate allowances  (13)	Mean Freeboard Amidships in salt water as calculated	Date				
Ins.	(13)	after making the appropriate allowances	and time of Posting the Notice (Notice L.L. 14A or 14B)	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place
	(10)	(14)	(15)	(16)	(17)	(18)	(19)
-	Ft. Ins.	Ft. Ins. 7.00%	-	F. WWhite.	Am. Hes	5.2.65	Moutevideo.
2	10.04/2	7.02%	-	F. WWhite.	arm Mer	13.2.65	Stanley
-	11.03/2	6.03%	-	F. W. white.	amiles	11-3-65	Montevide
-	11.10%	5.081/8		Rum. 602	PS Theein	20.3.65	Stanley
~	11. 03	6.031/8	-	comittees.	PS Shein	23.4.65	Montevideo
-	12. 042	5. 02%	-	Parmitle.	18. Thein	30.4.65	Stanley
_	11 02	6 04/8	-	Romellan	18 Their	14.5.65	
_	12 02	5 04 1/8	~	Romieles	Phair	1505	Stanley
-	11 04	6 021/8	-	(Rumbles	18 Thair	1215	Montevides
-	12 08	4 10%	-	RUMIC	118 Their	13.6.65	Stanley
-	10' 11"	73		Rimite	18 Shesia	18.6.65	King Edward To
-	10' 07"	6 091/8	-	RUMBA	Mr Wein	24.6.65	Stanley
							1
						_	
-							
		-					
	-	-					
		-					
						-	

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

				Г	EPARTU	JRES						
		ACTUAL I	DRAUGHT ATER*	Асти	AMIDSHIPS	BOARD *			A	LLOW	ANCE	
Date and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)		Port (5)	Star- board (6)	Mean (7)	Density of Water (8)	For	For Ash Rubbi		For Fuel, of be consum Stretch of Wate (11)	r
					Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
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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 See Notes on page 23

the OF THE SHIP'S PROCEEDING TO SEA.

				SIGNATUI	SIGNATURES				
Total llowances	Mean Draught in salt water as calculated after making the appropriate allowances		Date and time of Posting the Notice (Notice L.L. 14A) or 14B)	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Other		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)		
Ins.	Ft. Ins.	Ft. Ins.							
						-			
				.0					
				.0					
					-				
						-			
	*								
			-				-		
		-		*	1400				

OFFICIAL LOG of the

towards

towards from Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 19 of the Date and Place of the Occurrence Entries required by Act of Parliament Hour of the Occurrence or situation by Latitude and Longitude at Sca 12-1-65 12-1-65 Articles opened on board; bolorial Stanly 1000 master in attendence 16-1-65 16.1.65 H. Hausen, Fireman, signed of Article Stauler 1700 F. WWhite 17.1.65 M. B. Harris, Jos; F. Ford, Jos; J. Sosa, Fireman 17.1.65 0830 P. Short, Fireman; signed Articles. 1-2-65 1.2.65 H. Sarney, Steward, signed Articles, also Stanley 1630 G. Anderson, Jos. F. WWhite Conster. Mate 8-2-65 8.2.65 M. Navara Steward, signed of Articles Montevideo F. Wwhite 9.2.65 Mauturideo. 13-2-65 Stauley F. Williams 14.2.65 14.2.65 B. Nucleod, Fireman, received medical Stant characte fit for duly, re- joined vessel, and signed Asticles: P. Short, Freman, 42mille F. WWhite waster. 7.3.65 Stauley signed Articles Amel 11.3.66 11.3.66 F.W. White, Master, superseded in command Montevideo effective from and R.N. Miller, 12 Mate. 12m March 1965, and R. M. Miller's breed upon Certificate of usulate. The following are hereby handed over to not hiller: Yessel's Certificate of Regist . Articles of Agreement with Clas; Official Log

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other 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.

from lerchant	Shipping (Safety Convent	ion) Act, 194	towards  9, are to be made in a special Supplementary Log-Book. Form O 10	
Date and lour of the Occurrence	Place of the Occurrence,	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfesture indicted
			Passenger Certificate; Life saving Apol bertificate; bertificate of her trans	igues
			Bertificate: Bertificate of Reeboard: lag Book, wire less Certificate; Auchors Certificates. De-Rat Certificate.	1 cables
			F. WWhite. (RUTTA)	el-
			Master.	
2.3.65	Henterder	12.3.65	Art 9. B. Pack D.H. 4. Sound aslage	
	Bin	Men	It his port of eargo watchman in Nº 2	
	MAS	TER	Salch. Dismound of Phil del Sor day	
0930	Montridea	13.3.65.	At. 17 D. Lanes 3 Engineer and At 19, K There.	
			50.5. Minded British Hospital Political Silled	200
5.3.65	Montevideo	10.2.65	Ad 9. B Pel D. H. A. Sight trees	ER
			for dut. Mule MASTER	
5.3.65.	Montevidee	15.3.65	At. 9. B. Poch D. H. Sp genemed work.	
			Mus MASTER	
5.3.65. 0800.	Montevideo	15.3.65.	Al. J. P. Chain 20 Mete wounded 15 Met air	H
			effect from and irelading 12.3.65. Hazes as per	
			fromotol 20 14st with effect from Dad including	9
-			Mar. Mattheyer / A.S. gromoted 32 Mate with	,
			Met from and including 12.3.65. Here \$50-10-0	ex morte
5.3.65	01 -1		MACHASIER	
1430	Montevideo	15.3.65.	At. 9. O. Peck D. H. d. had the above two	
			was then informed What is so herely fin	
			The Alone bolliles, and wormed that	F. we
			diett resolve in his direkt of with	=
			an adverse regenting	-
			Withun MASTER	
1430	Montevideo	15.3.65.	L.I. Boldvini, Supernumary, signed roll	
			Some ENS 2A before Consul.	
			18 Sheir Amble	
			Much MASIER	

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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.

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
16. 3.65	36° 20' 5. 56° 23' W.	16.3.65	At. 9. B Reck D. H.V. groweled & retire to hemotimes	
1700	36 23 W,	70.00	Rate of pay 245.2.6 p.m. B. Vhuin Gratles Male NASIER	-
2.3.65. 1500	Stanley	22.3.65.	A. Myand J. O.S. nigned Articles	
	0		Physical Little Comments	}
1530	Stenley.	31. 3.65	M.D. Harris J. 0.5. And 12, signed off before	
1500	Stanley.	1.4.65.	) foodwin J. O. signed Articles Miles Mark Mark	de la contraction de la contra
14.4.65	Stanley	14. 4.65	At. 10. K. Momeron, 8.05, failed to report of	or duty.
			1/8 There Simile	ER
0750	Stanley	14.4.65	Art. 10. K. Thompson, S. U.S., reported for duty	ER
14.4.65	Stanley	14.4.65	Att. 10. Kill poor 8.03. Sailed & report Society	lute.
15.4.61			Mule MASTE	29 g.
0700	Stanley	15. 4.65	Att. 10. K. Thomason S.O.S. resumed duties	
19.4.65	Stanling	19.4.65	The above entries were read over to	
			K. Thompson Asked if he had anything	5
			say, be replied: "No excuse " Thom	
			then formed be would be spined one day	
			my and would also forfeit one 's day's	
			varned that any further occurrences of to	0 6
			nature would resolve in heavier fine	
-			might possibly resolve in an adverse re	T T
			in his Dis A. Agent With	TER

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OFFICIAL LOG of the

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
23. 4. 65				inflicted
1430	Montevideo	24.4.65	Dharron Art. 17, 3 Engineer and Art. 35, D. M. L.	1
			timemen attended Outsetinal Deat at Bo Unitel	ļ
			Both found that for duty No Their AMILE	<b>-</b>
			Mule MASIE	
6. 4.65	4 - 1		444 1 Sent	Ei.
0800	Montevideo	26.4.65	Ad. 17 D. Larsen 3rd lagineer, attended in Horsital	
			Her X- Rey and further treatment tubers. Fit fordit	
			Al. 35 D Micord, Fineman, attended R. 11 mg let	
1. 5.65.			Art. 32 A. Barrey, Stever I right and DA. 40, Paralles Mr. Averre, Stevered right and DA. 40, Paralles M. Averre, Stevered right on Article, before MASTER Shipping Marker.	1
	Stanley	17.5.65	M. Nevero, Stevered signed on Articl, lifere Sel ASTER	00
1030	Montevides		Ad. 17. D. Lanen 3 Engineer, attended to Homital	
			for further directment & where til for duty. At.	
			D. M'Lead Firemen attended Br. Hospital for further	
			attention to shoulder Fit for duty A. A. Hills, Al	1
			altended Br. Homile for treatment to some threat a	
			mouth fit for duty. Minis Commiles MASTER	
7.5.65	Montevides	17.5.65	Port. 17, D. Larsen, 3 - Engineer, and Art. 8, W. Hills, A.	1
			attended Br. Hornitel for further breatment Fit of	duty.
			Mule MASTER	0
17.5 65	Montevide	17.5.65	Art. 39, D. Condwin, TOS failed to report for de	-
			At. 9. B. Peck Lametrimmer unfit for duty.	
			Pshays Romille	
15.5.65	Montevides	17.5.65	Art. 10 K. Thomason, JOS Soiled to recorder de	4
			13 Their Dealle	
0915			WASIER	
15.5:65	Monteride	17.5.65	Pot. 10. K. Thompson, 303 reported for dute	
0900			Male MASTER	1
17.5.65	Montevideo	17.5.65	Art. 39. D. Coolwin Tot and Port ? B. Port	0 20/3
			reported and resumed duties. 13 hears 127	alle

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.

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	Date of	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
	and Longitude at Sea	Entry		
1600			10 - 41	
17.5.65	Montevides	17.5.65	The entries on the foregoing save were read over to Hongson and Pells, who made no repl	
			Both were warred that as They was only a	1
			matter involving a couple of hours no detion	
			would be taken this line but it would be	
			1) 1: First way landles	
			offerences of this nature of their Calmille	
			17 how Carmilles	
	49 10 5		JASTES	
1200	42 19 5.	20 15 1.6	Alread Flore Continued in	
19.5.65	56 51 N	20. 5.65.	from penis . Treated in accordance with Ship	-
			Contains Medical price and Taken off all dutie	-
=			involving preparation or handling of food shiffs.	
			To see doctor on aminal at Stanley	
			Misin Pamiles	
			MASTER WASTER	
1800	41-			
21. 5.65.	Stanling	22.5.65.	And 36 J. Montal, Cationing By selected KEN down	4:1
	0		And 36 J. Montiel, Cation Box allerded KEM hope for further instrument Pronounced cleared and fit to resume duties Pallan Demiller	
-			fit & require duties following the	
			Mete MASTER	
1030			THE WINDILLY	-
30. 2.65	For Box	31.55.65	At 15 A Pole Phil braines attended donte	
2-2-05	tor Bay		Hit. 15, A. Cole, Chij Engineer, attended doctor	
			at Tox Buy for treatment to differen and tinde	
			005/	
			mak. Walkering refrances	<u> </u>
			MASTER	_
1545	01- 6		04 11.0	
31. 5.65	Stanley	1.6.65	BH41, H. Sarney Supernumary signed Article, before skepping Martin.	
			origing Marter.	7
		<del>-</del>	MASTE!	1
			7.000	
1000	48 32 S.		4	
1.6.65	57 30 W.	2.6.65	At. 9 B. Teck Lamptonine reported and stated	
			that following a dispute with the Bootswain	
			he existed & discontinue as hamatriame. Due	
			enquires were mark, and oblingh the dispute	
			was a brivial one over the issue of materials	
			Bek remained adamant in his request, which	
_			is levely made aftertive as from this date a	not
			he reverts to the rating of DHU, rate of part 41.17.6 mes month	1
		<del></del>	(VIII ) I STORY	
			the horis	
1120	43 49 5		MASTER	
2.6.65	56 56 W.	2.6.65	The above entry readover & B. Pock and	
			a copy of the entry handed to him in	
			H , Jake of H. A. Affin M. Tillain	
			My Some	200
			9/7/1/201 3/1051	1-1-6

Trace MASIER 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.

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

OFFICIAL LOG of the from

towards

ount of ne or feiture licted	Entries required by Act of Partiament	Date of Entry	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date and our of the ccurrence
	At 9, B. Peck, D. H. U., failed to report	8.6.65	Montevideo	0700
.00>	for duty. Ant. 14 f. Anderson J. O.J. file		+133 437	
	renort for duty Thereis		_ <u> </u>	6.65
	At. 9, B. Peck, D. HU, reported for duty.	8.6.65	Montevideo	730
	At 14 1 a de a Tot monte les det	8 6 65	N tolo	6.65
5	Art. 14 1. Anderson J. O.S. renorted for duty.	0 0 0 0 0	Montevideo	930
ط	A. 7. B. Pack, DHU, ofwiled & regard for duty	8.6.65	Montevideo	6.65
	The above entries To concerning them were	8.6.65	Montevideo	6.65
	read over to the men, who replied "Nothing		1 13 13 2 5 5 5	100
NE :- 4	tray" B. Peck is benefy informed that			
£41.17	in view of the recurrence of this offence			
- £ 3.	he is extined two day's nay for each			
	of the above offences, or your days			
INE: 1	any in all. I Anderson is derely			
€ 26.15.	for the above offence, it being his first			
= 20	Boll were warned as to the consequences of			
	any Sature mirbehaviour and B. Peck also			
	warned that his discharge will an adverse			
A.	report was imminent. Politicis Paris			
	Art. 41. H. Sarney, Supernumary, signed of Article	8.6.65	Montevideo	4.6.65
2	before H.M. Consul. 1081			
	Mule			0900
ni llo	At. 8. W. Hills. AB and Art. 15. A lote Chilling attended Br. Hospital. Both fit for duty.	8.6.65	Montevideo	5.6.65

101

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

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the 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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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 Forfeitur inflicted
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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 indicted
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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 Porfeiture indicted
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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
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[Executed in Fourteen Pages.]

#### AGREEMENT AND LIST OF THE

FOREIGN-GOING SHIP.

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

N	Official No.	Port of Registry	Port No. and	Registered	Tonnage.	Horse Power of Engines (if any)		
Name of Ship <sup>1</sup>	Oliciai No.	Fort of Registry	Date of Register.	Gross	Net.	N.H.P. I.H.P. B.H.P.		
DARWIN	156384	STANLEY, FALKLAND IS	2 - 1957	1792 - 86	738.55	144 1150 980		
REGISTERED MA	ANAGING OWNER OR MANAGER.		eamen and		CHARTERE	3.3		
Name.	Address (State No. of House, Street ar	Apprentic	es for which ion is certified.	Name.		Address		
ARWIN SHIPPING LTD.	STANLEY FALKLAND	ISLANDS 30	3	_		_		

The Several Persons whose names are hereto subscribed, are engaged as Sailors, hereby agree to serve on board the said Ship, in (a)

Voyage between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ending 30th June, 1965 or the first arrival at Stanley after this date the consequent discharge of cargo on that date or earlier at the option of the Master.



And the Crew agree to conduct themselves in an orderly, faithful, hon of whom not less than five shall be sailors. and sober manner, and to be at all times diligent in their respective Duti (h) and sobel manner, and to be at an times differ in their respective Duti (1)

The master may cischarge any member of the crew as a and to be obedient to the lawful commands of the said Master, or of a result of misconduct or inefficiency or by mutual consent person who shall lawfully succeed bim, and of their Superior Officers, in which cases wages shall accrue up to the date of discharge everything relating to the said Ship and the Stores and Cargo there whether on board, in boats or on shore; in consideration of which Services only. Whether the state of the said Master hereby agrees to pay the said Crew Wages the sums against their Names respectively expressed, and to supp

them with provisions according to the Scale printed herein.

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

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

And it is also agreed, that additional clauses on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered<sup>6</sup>

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

And it is also agreed, that6



Should any of the crew fail to join at the time several capacities expressed against their respective names on a voyage fr 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) (c) The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.

No cash shall be advanced or liberty granted other than at the (ā) discretion of the Master.

The crew shall wear the Company's uniform No 1. and (e) 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.

The crew shall individually and collectively agree (f) to keep their quarters clean and tidy and in readiness for the inspection by the Mester 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.

The crew shall complete with thirty hands all told (g)

The Master may discharge any member of the crew as a

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

Signed by		1. W. White.	Maste
on the	day of	12. JAM 1965	.196

Date of Commencement of Voyage.			These columns to be filled up at the end of the Voyage.										
Commencement	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.								
12 JUN 1965	Stanley Falkland Is.	4. 20mx 1882.	PORT STANKY	5.0° JULY, A60°	Rimile Master.								

Place S.S. before name if a Steamship, and M.S. if a Motor Ship.

Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.

Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control to the ship.

Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.

Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.

This Perm must not be unstitched. No leaves may be taken out of it and contrary to law.

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, a continuation sheet or sheets should be obtained and used.

(411) WtT2925/M1633 8/59 5,000bks JC&SLtd Gp700/39

## ADDITIONAL CLAUSES.

Bed and Bedding. Owners to provide in clean condition when crew join, the items referred to in this Agreement, but if not returned at termination of voyage or engagement in good condition ( reasonable wear and tear excepted ) the Rating concernedshall be liable for the current cost replacement.

> Matress Pillow Pillow case Sheets Blankets Towels Soap

All stores and provisions issued to the crew, are for use and consumption abord the ship only, the property on any unused or unconsumed stores and provisions remain in the shipowner. Any member of the crew taking ashore, selling, distroying, or giving away any such stores or provisions will render himself liable to prosecution.

#### REGULITIONS OF HOURS OF OVERTIME.

Regulations of hours and overtime shall be in accordance with the National Maritime Board Agreements applying to Deck, Engine Room and Catering Ratings.

#### CHIPPING AND SCALING BOTLERS: SUPERPING TUBES AND CLE NING BACK ENDS - SPECIAL PAYMENTS.

To be as per National Maritime Board Agreement.

#### HOLIDAYS.

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

#### In Falkland Island 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

#### Ports Outside the Falkland Islands.

Christmas Day, New Years Day, and Good Friday.



#### SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1957, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article				Allowance per week	Article										Allowance per week
Water				28 quarts		(	Condens	ed					**	1	4 02.
Soft Bread				7 lbs.		1	Or								
Smoked Ham or Bacon		4.4		12 oz.	Milk		Dried			1.0	**	**			Goz.
Fresh Meat—See Note ! below		4.4		7 lbs. 4 oz.			Homogen	ised	32				11		Il pts.
Fresh Fish \ See Note 1 below and para-	graphs 5 an	d 6 of C	on-		Butter										O oz.
Eggs ditions and Exceptions.					Suet										2 oz.
Potatoes	** **	**		7 lbs.	Cooking Fat	or Oil									4 oz.
Peas, Split or Lentils				į 15.	Marmalade,	Jam o	г Ѕутир				**				8 oz.
Green Peas, Haricot Beans, Butter Beans of	Dried or	Compres	ssed		Cheese								**		5 oz.
Vegetables	** **		+4	11 lb.	Pickles	**	1.0	4.4					11		3 oz.
Flour	** **	**		1 lb.	Bottled Saud	:es			**						2 oz:
Rice		2.4	2.0	G oz.	Onions	4.6	**	**	**	4.4	9.4	**	4.5		8 Oz.
Oatmeal, Rolled Oats or breakfast cereals	41 41	19.3	7.5	G oz .	Dried Fruit Tinned or F		David on	Evanle	Umaria.	Ican D			C 3:4		3 oz.
Tea				4½ oz.	and Exce			ricsii	Fluit	(see I	aragraj	Ju 11,	Condit		6 oz.
Coffee (containing not more than 25% Chicory)	5.0		100	2 oz.	Fine Salt								**		2 oz.
or					Mustard		12								l oz.
Cocoa (or chocolate)			611	3 oz.	Pepper										oz.
Sugar				1½ lb.	Curry Powd	er									oz.

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

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

#### CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

General. The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water. soft bread, meat and potatoes the issue shall be approximately equal each day.

2. Bread. The issue of soft bread under the scale shall not be required:—

(a) in a ship of less than 1,000 tons gross registered tonnage; or

(b) if rough weather or illness, or absence of cook, or force majeure renders the baking of bread impracticable;

but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.

3. Smoked Ham or Bacon. If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines shall be substituted in the proportion of 11 lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.

4. Meat. The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 1/8 lb. of salt meat or 1/1 lb. of preserved meat for 1 lb.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

Poultry may be issued and count, up to a maximum of 1 lb. per week, as the equivalent of fresh meat in the proportion of 1 lb. of poultry to 12 oz. of fresh meat. The weight of poultry is the weight before preparation for cooking.

Note. - In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

5. Fish. The weight of fresh fish is the gross weight before preparation for cooking.

Fresh fish up to an amount not exceeding 11 lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one half the amount by which the fresh fish issued is less than 8 oz. Tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1 oz. of tinned fish to 2 oz. of fresh fish.

6. Eggs. Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 11 oz. of fresh meat under the scale.

Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

7. Potatoes. Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits at any time between the last day of September and the first day of May, and at any other time when they can

be procured at a reasonable cost When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread

to 1 lb. of fresh potatoes, must be issued in their place. 8. Dried Milk. Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool dry place, for the period during which it may be required.

Vegetables. Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when \(\frac{1}{2}\) lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables.

10. Dried Fruits. Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates. 11. Fresh Fruit should not be supplied if it is likely to be injurious to health.

12. Onions. The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1 lb. of fresh onions must be issued.

The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

					SUB	STIT	UTES A	ND EQUIVALENTS—NOT	IO BE OSEI	۷۷۱ ر	INOU	) I K	EASU	NADL	E C	AUSE.	
Salt Meat							3 lb.	To be considered equal	Marmalade							1 lb.	1
Preserved I	Meat		-	1.	4		1 lb.		Jam					- 1			l
Coffee					40		I oz.	)								l lb.	To be considered equal.
Cocoa or Ch	ocolat	e		4.1			11 oz.	To be considered equal.	Butter							⅓lb.	
Tea							i oz.	To be considered =4	Cheese	4.5						∄ lb.	)
Flour			- 1				Ι lb.	1	Condensed	Milk						91 oz.	To be send and a
Biscuit							I 1b.	To be sensidered carel	Dried Mill	k						4 oz.	To be considered equal.
Rice							I lb.	To be considered equa-	Muctard								i
Oatmeal, R	colled	Oats o	r break	rfast cei	reals		1 lb.	]		ulon.	- 3						To be considered equal.
Split Peas		100					ł lb.	lan i i i i i annal	Curry Fow	rtiei			• • •				,
Triour							7 lb.	To be considered equal to 1 lb. Fresh Meat.  To be considered equal.									
Green Peas	Hari	ot or	Butter	Beans			ilb.								1 lb 1 lb 1 lb 1 lb 1 lb 1 lb 2 lb 3 lb 4 lb 3 lb 5 lb 5 lb 5 lb 6 lb 6 lb 7 be considered equ		
Green reas							3 115	rations.									[ P 70

[Fourteen Pages.

|Fourteen Pages

#### POSITIONS OF THE DECK LINE AND LOAD LINES.

Fr	eeboard from			Load L	ine.
Tropical	4	feet 3/8	inches.	(T)	inches above S.
Summer	4	feet 3/8	inches.	(S) Upper edge of I	line through centre of disc.
Winter	inches above S.  4 feet 3/8 inches. (T) inches above S.  4 feet 3/8 inches. (S) Upper edge of line through centre of disc.  4 feet 3/8 inches. (W) inches below S.  4 feet 3/8 inches. (WNA) inches below S.  5 fresh water for all freeboards:— 3/2 inches.  6 dege of the deck line from which these freeboards are measured is inches above the STEEL UPPER.				
Winter North Atlantic (if assigned) Allowance for fre	esh water for a	feet 3/8.	inches. (S) Upper edge of line through centre of disc.  inches. (W) inches below S.  inches. (WNA) inches below S.  inches. inches.  these freeboards are measured is inches above APPER. deck at side.		
	L+ feet 3/8 inches. (S) Upper edge of line through centre of disc.  L+ feet 3/8 inches. (W) inches below S.  L+ feet 3/8 inches. (WNA) inches below S.  sh water for all freeboards:— 3/2 inches.  If the deck line from which these freeboards are measured is inches above				
the top of the					eck at side.

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 AND CIVIL AVIATION 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 therein 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 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 shown 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 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 of Forfeiture is ascertained in similar cases under Sect. 234.

No.	OFFENCE.	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	
2	Bringing or having on board intoxicating liquors	
3	Drunkenness.	*
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument.	When hat
5	(if not otherwise prosecuted).	10 Shairs
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	Marin
Eac	th of the above offences shall be punishable by a fine could to one doub	/"

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 and Civil Aviation 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.

	Date	Nationality		If / Particula	Apprentice	Date of	To be fi	ticulars of Leaving illed up by the Master, ting it should be stated.	Initials of Official who
Name in full.	of Birth.	Nationality (if British, state birthplace).	Capacity.	Date.	Place of Signing.	Date of joining for the voyage.	Date.	Cause of Leaving.	Initials of Official who grants Cortificate respecting an Apprentice left behind abroad
1. Young Person	ns* unde	r 18 years of age I	ncluding Ap	prentices.					
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2. Apprenti	ces over	18 years of age.							
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• In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

#### PARTICULARS

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			1		1	OF MASTER AND CREW	Name of last Ship with Oficial No. or Port of Registr	i diis	d Place of Signing Agreement
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	Nationality of British, state birthplace)	NAME AND RELA' NAME OF FRI	TIONSHIP OF NEXT OF KIN OR END AND HOME ADDRESS.	Official No. or Port of Registr and year of discharge if more than a year previous.	Date.	Place,
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The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeyman, it is an accordance of the Crew enters. Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

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	No. of Certificate	Date and	Amo	munt of	Amount of Wages Advanced	Amount of	Signs- ture or In all of Official	Date, Place	and Cause of lea or of Death.	wing this Ship,		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 undersicned Members of the Crew from all Claims or respect of the said	Signature of Install of Otheral pefore	weeks for which National Insur-	
In what capacity engaged f	(if any), and No. of R.N.R. Commission or R.V.2 (if any).	Mour at which he is to be on board.	per Ca	want of ages Wank alendar onth	or at the time of Engage- ment. 1	Weekly, Halfmonthly or Monthly Alletment.	before whom the Sea- man is engaged	Date.	Place.	Cause.§	Balance of Wages paid on Discharge.	this Voyage, and I, the Master, do hereby release the said understened Members of the Crew from all Claims in respect of the said toyage.  Signatures of Crew (each to be on the line on which he signed in Col. 1.)	the balance of Wages and Paid and Release signed and Date.	Contri- bullions	
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the words "mot 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," "Descrited," "Left Sick," "Died." scafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

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In what capacity engaged †	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is in be on board.	Amount of Wages or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment. 1	Arrount of Weekly, Halimonthly or Monthly Allotment	Signature or Initials of Official before whom the Scamen is engaged	Date.	e and Cause of lea or of Death, Place,	Cause.§	Balance of Wages puld on Discharge,	We the undersigned Members of the Crew of this Ship do breety release this Ship, and the Mester and Owner or Control through from all Claims for Wased or otherwise in reflect of this Voyage, and I, the Master, do hereby clear the said understand Members of the Crew from all Claims in respect of the said voyage.  Signatures of Crew (44th to be on the line on which the storms in Col. 1.)	whom the balance of Weger was	which National Invar- action Courri- actions in	1
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The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in It any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leavise NATIONAL INSURANCE.—Details of the National Insurance Schemes as they

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Table Boys, but interely as Boys. he words "not conditional" should be inserted above the entry of the amount. he words "not conditional" should be inserted above the entry of the amount. his Ship" thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." leafarers are given in Leaflet N.1. 24, issued by the Ministry of Pensions and National Insurance.

### FEES CHARGEABLE BY CONSULAR OFFICERS.

#### NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.

Scruices required by Law. In all countries. £ s. d. Sanctioning the engagement of seamen: 4 6 for each seaman N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £5 12s. 6d. whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled. Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10) Certifying desertions of seamen: for each seaman Receiving a return of the birth or death of any person

on board a ship and endorsing the ship's agreement

(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act,

Services required by parties interested.

In all countries.

£ s. d.

[27] Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew: for each man with a minimum of 110 0 and a maximum of 410 0 linspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf

N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).

1894 (to include the fee for the inspection of the ship's papers, see Fee 39)

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

#### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

the In. S. A'S and Duchay Books handled to hashing.

## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

MONTEVIDEO
Vessel arrived 5/2/1965
Agreement deposited 6/2/1965

Average rate of exchange \$ 70.50 = £

(for conversion of seamen's wages only)

sanctioned the engagement of the Seamen on lines the reference on the terms of this agreement which they have signed in my presence.

Dis. A ha been delivered to the Master except where it is otherwise stated.

otherwisa

ELM Vice-Gonsul

,	AH EMBASA
(3)	SEB 1965
(	Consular Section O
6	MONTEY
	FOREIGN
	SERVICE

I hely certify that the Seaman on line three light has been three land at this port with my sanction on the ground of the line wages do has been paid and that the sum of has been paid

effects, plant insurance Card



66. Jones.

B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO
Vessel arrived ///3/1965
Agreement deposited ///3/1965
- do returned 5/3/3

Average rate of exchange \$ 52 20 = £

(for conversion of seamen's wages only)

L R. M. Vice-Cansul

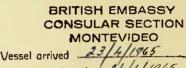
Ship\_

#### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that lichard biget MILLER, Certificate the 92:40 has been appointed pasted and that the Registed has been endorsed accordingly. Date: 12 parch, 1965.

B. B. M. Vice-Consul



Agreement deposited 24/4/1965
- do - returned 25/4/265

Average rate of exchange \$ 105.50 = £ (for conversion of seamen's wages only)



H. B. M. CONSUL



## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived

Agreement deposited

- do - returned

Average rate of exchange \$ /05.50 = 2

(for conversion of seamen's wages only)



H. B. W. Vice-Cansul



## BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 4/6/1965Figreement deposited 4/6/1965- do - returned 5/665Fiverage rate of exchange \$ 128.55 = £ (for conversion of segmen's wages only)

I hereby cortify that the Seam in on
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has been accommen at this
port with my sanction on the ground o
Institut consent
and that the sum of
being wages the has been paid
affects. Dis. A. and Insurance Car

have been dellurred to the



S. B. W. Vice-Consul

[Fourteen Pages.

Ship\_

#### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

#### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Note.—If further space is required for Certificates or Endorsements, a continuation sheet or sheets should be used.

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

\_\_\_\_\_Signature.

\_\_\_\_Date.

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

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

[Fourteen Pages.]

## INSTRUCTIONS TO MASTERS.

#### Agreements.

- I. 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 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in Her Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 1001., 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 15 years is prohibited.

#### Engagement of Crews and Seamen in the United Kingdom.

- 6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.
- 7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.
- 8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must—
  - (a) Produce the Certificate for himself, his Mates, and his Engineers, and
  - (b) Produce the Apprentices destined for the voyage, together with their indentures.
  - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- 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 51.
- 13. The Master of a foreign-going Ship incurs a Penalty of 51. 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 ment, and delivered 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 101.
- 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 and Civil Aviation. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers' or R.N.R.) of any who have 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 and Civil Aviation, 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 5l. 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. (See page 7, cols. 19 and 20.)