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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	Regis	tered nage		Jame of Master	No. of his Certificate
Name of Ship	140.	Tort or Registry	Gross	Net			if any
ON OF THE	S. "DARV SISTEM: PORT KLAND ISLA 186384 ONS 1782 S 728	STANLEY 109. - 83			Richa	nd Nigel	92140
Port at which and Dat when voyage commence Stanley Port Falkland is: Date 5. 7.65		PALKLAND ISLANDS AND SOUTH AMERICA	r Empl	oyme	nt	Port at which a when voyage to Stor Port Falklo Date 18/1/6	erminated aley and ls.
	Stanle						
Port of	Falkland	. is	10	da	y of.	January	19.66
	Superi	ntendent.				hipping Limited Falkland Is.	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

The state of the control of the state of the			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
Richard Nigal Missell Thates VG. VG. Peter Smith Indian 1st Mate. VG. VG. Neil Jenninus 22th Mate. VG. VG. Scrald Jenninus 32th Mate. VG. VG. Scrald Jenninus 32th Mate. VG. VG. Scrald Jenninus Robin Operator VG. VG. 29.30. Robin Marine Missell Property No. VG. VG. 29.30. No. VG. VG. VG. VG. 28. Resett form Indianoson D. H. U. Alaminu VG. VG. 30. Roser Marined Niessen S. O. S. VG. VG. VG. Roser Marined Niessen S. O. S. VG. VG. VG. Roser Marined Niessen J. O. S. VG. VG. VG. Roman Good Nin J. O. S. VG. VG. VG. Robert Mileon J. O. S. VG. VG. VG. Hollard Rames J. O. S. VG. VG. VG. Hollard Rames J. O. S. VG. VG. VG. Richard Some Cone Rel Engineer VG. VG. 29.30. Richard Marines Missell Zab Engineer VG. VG. 30. Richard Marines House Fireman VG. VG. 31. Richard Marines House Fireman VG. VG. 31. Lennin Lealer Missell Fireman VG. VG. VG. 31. Lennin Lealer Missell Fireman VG. VG. VG. 31. Lennin Lealer Missell Fireman VG. VG. VG. 31. Lenning Lealer Missell Fireman VG. VG. VG. 31.	No.	Name and Surname of each member of the Crew		in which engaged For Ability For Go		be noted in this column
Peter Smith IMAIN 14 Mate VG. VG Noil JENNINUS 2th Mate VG. VG A Grald JENNINUS 3th Mate VG. VG Smith Willia Haward Rackin Operator V. E. VG. 29.30. Noil JENNINUS 3th Maria VG. VG No. VG VG VG VG VG No. VG VG VG VG VG No. VG VG VG VG VG VG No. VG VG VG VG VG VG VG No. VG	1	Richard Nigel MILLER	Master	YG.	νG	3.
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Sector Starty Arrivary Rackin Operators V. G.	4	Serald JENNINUS	3ª Mate	VG.	VG	
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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	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	page or pages where the entry is to be found should be noted in this column opposite his name	
26	Ulines BARRIA	Steward	VG	VG	4	
27	Tope SERON	Steward	16	VG-	29	
28	Marceline NAVARRO	Steward	VG	VG_	30, 31.	
29	Luillarmo SERÓN	PK BOY / ROM	y VG	VG		
30 ²	James MENZIE	200 BOOK	V. G.	v. G.	30. 31.	
31	Tope MONTIEL	Box	VG	VG		
32	Eirlus May MILLER	Surie.	-	-	28. 29	
33	Swart Jason MINLER	Sury.	-	-	28. 29	
34	Man Coxe	Sunis.	-	-	29 . 3e	
35	David Mulad BRIDGEN	Radio Dentos	V. G.	Y. G.	29.30.	
36	Court Whom Harriday	Radio Geratos	VG.		30.	
37	wid Davison PHILLES	J.O.S.	VG	VG	3 c.	
38	Come Stone Devenue	T.O.S.	VG	VG	3 c. 3/.	
39	Polast Walter Ross	Supernamany	_	-	30. 31.	
40	Tolerto Lorge Starle BUNNE	200 Engr.	VG	VG	31.	
41	Millia Vanda PHORET	Fireman	VG	VG	31.	
42	German Pereira.	2nd book	VG	VG	,	
	Frederick W. White	Master.	-	-		
	Richard M. Miller.	KT Mate.	VG	VG		
45		Steward.	VG.	YG		
46	Eleva J. White	Supicy.	-	-		
47	lan A. White	"	-	-		
48		•	-	-		
49		"	-	1		
50	may was.	Firmer	VG	VG.		

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List of Crew and Report of Character—Continued

_			Report of	Character	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	page or pages where the entry is to be found should be noted in this column opposite his name
51	Peter S. Thain.	24 Mate.	VG	VG	
52	Harry Sarrey.	Steward.	VG	VG	
53	hederick Ford.	Fireman.	VG	VG_	
54	James Anderson.	J.O.S.	YG	VG	
55	John Larke.	Chief Kug's.	VG	VG	
56	Gerald Jennings.	Nav. Watchkip	L. VG	VG	
57	Robert Ross.	Supriy.	-	~	
58	Ramon Misanda.	"	-	-	
59	Joseph Booth.	,		-	
60	Winifud Larke		-	-	
61	Eleva J. White.	"	-	-	
62	James McKenzie.		-	-	
63	Fernando hiate.	AB.	VG	VG	
64	Leslie S. Alagia.	Supry.	- 6-	-	
65	Neil Jennings.	gus mate.	VG	VG.	
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List of Crew and Report of Character—Continued

No.	Name and Course	Conscient	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
	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
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List of Crew and Report of Character-Continued

No.		Constitution	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
110.	Name and Surname of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	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
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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 every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

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

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

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

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

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

(See Instructions		Single, Widow or Widower					arties.	es of both P	Name		,	Date of
Profession Occupatio		or Widower	ge	A		s) 	ck letter	first in blo	(Surname		e	Marriage
and that if such co		BIRTHS	n the m	er to perfor	no powe	hey have	ed that t	are remind	Masters	ating Clergyma	of Officia	gnature o
Further Par Fatl		Mother's Maiden Surname	first	Mother's : (Surname in block le	n or	Father's l Profession Occupa	first	Father's I (Surname in block I	Sex	me (if any) of Child	Na	Date of Birth
Nationality (Stating Birthplace				-								Ditt.
(See Instruction		DEATHS									1	
Last Place of A		Jationality ng Birthplace)	N (Stati	or Rating fession or upation*	Prof	Age	Sex	e first in	Name of I (Surname block I	f Death (If give latitude ongitude)	Place of at sea g	Date of Death
than Lascars**) i		the Crew (other	rs of	Membe								
										-		
(see footnote**)		Lascars										
	*											
		not			-							
Members of the		who were not	ersons									
							-					

* 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.

Profession or					r's Nam			Eather	r's Profession
Occupation			2)	Surname i	in block	letter	s)		Occupation
that if such ceren Instructions on p				†Sig n the man	mature o rriage wi	f Ma Il not	ster be a legal one),	
Further Particulars of Father		of	Furth			Signature of	Signature of †Master and	To be completed by Office to whom Return is made	
Nationality ating Birthplace)		st Place Abode	Nation (Stating Bir	ality thplace)	Last P		Father or Mother	Mate or other Member of Crew	Port at which Reportis made and Signature and title of Officer to whom reported
								<u>i</u>	
See Instructions o	n pro	evious pa	ge)						1
Last Place of Abode (se		(see inst	of Death ructions on ous page)	Signat †Ma	ure of	or o	Signature of Mate Surgeon or Medior of the Crew Signature of Cal Practitioner (if any)		To be completed by Office to whom Return is made Port at which Report is made and Signature and Title of Officer (
n Lascars**) inclu	ıding	Masters				-			whom reported
					- ···	-			
						-			
e footnote**)									
						-			-
embers of the Cre	· W								
	-								*

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

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

		0.04		
Date of Drill or Muster and of Examination the Life-Saving Appliances		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
12. 7.65	embarkation level, hoisted and inspected. Two new extinguishers trastalled on both tridge win	Dill. Both boats livered to the received. Fire fighting apparaintabled . Snoke floats of and release gear checked.	12.7.68	Romer.
20.7.65	No drills held respoling Alam bells key testad. All all in good order and cor	nort and bad weather.	20.7.65	Meste avente
7.7.65	Process and Hip's Compe	musting waring life	27.7.65	Mule Rumate
			110 3 3 4 7	Almeller Martin
7.8.65	Fire fighting equipment inspe Punta Arenas Fire hors under good order and condition	ressure, spray norsles tes	8.7.65. ted. All in	Mute
8.8.65	arangers and Ships longary ? ill wearing efficients. Colle- ud, hoistell and in menured long	costs lowered to emperation gency generator life bot engine	8-7.65.	1/3 theein
_	on and His Congani	mustered and exercised & Bot		Pathoris Mules
4.8.65	Parengers and Creet mustered,	wearing officiality and exercise world be and hortestion level hois to the way of the ting apayment in sected all in	13/	Markain.
r.8.65	No dorles corried on 1. V.		30.8.65	Muste 18 Sheeri
	and exercised at Boat Drill.	Both boats board to jacket on the secured to the secured lifeton ingin	5,	M. Thair
	Parsengers and Ship's Compan	Both boots lowered It embar Fire Harms key lested Emery or good order and condition	5,	mulo pamen Than Mete
	Shin's Company exercised at Fire	Drill. Fire hover under pregume let off and re charged. Fire mobil mask donned and wated under load. All in		F. W. What
5.9.65	No dules carried our		18.9.65	Fw white
7.7.00	Both book language to e	uparkation level and tion. All equipment	28 9 65	Fwwhite

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

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

Date of Drill or Muster and f Examination 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
- 10 - 65	Passingus & cum exer Both boats lowered to and returned. All equ	eised at boat drill. embarkation level eigeneut in good order o, Wi door. I skewing	5.10.65	Frowhite.
lo .65	Fire drill carried our			From the
6-10-65	Mo dillo held this w		16.10.65	twww.
8-10-65	Passenges of crew exe Both boats swang out level and re-stowed.	t lowered to suback	18-10-65 stien order.	Amille
6.10.65	3	tered at boat stations embarkation level 1.		Fww.hir
6.11.65	No dules carried out Vessel in p		6.11.65	Fwwhit Roman
3 - 11 - 65	No drills carried out Vessel in por	this week.	13.11.65	FWWhite TANNULLE
5.13.65	Passengers 7 crews hus Both books lowered to hie dull davied and	entered at boot station embarkation level it. All equipment in s	s. 15.11.65 returned	FWWW
su 7·11·65	Yessel drydocked a	und re-fetting.		
to	All life saving, fin	e fighting, and		Fwwhit
8-12-65	Safety appliances, e by M. W.F. Roge Mantevides, and cert	esan, Llayd's Surveyor reficate issued on but	,	Amile
	of Board of Trade (1	narine).	y	
5-12-65	No drills carried a	ut this week.		F. WWhite
0.12.65	Passengers & crew hur Both book lowered to returned. All equips	entered at boat station embarkation level a unt in good order.	s 30.12.6	Frewhit
5.1.66	Passengers & crew Run Both books lowered to returned. Furguery slarm zones, WIT dos	rened at boot stations embarkation level an queenator, fire pump, thand steering gea	5.1.66 Jue Au	Fwwhi
Huim	. Fested & found in a	week.		

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE. SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

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

Date of Drill r Muster and Examination 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
	- 			
		11		
	4			

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

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

Date of Drill or Muster and of Examination 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
	*			
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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 practiced in fire drill etc.

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1958

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

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	Signatures of Master and Mate	
1. 7. 65				
1. 7. 63				
				<u> </u>
				<u>.</u>
			-	
				1
	<u></u>			
	4			
			.00	
)

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

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

ime and Date	Names & Ranks of Persons	Particulars of any respects in which Crew		
of Inspection	making the Inspection	Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
13	P.S. IMAIN MATE.			Romille
1100	1. HARRIS CH. STWD.	,		MASTER
1.7.65		None.	12.7.65	Much
				comple
	-do-	- (under the form	Made
8.7.65	- 20	None.	19.7.65	Mills
				Romalle
1915	-do-	None.	26.7.65	1 & Theeir
7.65		whe.	26. 7.63	ann so
				Marter
1.8.65	_"-	None.	1.8.65	18 their
.0.05		1.010	7 5.03	Rmole
				Mayten.
. 8.65		None	8.8.65	Miste
-				minutes
				004
. 8.65		None .	17.8.65	Mute
				10meter
		7		125
2.8.65	-1,	None	23.8.65	mule
				Roman
		,		115 Theen
8.8.65	"	None	28.8.65	mulo
				pinel
100		None	1000	Mr Theein
5. 9.65		None	6. 9. 65	Mula
				Romile
	_"-	None	11. 9.65	PS Theer
0. 9.65		- TORE	7,00	much
	F. N. White. Marter			Fwenhe
MAIL	R.N. Miller Mate.		18.9.65	Rundle
7.9.65	f. Harris. Ch. Stewar			Frowhite
			19.9.6	howhite
9-9-65	"	None.	17.7.6	Ringo
				G
1.0 60	. 4		26.9.6	FWW hit
6.9.65				Made
				Fwwh
3-10-65		4	3.10.6	5
				Rimale
				Gorn's
0.10.66		6	10-10-6	- Howhite
				KUTTURE

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
17.10.65	F.W. White. Mass R.N. Miller. 15th G. Harris. Bl. Ste	ate Nous.	17.10.6	Forwhire Bamelle
24.10.65		"	24.10.65	From Comple
31-10-65	" "	,	31-10-65	Further Remarks
7.11.65	6 6	,,	7-11-65	F. W. White
14.11.65		"	14-11-65	F. W. White
21-11-65	, n		21-11-65	FW White
28.11.65	, ,	,,	28-11-65	F. W. White
5.12.65		,,	5.12.65	Fwwhite
12.12.65		,	12.12.65	Fw.white
19.12.65			19.12.65	Fwwhite Sim Offe
26.12.65	4, 4,		26.12.62	Further Som OF
2.1.66	ć, ć,	6	2.1.66	FWW hire
			- =	
			Sells	
		* - * * * * * * * * * * * * * *	* -+	

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

MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).								
ne and Date f 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				
	100							
			-					
			- 	-				
ı								
				· · · · · · · · · · · · · · · · · · ·				
								

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

Fime 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
_				
				-

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	Names and Ranks of Persons making the Inspection Result of Inspection of Supplies of Food and Water Date Ent		Signatures of Master and Mate
	~			
				_
				Ī
	+-			

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
			_	
			_	
*				

21

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 nspection	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	
				Masor and Mate	
			 		
					
Ì				100	
				11	
			-		
				willern inknown	
				 	

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
		-		

23

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:-

	77	Engine	STEWARDS' D	EPARTMENT	
Voyage	DECK DEPARTMENT	DEPARTMENT	Certd. Ship's Cook	Others	Total
From the United Kingdom					
To the United Kingdom					

500

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 are produced in the cargo. employed in attending on machinery.
Under Steward's Department, include all Lascars 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 entries in the Asiatic log relating to the case should be copied into this Official Log-Book.

Master	
The following are the FEES chargeable for services (The number which precedes each fee is the	s rendered by Consular Officers, in connection with the Official Log:- at shown in the Foreign Service Fees Order in Council, 1959.)
(18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey £2	(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts £1 0

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.

		POSITIONS OF T	HE DECK LINE AND	LOAD LINES		
	Freeboard from Deck Line		3/			Load Line
Tropical	4	fcet	08	inches.	(T)	inches above S
Summer	4	fcet	03/8	inches.	(S) Upper edge of lis	e through centre of disc
Winter	Н	feet ,	03/8	inches.	(W)	inches below S
Winter North Atlantic	} 4	feet	048	inches.	(WNA)	inches below S.
(if assigned) Allowance for i	fresh water for all freeboards:—		3/2		inches.	
The upper edge	e of the deck line from which the	se freeboards are measured	d is		***************************************	inches
shove the ton o	of the Steel	lyur			deck at side.	
acove the top t		(Above particulars	to be taken from Load Li	ne Certificate.)		
Maximum drau	ight of water in summer	13	feet	06/2	inches.	
(The maximum that the upper	draught of water in summer is the edge of the summer load line we	ne draught of water which te on the surface of the wa	would be shown on the scatter and the ship were upri	ile of feet on the ght on an even k	stem and stern post of the	ship if she were so loaded
			NOTES			

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded be harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice. Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
 - 4.-In the case of a home trade ship, columns 9-15 need not be filled in.
 - 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water", the hydrometer reading gives the density to be entered, e.g., a reading of 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

				D	EPARTU	RES						
			Draught 'ater*		JAL FREEE AMIDSHIPS			ALLOWANCE				
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place	Forward (3)	_	Port (5)	Star- board (6)	Mean (7)	Density of Water (8)	For Density of Water* (9)	For Ash Rubb	ish*	For Fuel, be consum Stretch of Wate (11)	ed on Inland
12.7.65		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
1100	Stanley.	9 3	12 3	6 9%	6 9%	6 9%	1025	~	~	~	~	~
20.7.65	Montevideo				5 9%	-		~	~	~	~	~
26.7.65	Stanley				6 6%			~	~	~	~	~
8.8.65	110					-		~	~	~	~	2
16.8.65	Junta Arenas				6 6%	2		~				
24.8.65	Manley			21	4 11 5	2.5		~	2 }	~	~	~
6. 9.65	Montevioleo				7 3/8			}	5	5	5	5
14.9.65	Montevideo				5 10%			~	~	~	~	~
27-9-65	Standay.				6 11%				-		-	-
5-10-65	Montevideo				5.09%					-	-	-
1100	Stanley.			1	6.068	_	_	-		-	- 2	,
1630	Montevideo	8-06	13.10	6.04%	6.048	6.048	1025		-	•		-
5·11·65 1180	Stanley.	7.03	14.03	6.09	6.09%	6.09%	1025	٠		~	-	-
18.12.65	Montevideo	10-00	14.08	5.02%	5.02%	5.024	1025	-	10	-	•	-(-
1100	Stanley.	7.09	13.06	6.11%	6-113	6.113/	1025		-	-		-
5- 1-66 1630	Montevideo	8-07	14.02	6'02%	6.02/8	6.02\$	1025		-	-	5	-
					-							

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

OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

					SIGN	ATURES	AR	RIVALS
Total Allowances	Mean Draught in salt water as calculated after making the appropriate allowances	Mean Free Amids in salt v as calcu after mathe	hips water lated aking priate	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 Place
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft.	Ins.			Anc 1	16.7.65	
~	10 9	6	9%	~ (Rimilles	1/2 their	0745	Montevideo
~	11 9	5	97/8	~ /	Rom Ble	MS Theeir	24.7.65	Stanle
~	11 0	6	678	~	Romelle	MS Heari	1070	Parta Arens
~	13 1	4	5%	~	Romelles	18 This		Norte
~	11 0	6	678	~	Rumoles	18 Their	20.8.65 P30	Montevideo
~	12 1/2	4 1	1136	~,	Romelle	Is heen		Stanley
J-1	10 4/2	7	21/8	~	Romelle	Mr Sheein	10.9.65	Montevide
~	11 8	5 1	10%	~	F. Wwhite	. Camelle	18-9-65	Hauley
-	10.07%	6-	113/8	-	F. Wwwite.	ameles	1.10.65	Montevide
-	11.09	5.0	9%	•	F. wwwite.	CAMICE.	9-10-65	Hauley.
	11.00	6.0	767/8		F. wwhite	Rima	22.10.6	Montena
	11.02	6.0	4%		F. Wwhite	Romale	30.10.62	Hauley.
- 4	10.09	6.0	9%		F.W. Whire	Runidle	19.11.68	Montevide
- 3	12.04	5.0	2 %		F. Wwhite	Romale	23.12.6	Stanley.
-	10.07%	6.1	13/8		F. Www.	. CRIMINE	3.1.66	Moutevid
-	11.04%	6.0	023/		F. WWhite	. AMM	2	
								-
								

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

+		-		<u> </u>	EPARTU							
Date	Dock Wharf	ACTUAL I	JRAUGHT ATER* 	Acti	UAL FREE	BOARD S -	Density		A.	LLOWA		
and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)	of Water (8)	For Density of Water* (9)	For Ash Rubbi		For Fuel, be consum Stretch of Wate (11)	Γ
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins
		_										
		-										
					_							
			_									
												
												_
		-										
		-										
				7								
		_										
							_					
										_		

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 SHIPS PROCEEDING TO SEA.

				SIGNA	TURES	ARRIVALS		
Total Illowances	Mean Draught in salt water as calculated after making the appropriate allowances	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances	Date and time of Posting the Notice (Notice L.L. 14A or 14B)	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place	
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	
Ins.	Ft. Ins.	Ft. Ins.						
						-		
					-		3	
				3				

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.

from

towards

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

	Diago of the Or			Amount of
Date and lour of the occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Fine or Forfeiture inflicted
1030				
7.65	Stanley.	5. 7.65	Articles opened on board . This ing	
	Stanley.		"	
			Master in attendance.	
			Marter in attendance. 18 Heir MASSER.	
1100			11000	
6.7.65	Stanley	6.7.65	Art. 14, J. Rowles, J.O.S. signed Articles	
	1			
	U		before Missing Master. (Romalies	
			1/87hada Committee	
			Mule MASTER.	
1018	01-1		016	}
2.7.65	Stanles	12.7.65	At. N 32 and 33, Mrs E. M. Miller and Marter	ļ <u> </u>
			S.J. Miller, signed Articles as Supernumaries	
			before thinging Marter Bilhair (Romitte	2
			11/11 6 00-1-14	
-			THER MASTER.	Town 1
930	MVI		A.V. 18 R. Hills, 4 Blogineer, to British Hospital for	MILLE
7.65	Montevides	19.7.65	attention & boilon arm. Fit to Lity Myself	MASTE
700	M V.I		/ 1/1/1/2	
7.65	Montevideo	20.1.65	AN, 7, W. Hells, AB, Soiled to regard for	
				-
			duty, and did not report until 0720.	ives
			11s Aveir Chille	100
700				En.
. 7.65	MEL	20711	1490 CA DULL 11/4 71-	
. 7.03	1 10menaco	20.7.63	Art. 9, B. Teck D.H.U. Spiled to report for	
			det and did - Store Store dit . Til	
			duty and did not report for duty until	
			0900. Is their smalle	7
			7/11/ (100)	
			MASTER	
000				
7.65	Montavideo	20.7.65	The above on the relating to him was	
			read over & B. Peck, Cuto replied "I could	/
			1 Y / Y / L / / W "	
			lengt y but want fit for by then"	
			a view of his record of ordences of this	
				FINE -
			he is fined one days gray it being the	£1.7.1
			1 della a Maria File III	
			first offence on these I ticles and will be dismissed from the win on arrival	
			at Stanley. It is also warned that any	
			at stanty. It is also warned that any	,
			further offences during this voyage will	
			to severely punished.	2
			1. 1/1/1: (101.11	
			Witness MASTE	^ .
10				
10				
	Montevides	20.7.65	the above entry relating to him was no	1
7.65	Montevideo	20.7.65	the slow entry relating to him was ned over & U. Hills, AB, allo reglied "I just overseed It is hat the reglied "I just	<u>d</u>

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OFFICIAL LOG of the

from towards

ate and ur of the currence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	mount of Fine or Forfeiture inflicted
(wed from sage 2	s)_	short I years Moush Hills & was	
Conta	The state of the s		then informed that he would be cautions	1,
			sirt offence in case of any farther	
			Bhuin MASIER	
7.65	Montevideo	20.7.65	At. 27. J. Gerin Steward Spiled & reant	-
			for duty. Had been late for duty frequently	
			in this port. Mishwein formande	-
			Masien Masien	
7.65	Montevideo	20.7.65	Art. 27 J. Seron Steward recorted for duty	
			1/2 hering ma	STER.
27.65	35° 23'S. 56° 14'N.	20.7.65	The above entry was read over & J. Seron who	
			when asked, my lied Nothing to reply. He is hereby direct the rum of one day's pay	FINE:
			and also forfeits one half days pay. He is	FORFE
			offence may result in heavy rehalties	-
			en Sha MASTER	
030 7.65	Stanley	24.7.65	AY. Nº 9, 32, 33, B. Pack DHU = 1 E.M.	
			and S. T. Miller me - marie, signed off	-
<u>-</u>			before Shipping Marter. 1011: Jum	as
			K. Hallider, Radio Genete, regress of before Hippin	Z.R
7.65	Stanley.	27. 7.65	The second secon	The
00.	0		Mate Mate	A5781
7.65	Rute Anna	1. 8.65	Mr. A. Cole Chief Engineer, attended by Sorto on board. Bronshitis diagnosed treatment	=
~			prescribed. Bhasir Rome	ove-
lias.	0.00		Muts MAS	ER
7.65	Runta Arenas	1. 8.65	Mr. A. Cole Chief Engineer, entered Rospital	20
			for fulle treatment Miste Mile Mars	FER

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0730 . 8.65	Punta Arenas	7.8.65	At 8 K Thomeson, DHU Sailed & record for duty. Black	
1320	Punta Arenas	7.8.65	K. Homeson reported and resumed dulies some	
1500 . 8.65	Punta Arenas	7.8.65	A. Cole, Chief Engineer direlayed from Somital	
7.8.65	1		Michael Marta.	
700	Tunka Arenas	7.8.65	the above entry was madower to At. 8 K. Thomeson and he is thereby informed that this being his distoffence on these Articles he is clined the sum of I day's pay, and also forficts the	FINE!
			Molling to way . His ruly was	The state of
11.8.65	Stanley	12.8.65	J. K. Biggs, Firmon, D. Bridgen, Radio Operation of the State of K. Halling, Partie Grant on State of K. Halling, Partie	- 2
12.8.65			At. 11, F. Ford, J. 53. Tangened by 14 top Synch	Horte.
0700	Stanley	12.8.65	Threman west this day the Muite	Min. to
1015	Starley	16.8.65	1. S. Duner, J. O.S. and R. Vors, Supermany logices signed Article before Winding Hatel. M. Girle, 2nd Engine of signed of for congration book. D. Larren, 3nd Engines, a constitut Artic. 22	<i>t</i> 5
0700			Billian 9	windle
1.8.65	Montavideo	23.8.65	for duly and did not regort for until	mele
0700	Montevideo	23.8.65	At. 30, J. 14 Kingie, 20 Pork, fill to rego	1 Patha
			for duly and did not report all day	with no
3.8.65	Montevideo	23.8.65	A. lole Chilleginas attended British	1/5/
0700	Montevido	24.8.65	A. J. J. H. Kenies I Pool resumed dute o	media
24.8,65	Monteredes	24.8.63	And So S. Hereard & Two Westerned Aula . A	tarter.

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1000				
4.8.65	Montevideo	24.8.65	Art. 30 J. M'Kensie 2º look had the entries	1
			relating & him on foregoing page read over.	
			The Carled if he Sed walling of my welled	4
			"I had a the drinks and what the mis beton	- FINE
			most and the Cost I seem that it " He	11-
			Gods then informed that he is hand to	1
1			one days care by view of his rement the and	
			intlocation at de line of opening tiles In	1-1
			and in view of this continued disasseme	
			ish the chillook to served that the bast	-
			whiting was the said off on return to	
			CE by Let I I AM for from the	A
		- 0	Jany, of hund Consers.	- A
		ł	Mari	W.
516	Mr.	24.8.65	11 + 111 . 11 4	1 .1!
8.65	1 Conteriores	27.6.50	the entire on the long one your relation ! I	1
			ies Had over to Hot. 18, M. Navarre (Stewa	
			then coled if to had and in Every be week	
			No. of just oversless ashored. Hollis Series	
		ļ	informed that in this in his diet offices	2
			to fires will be imposed, but to warnes	-6
			that it will be taken into account with a	n4
			recurrence of the offices and heavy perla	letes
			imensed.	16.
			dian	1
			M	ist.
1000			A.Y. 30, J. H. Fair, 2 took, and A.Y. 39, R. Ros	Sury
8.65	Stanley	30.8.65	Enix rised of befor Shining Harts. At 40	0.
	1		M. Binke, re Ligned as 22 Engl. A.Y. 17, D. Larsen	ć,
			and At. 18 R.A. Holls reset of 3 - and 4 th Enge	15
			respectively is e. f. this day.	10
			Rime	-
0900	0.50		4.4. 18 1. Dancon, Jos, attended possital following	
0.8.65	Standen	30.9.65	incopacity for work from 26/9/65 doe to restlen and	1
	0		sainful left arm besination internation diagn	osay
			It be det but to take error	n. The
			st fredely but to take cone. from	2000
1000	500		11 2) Mel 15	
. 9.65	Stanley	6.9.65	1) t 21 D. Michael France inged off Article of	-
	0		Slyring Haster for leave. Art 41, P. Short, Firema	~ 70
			reguest on as substitutes	and Allan
				inster
		1		
			1 - 0 4	-
2600	45 40 5.		Hil 19, S. Ampiore, Fireman, reported sick with to	mural
	48 40 S. 57 17 H.	7.9.65	1102 son Mont bellieves disenored since	1.16
		7.9.65	July in bed on flied diet broad with code	Louis con
		7.9.65	1102 son Mont bellieves disenored since	Louis con
		7.9.65	July in bed on flied diet broad with code	to the
		7.9.65	July in bed on flied diet broad with code	to the
7.9.65	59 17 14.	7.9.45	102 son Mont bellinger discord where land with code with radioed instructions from &	to le
1800	57 17 H. 46 55 S.		A.T. 20, J. Sosa, Fireman, regented sick with lang	to the
7.9.65	59 17 14.		Att, 29, J. Sosa, Fireman, regented sick with lang	to the
1800	57 17 H. 46 55 S.		4.1. 20, J. Sora, Fireman, reported sick with land of the fire with land of the fire with the land of the fire with land of the fire with land of the sort of the fire of the	to le
1800	57 17 H. 46 55 S.		Att, 29, J. Sosa, Fireman, regented sick with lang	to le
1800	57 17 H. 46 55 S.		4.1. 20, J. Sora, Fireman, reported sick with land of the fire with land of the fire with the land of the fire with land of the fire with land of the sort of the fire of the	Lufy
1800	46 55 S. 57 10 W		4.1. 20, J. Sora, Fireman, reported sick with land of the fire with land of the fire with the land of the fire with land of the fire with land of the sort of the fire of the	to les

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1200	40 23 S.		A. J. 19, S. Anguero, fineman, fit and resumed	
9.9.65	_56 32 W.	9.9.65	duties. At. 20, J. Sora, remains of duty in bear	mee
0,9.65	37 00 S. 56 32 D.	10.9.65	A.T. 14, J. Rowles, J. 03, exported sick with surger influence. Placed off duty in bed. A. 20, J. Sono Einemen, review off duty, though much improved.	
			Meir Hoster.	
0700			At. 14, J. Kewles, Jos, and At. 20, J. Sora, firema	-
1. 9.65	Montevideo	11.9.65	both resumed duties 115 theur stimele.	
0700			AH. 27, J. Seron, Steward, filed & report for	-
2.9.65	Montevideo	12.9.65	duty. Policy Main Mary	
1100			A. 7. J. Seron, Steward, reported and resume	1
29.65	Montevideo	12.9.65	duties Of their Month.	
1530			Art. 27, J. Levon, Steward, fieled to report	-
2.9.65	Montevideo	12.9.65	for duly. Phuir pomes	
			Mate Markon.	
1600	Montevides	14.9.65	At. 27, J. Jeron, Steward reported on board & the	
9.65	Honerou	77.7-63	sign off. Chip Steward told him that he would be whom the race him that he would inform the race him the following morning. J. From returned	/
		-	Muli Moster.	
1100			17381) To # 110.11	
.9.65	Hontevide	14.9.65	Howited for town of the arms.	
			Maty Martin.	
0700	Montevideo	14.9.65	At. 27, J. Seron, Steward, refused to venum	
.9.65	* (onverses	.4. 7.63	Mule Hoster	
9.65	Montevides	14.9.65	The above was read over & J. Seron.	
			who replied that he wished to sign off. I had informed the Chief Steward on it	
		/	374 that that was his lintention. After licurion it was asseed that he should	£
			ign off, monies blue to him being withlest	FINE :
		-	for the time being as security for his return to Munti Avenas and any liability	
			in the talkland Islands. He is also lively	FORFE
		PL.	brent on the twell a furthe 2 dans	£ 3. 11.
		1	of very about on the 13 to an 100	

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OFFICIAL LOG of the from

Date and Hour of the Occurrence		Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
			two days. Tamelle 1061	
1000			Pari Mile	er.
11.9.65	Montevides	14.9.65	Art. 42 S. Tereira signed Articles before Consel?	Alule
11. 7.63	r (charates		w. of this day.	asi
1600			Front 1	34. 1=
14.4.65	Montevideo	14.9.65	Art. 27 J. Seron Steward signed all before Page	The same
			In view of circumstances of discharge, balance or	
			exces willheld for time being so securit for pass	200
			to port of engagement (Tunta Drenas). Townell	1051
1615			Phylin	· Chia
14.9.65	Montevides	14.9.65	R.N. Miller Marte, surerexed by F.W. White . Rea	- Mac
	- CONTRACT	777703	duly endorsed by Consul. All Socuments relation	
			to navication and rotety of shin handed over.	7
			R. N. Hiller resigned on Articles as 15 Mate And	!
			2. P. Thain A. F 3 N. Jennings Ard 4 1. Jenning	2
	- (-)		levely revent to 200 Mate, 300 Mate and Navigable	inel
	ļ		Whitekeeger respectively.	
			(CAIMLE	nell
1730			Martin	1/63/
14.9.65	Montevideo	14.9.65	Mrs. E. White and Mr. I White, Supernumaries	Much
7. (103	· · · · · · · · · · · · · · · · · · ·	17. 7. 63	and M. Viera, Steward, signed Articles before	,
			Master Eng. 2A forwarded to Consul.	
			7 <i>T</i>	
2 - 1 -				
1000	Stauley.	18-9-65	Mrs E. White; M. I. White, Suping, signed of	
2-10-65			FUTEN	un Ch
1100	Montevides	3.10.65	M. Viera, Steward, line 45, signed off at Brite	L Course
3.10.65			How king.	- range
0900	Montevideo.	23-10-65	W. Hills, AB., attended British Hospital &	atten
			K rash on face F. WWhite Mame	
			1. WWhite Mal	-
13.10.65	A	23.10.4	MI W.	0
5900	Montevideo.		to Hate L. S. Alazia, Bos'un, altended	Dutich
			Hospital for attention & swilling of	ace au
			linds. Garate Kimila	
			Master. Mate	
5-10-65		A .		
0800	Moutevideo.	25.10.65	W. Hills, AB .; L. S. Alagia, Bosius, attende	lad Roil
			Hospital. Grahite Rimer	
			Hospital. Fraker. Mate	
5.10.65	0	16.1.1-		
1500	Montevideo.	10.10.66	W. Hills, AB., attended British. Hospital a	ad has
			restruct prescribed; Jit for duly.	
			1. S. Alazia, Bosur, attended British F	ospital
			for further examination and was in	found
			would be laken with hospital at 1800	thes de
			fromhete Mithele	-
			Master. Male	
ND			Forwhite Rimile	this

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9.00

from

towards

trom				
Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entrics required by Act of Parliament	Amount of Fine or Forfeiture inflicted
1800 1800	Montevideo.	25.10.6	L. S. Alagia, Bosius, entered British for theatment. Flowhite First	Hospital Re-
25-10-65	Montwides.	26-10-65	M. Navarro, Steward, attended Best is for examination of painful Jost; to prescribed. Further Make	h Hospito
11.11.65 Stan	Stanley.	11.11.65	i bulburcità della contra si con i c	garding
			swell emanating from Cabin of K.H. Radio Officer, Masker inspected dation with Halliday and G. Havis, Chief Stew Cabin found to be in duty couldition wardroke and drawer chests full of	laid.
		<u>Fw</u> .	Halliday informed he must close co wash all dith clothes, or face disc action. Upon his he produced a ve	bin up, and
			and insubordinate manner toward He was then told that an entry wo in los book and his services term	de Maste
			no action was later on his part. I nothing further to say, but displayed insubordinate manner to Mastern, he would leave theself.	
12.11.65	Stauley.	12.11.65	Master inspected cabin of K. Halli	dan Rad
			officer, and found some attempt to	i washi
			but allempt apparently only Rolf- Halliday has had to be warned a personal appearance, clearliness of and clearliness of radio equipment	alothes,
			that he has very desire to maintain standards of chambiness, either bers	any or
			the oessel. He apologised to mast unabordination of previous day.	er for his
7-12-65	h	9 10 1	F. WWhite. All Control of the Contro	- w
2200	Moutevides	0.12.65	W. Hills, AB., Suddenly contracted of Stoward and vornitions whilst on 31 Mak. Hills taken to British Hos detained with suspected gallstones	p tal an
			Further 100	To -

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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 Fine or Forteiture inflicted
12-65	Montevideo.	8-12-65	
			for examination and heatment of swolling
			S. Acupuero, France, allended British Hospe for examination and treatment of scrollen left eye. Twithte Amelia Master. Male
12.65	Moutevideo.	9.12.65	S. Ampuero, Fireman, allended British Hospi. for heatment of eye condition. Firstlike Miller Master. Male
			for heatment of eye condition
- 12		***	Master. Male
12.65	Montevideo.		
			W. Hills, AB., discharged from British Hospita fit for duly. Flowwhite Amile
			Master. Male
1.65	Montevidec.	4.1.65	N Driver 12 hart and hart
			N. Miller, 12 Mate, alfunded deutist for extraction of one took. Auster. Market
			Register. Plate
			7,500

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.

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

37

OFFICIAL LOG of the from

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

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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	- 0			1
	2.			-
				
		1	by the Act must be signed by the Master and by the Mate or some of	

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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[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.

Name of Ship!	Official No.	Port of Re	a latera	Port No. and	Registere	d Tonnage.	Horse Power of Engi	ines
	Official No.	roll of Re	Date of Registe		Gross.	Net	N.H.P. I.H.P. B.H	(.P.2
DARWIN	156384	STANLEY, F	ALKLAND IS	2-1957.	1792.86	138.55	144 1150 9	80
REGISTERED MA	NAGING OWNER OR MANAGER.		No. of Se	amen and		CHARTERE	P 3	
Name.	Address (State No. of House, Street an	d Town)	Apprentice	es for which on is certified	Name.	CHARTERE	Address	_
DARWIN SHIPPING. ND.	STANLEY, FALKLAND	ISLANDS.	30) ,			_	

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

Voyage between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ending 31st December, 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, 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 (h) person who shall lawfully succeed him, and of their Superior Officers, in result of misconduct or inefficiency of by mutual consent.

everything relating to the said Ship and the Stores and Cargo thereof in which cases wages shall accrue up to the date of discharge be duly performed, the said Master hereby agrees to pay the said Crew as

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

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

And it is further agreed, that if any Seaman enters himself in a capacity 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 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 bimself 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



(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. The crew shall work overtime when and where required.

The crew shall work coal, cargo and stores when and where (c)

required except in Port Stanley where only stores may be worked. (a)No cash shall be advanced or liberty granted other than at

the discretion of the Master.

(e) The orew 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 shall individually and collectively agree to keep their quarters clean and tidy and in readiness for the 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.

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

of whom not less than five shall be sailors.

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.

Master

on the

196.4

These columns to be filled up at the end of the Voyage. Date of Date of Delivery I hereby declare to the truth of the Entries in of Voyage. Port at which Date of Port at which Voyage commenced Termination of this Agreement and List of the Crew, etc. Vovage terminated Superintendent F. Wwhere, Master. PORT STANKY 18-1.66 5. 7.65

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

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which lifter any other silpulations may be inserted to which the parties agree to debyt.

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

This Form must not be unstitched. No leaves may be taken out of it, and some may be added as substituted.

1. Here any other stipulations 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

ADDITIONAL CLAUSES.



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

Mattress Pillow Pillow Case Sheets Blankets Towels Goap

(j). All stores and provisions issued to the crew are for use and consumption on board 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 destroying, or giving away any such stores or provisions will render himself liable to prosecution.

(k) A cash bonus shall be paid by the shipovner to sailors required to work Cargo in ports in the Falkland Islands. This shall be subject to direct regotistion between the sesmen and the shipowner.

Regulation 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 Boilers, Sweeping Tubes and Cleaning Back Ends - Special

To be as per National Maritime Board Agreement.

Holidays:

In port the following days shall be regarded as Sundays for the purpose

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 Feltland 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 Article per week
Water				28 quarts	Condensed 14 oz .
Soft Bread				7 lbs.	or
6 1 111 5				12 oz.	Milk Dried 6 oz.
Fresh Meat-See Note 1 below			· .	7 lbs. 4 oz.	or Homogenised
Fresh Fish . See Note 1 below and parag		and G of			
Eggs ditions and Exceptions.	, apis e .				Butter
				7 lbs.	Cooking Fat or Oil (other than Suet) or Margarine 4 oz.
				ł lb.	Marmalade, Jam or Syrup 8 oz.
Green Peas, Haricot Beans, Butter Beans or			essed	•	Cheese
Vegetables				14 lb.	Pickles
Flour					Bottled Sauces
Rice				6 oz.	Onions 8 oz.
Oatmeal, Rolled Oats or breakfast cereals				6 oz ,	Dried Fruit 3 oz.
					Tinned or Frozen Fruit or Fresh Fruit (see Paragraph II, Conditions
Tea	**			-	and Exceptions) 6 oz.
Coffee (containing not more than 25% Chicory)		2.5	47	2 oz.	Fine Salt
01					Mustard
Cocoa (or chocolate)			, .	3 oz.	Pepper
Sugar			4	Il lb.	Curry Powder

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

General. The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water,

soft bread, meat and potatoes the issue shall be approximately equal each day.

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 1½ lb. of kippers or timed 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, sait or preserved meat may be substituted in the proportion of 3 lb. of salt meat or ½ lb. of preserved meat for 1 lb.

of fresh meat.

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

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

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

the date on which it is taken on board.

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

Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its

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

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 1½ oz. of fresh meat under the scale.

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

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 1lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread

to I 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.

9. 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 1 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 ½ 1b. of fresh onions must be issued. 13. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam. Note. -In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container

SUBSTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE.

				002	 					 				
Salt Meat Preserved Meat					 ilb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade Jam			 		::	I lb. I lb.	1
Coffee		++	6.4		 loz.	To be considered equal.	Syrup Butter	++		 			1 lb.	To be considered equal.
Cocoa or Chocolate		1.			 d oz.	Jao be considered equal.	Cheese	**		 			і lb. і lb.]
Flour Biscuit	11		**		1 lb. 1 lb.	To be considered equal.	Condensed Dried Milk			 		**	91 oz.	To be considered equal.
Rice Oatmeal, Rolled O	ats o	r break	kfast ce	reals	 1 lb. 1 lb.	}	Mustard		4	 		**		To be considered equal.
Split Peas		4.4		**	 lb.	To be considered equal	Curry Pow	der		 • •	• •) to so tousidored equiti-
Flour Green Peas, Harico	t or	Butter	Beans		 lb.	when issued with meat rations.								Ir n
Ti're					 T 10.)								Fourteen Pages.

Fourteen Pages.

POSITIONS OF THE DECK LINE AND LOAD LINES.

I	Freeboard from	deck line.		Load Lir	ne.
Tropical	4	feet 3/8	inches.	(T)	inches above S.
Summer	4	feet 37	inches.	(S) Upper edge of lin	ne through centre of disc.
Winter		feet 3/1	inches.	(W)	inches below S.
Winter North Atlantic (if assigned)	}-4		inches.	(WNA)	inches below S.
Allowance for f	fresh water for a	all freeboards:—	35	inches.	
The upper edge	e of the deck li	ne from which these	freeboards	are measured is	inches above
the top of the		UPPER			ck at side.
	(A)	have particulars to b		n Load Line Costicosts	

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 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 I, 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 Superintendent or Consular Officer before whom the Offender is 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 official Log. If wages are contracted for by the Voyage, or by Share, the of Forfeiture is ascertained in the manner in which the Amount of the Fines is to be ascertained in the manner in which the Amount

No.	OFFENCE.	
	Ch-O-line	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 every day during which a seaman retains such weapon or instrument.	, proper
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command	What what have
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	Alan Master
Each comm	a of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence itted during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.	, " "HIL"
- 4		

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 suiling 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	Constitu	If A Particulars	oprentice of Indentures.	Date of	Part To be fi If remain	iculars of Leaving lled up by the Master, ing it should be stated.	Initials of Official who crants Certmente respecting an Apprentice let behind abroad
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.	Certificate Apprentice behind abro
1. Young	Persons* unde	r 18 years of age i	ncluding Ap	prentices.					
									1
			_				-		1
									-
			- 1				-		-
									-
							-		
							-		
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74									
2. At	oprentices over	18 years of age.							
			ļ						-
									-
									-
			!						

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

Pourteen Pages

PARTICULARS

							PAKII	CULARS
		1			ADDRESSES OF MASTER AND CREW	Name of hest Ship with	Date and this	l Place of Signing Agreement.
Reference No.	Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace)	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.
Re	4		2.	1	4.	5.	6.	7.
1		Master to sign first	1/10/	Folkland b.	W. EIRLYS Blo DERVIN SHIMMS LINITED	SAME	5/7/65	Stanley
2 {		18 Shain F. 169	1/6/30	Aberden_	(1) W. GLAYS (2) GO DARWIN SHIPLING LIMITED.	- do -	-do-	-de-
3		Della migo	8/8/37	Fredhand to	(1) W. MARY. (2) Cle DARWIN SHIPPING LIMITES	- do -	- 116-	-do -
4		& Samina	20/3/3		(1) M. DORA. (2) CLO DARWIN SHIPPING LIMITED	_no -	- 44 -	- do -
5		Baldon F. 214	12/5/		(1) F JOHN. FITZROY FARM.	no-	_ 50-	-110 -
6		1. S. Maja F. 213	5/5/31		(1) F. GERGE, (2) CIS MARIAN SHIPPING KINITES	·•40-	_1lo-	-110 -
7		1) PHU F. 198	1/8/09		10 GO JARWIN SHIPPING LIMITED	-de-	-do-	lo -
8		11 . Thompson F. 212	5/9/		@ CIO DARMIN SHIPPING LITTIES	-ste-	-40-	-ds -
9		Blech F. 192.	.36		(1) F. DEEMOND GENERAL MERUPAT (1) F. (STER) LESLIE BUGGS	- šo	-16-	-do -
10		D Meilson	5/8/44		@ GO DARVIN SHIPPING LATES	do-	- do	do
11 {		7 Toyal	12/9/		(1) M MB ANA CARTOFAL	_ 14-	-rio	-do-
12 {		11/15	1 .40		(2) NORTH ART EAST FAVORAND.	_ Ao-	- do-	-10-
13		A M Lack N.P.	27/1	- "-	(1) M. Gla	-no-	-do-	-do.
14		James 1 2.1198 101	14/1	BRISTOL	10 W. MARY	<1 mi	6/7/60	-No-
15		A	12/31	Perhamoust	W SEBASTIAL.	SAME	1/16	do -
16 17	-	Macolony String	29/41	Forthland bo	(1) W. ADA.	- olo -	do-	-de -
18	(<u> </u>	DAW F.176	20/6/39	_ 160 -	(1) W. MARIA.	-10-		-do -
19		Her Hells	139	0.	W M VIRGINIA	-4-	-do-	-10-
20		The N.P.	6/5/	2 01	" FRANCISTO SOS SAAUENA.	-de-	_do-	-do -
21		691. 9 F.202	28/9/	Low Formany	F. ARCHIDALD GEGEN PATCH	- du	-do-	-do-
22		Latin Live	28/1/24	Jollstend 33-	M. MARY	de-	_1o-	-do-
23		10 15 F.117	27/5/	No -	W. AINA.	-do-	do-	- do-
24		9 Mars 1 F. 120	4/2/		W. KATHERINE	-de-	-do-	do -
25		10 16 ouranus = 119.	2/12/	-40-	W GO DALMIN SMITTERS	-do -	do	-do -
		1920ldin	1/5	Chile !	@ GO DARMIN SAPPING LIMITED	-do-	-ác-	-do-

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, Donkeymen, it is any member of the Crew enters Her Malesty'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

OF EN	GAGEMEN'	т			_					P.P. To be fille	ARTICULARS d in by the Mast Desertion of any	OF DISCHARO	GP., &c. iarge, Death, or Ciew.	RELEASE		Number	
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 to be on board.	Am or C	alenda lonth.		Wase Wase dvan- upon or at t turne of Engag ment	he of	Amount of Weekly, Halfmonth or Monthl Allotment	the Sea- man is engaged	Date.	e and Cause of le er of Death Place.	Cause. §	Balance of Wuges 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 Younge, and I, the Missier, do hereby release the 35-d undersigned Members of the Crew trous of Crew trous of the Missier, and the Signature of Crew trous of the Ship of t	Signature of Installs of Official before whom the balance of Wages was Release signed and Date.	wrecks for which National Insur- ance Contrise busions are popuble.	Refugge No.
FG.9240 MASTER	F.G92140	At Once		5	1	red	e	Arrec	13	1	here	led	ab 4			1	1
PLATE	PERMIT			5	4	t	14.	Py C. 1	130	27/91	Stanle.	Holida	B. W. T.	14. Vous	49		2
2nd MATE	PERMIT		62	2	6.	-			4.49	14/10/65	tere.	Leave		Noting	43		3
BATE !	-		50	10 -	-		-		43	1919	164	Holida	7	l demos	49.		4
RADIC CRIRATOR	PERMIT		43			1.	-	\-+	14	24/7/2	State	Des		duine.	49		5
Bosun			48	<u>5</u>	~		-		砂	26/10/65	MONTEYIDE	LEFT		Eng. 29			6
A.B.	1949		416		- -	-	-		外	91/60	101	T.A.		DRAIL	15B.		7
DHU.	-		39 38	15 75-2	- lb	-	-		33	1/1/1/5	danley	كان		H. Thompson	49		8
Dilu	_			17 6		,			43	24/7/6-	Scanley	کن		Bleck	43		9
30.5	=		31	5	-	-			49	Allu				3 Neilson	LYS		10
JOJ.	-		20	15					46	27/9/60	Mariles	Holida		7 Ford.	4.5.		11
505	-		26	15			-		246	19/1		T.A.		De dans	49.		12
J.05.	-		46	15	-		-		76	12/10/6	Stand	Mic.		I wishead	LB.		13
J. O.S.	_		26	15			-		K	19/16	- 4 -	TA		& Roules.	49		14
ENCINCER				Se.			A.		1 14	4/10/65	MIETIDE	D15		Allole.	of /a		15
ENCR			£9	-		-	7		40	14/9	Stanly	Line		Malalal & Binnie	49		16
SRD ENCR			S å	2	-		-		1	relles	-40-	14		Dansen	143		17
4 TH ENOTE				10	i.		-			-do-	-do-	TA	_ +	GAHIL.	HB		18
FMAN			46	10					100	-do-	-do ~	1.A		Ly fires	49		19
F'MAN	1		46	10	-		-		16	5/1/60	gerrana	iffel a		Horas 11	01313		20
F'MAN			arc.	2			-		H	5/9/60	Stanle	Read		Dh h Level	14		21
FIMAN			75	-		-	-		4	19/8/	Starter	20		1 Bigg	149	,	22
6H 5TW->			5	-		¢ 11	27.		A	19/16	-10-	-de-		Coffee .	49		23
en.			\$.	100		- 17	-		439	-do-	-40-	-Ac-		w I Rowland	199		24
2ND STND			52	-	-	-	-	-	X	7				10011-			25

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cables 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," "Descried," "Left Sick," "Died." scenfarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

							PART	CICULARS
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British, state birthplace)	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 Regis- and year of discharge of more than a year previous.	Date d	and Place of Signin is Agreement.
	1	L	2.	3.	4.	5.	1 57	7.
26 {		Mourialt.	1/36	Chi	@ C/O SARVIN SHIPPING LANDES	SAME	165	Slant
27 {		\$ seren F 204	4/2/	-110-	1) F JOSE WIN SHIPPING LYMITES	- 40-	-no-	-,14 -
28 {		no hommo Dul	1/10/39	_do	O CO DARWIN SHIPPING LINER	- do-	-110-	-de
29 {		N.O.	6/1/45	-do -	(1) F. JOSE C/O JARWW SHIPPING LIMITEL	_do -	0.0-	-do-
30 {		C/ mynne à - 205	2/3/	Scotland	(1) F. GEORGE SHIPLING LIMITED	- do -	-60-	-do-
31 {	_ /	for Montiel	18/3/	Prento fronto-	G GO MARJIN SHIPING LIMITED	- do	-do-	do
32 {		Esla P. A. Do.	34	Namier N.Z.	1 H. R.N. MILLER 10 % DARLIN SHIPPING LTD.	- 00 -	12/26	-c#n -
33		Stuart Jason Miller	26/2	Stanley.	(1) F. R.N. MILLER (2) Yo DARWIN SHIPPING LTD.	Jun!	do -	- do
34 {		P. Bridge	8/1/37	Fadand	1 W. Costumi	Zenotia	24/7/2	-de-
35 {		h leale	9/2/,	Enchant	(1) H. Arthur	Same	26/7/65	Board
36 {		Balliday	12/1	Zull 1 L.	(1) F. John, Jeffer	-do-	11/8/	Stanton
37		D Psillips	13/4	-60-	(1) F. Jeans (2) Worth aven Folkland to	First	13/8/	-110 -
38 {		8.5. Duncar.	3	-10-	11 B. Vela Hill Gove	Fino	16/8/65	-do-
39 {		Kurless.		Inverses	11) LS Giller South South on to	Same	16:01	-10-
40 {		Maloslas USTRignia	12/4	Forthers de	2 C/s ARRIVED SHIPPING LINGEL		30/965	- 40 -
41 {		P Short.	24/	Falh 15	2 14 Kinsin Ross Stealey	_,_	49/10	-16-
42 {		Jonnan Faring	1/16	Gragnayo	a Comme Sound for have Alde	DEPENDENT		Menterises
43 {	4	f. www.te.	1/8/6	South Strick	@ 40 Darwin Shepping Ltd.	Same	14/4/15	MANTEYIDE
44		Andles	136/2	then Is.	10 W. Eirlys	Same	14/9/65	MONTEVIDE
45		Manuel Viera	1/31	Vangarian !	(1) M/CLART VEIRA (2) ELLAURI 1008. MOMERIDES	MARELLA 1962	14/9/65	MONTEVINE
\$6 { _ ∫		E.J. While	7/18 N	Chile !	1) H. AGO Shippy Co	Name	14%	
17 { 10		flohil is	1.6	DIN-TYME	(1) M. Auci	Same		
18 { 10		Granda Durcan To	1/21	Arras Is.	1) H. ARTANA.	Fint	2/4/15	Stanty
19)	h. leale.	7 2 Tay	April 13	1) F. Archibald.	Some		
i0 {		I L hi Level	2		Breen Palch	- do-		

† The capacities of Engineers not employed on the Propriling Engines and Boilers chould be described here and in the Certificate of Di If any member of the Crew enters Her Majetty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Causa of Leaving and the National Insurance Schemes as they affect

OF ENGAGEMENT								RTICULARS O	F DISCHARG upon the Duche Member of tus C	E, &c. erge, Death, or rea.	RELPASS		Number	
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 to be on board.	Amount of Wages per Week or Calendar Menth.	Amount of Wages Advanced upon or at the time of Engage- ment. 1	Amount of Weekly, Halfmonthly or Monthly Allotment at	Signa- ture or Initials of Official before whom he Sea- man	Date, Place	and Cause of leason of Death.	ving this Ship,	Baiance of Waven gald on Discharge.	We the undersigned Members of the Crew of this Xhip do hereby release this Ishi, and the Nation and Counter of Counter, from all Charles and Counter of Counter, from all this Younge, and I, the Master, do hereby release the said undersitioned Members of the Said Counter of the Said Cou	Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	Centri- busions ure payable	Seference No.
8.	9.	10.	11.	12.	13.	14_	FJ.,	10.	17.	18.	19.	20,	21,	26
STWD			45		1	4	13/	Marles	TA		h surent	The		27
STRD			42126			(3)	19/65	MONTEYIDE			Form M	Got	-	28
STWD		1	40 10	- -		40	18/12/2	JONTENZ	to texton		Form of	ant		
Boy			17			4					*************************************	AB.		29
2110			44 2 6			Aft	29/7	deale	٠.		9 my	49.		30
Buy			17	~	1	le	19/4	-do-	T.A.	. +	you fortal	116		31
			-1-			B	24/1/2	Stailer	14	-1	Ede b. Aller.	Hy		32
Super			-1	11.		B	_16.	-10-	-10	-1-	Strand Jam Mille	45		33
RIO	BA/1306		(so for	seka	a ag	44	1/8/65	-do-	-10-	-	Abidan	-18	1	34
Sunia	,		-/-			He	1/9/65	-do-	do-	/	-M-	16		35 36
40.			52,10	9		49	16/1/4				Arthorny	H3		
70.5				4		5/6	19/4	- do -	-do-		D Phillips	46.		37
Jos			5526			Se	19/1/16		TA.		ES Duncan.	49	2	38
dely			-/-			1	29/2/	Marlen	کان		The Show.	14		39
Eng.	PEBCHT.		69			4	18/1/4	-10-	TA		Marolas Branie	40		40
Threat			55126	,		4		Stanley	Dis.		P Short.	139		41
ivek		le	52 5		- 40 0 0.	669	1411	111	Man A		German Porce	2 19		42
pasar	52805	at		1.11	rement		667	H.M. VIO	130	500	F. www	12	-	43
Isc	E.55	At	Vicas	11 11			10/20	1			Pom le	M	1	44
MATE	52140	PH		ret 14	remit		2/2	Shank	The second	35/3/2	Stanuel This	ENG LA	-	45
STWO	_	Once		6		49	199/		du-		E. J. While.	116		46
Sury			-1			1	n		Ju.		Heblite	49		47
Diday.			- /			13	201	& Menterio	2 218		Bluncan.	B.F.		48
Sidny			- /			4	04/1	SHOOTESIA	20 D12		. M. bole.	14	4	49
Jeremin				6		4	11	1.0			2 Lh Lead	A	3	50

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cook, and Stewards the work on the work of Cook, and Stewards the work of cook and Stewards the work of Cook, and Stewards of the work of Cook, and Stewards the work o

							PARTI	ICULARS
Reference No.	Income Tax	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF MEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registr and year of discharge if more than a year previous.	Date an this	d Place of Signing Agreement.
	- H	1.	2.	3.	4.	5.	6.	7.
1		Master to sagn first	1/6/	alenden	10 b. Elgdo.	dame	19/19	Stanley
2	{	il Samey	93	Joshland J.	Brander Road. Starty	- do-	1910/	-da
3		7 Ford. 1220.	1/1	- do-	All Allante	- No-	19/1965	-de
4		- BAnderson	14	-10-	1) F. Lellian Douglas States	First	13/19/2	-du-
6		Ranke	29/3/	De ferlin	0 6/6 dami Shelling Lill	Bensen	1/1/65	-11o ·
7	-	I famings	15/3	Talkland &	60 Samin Shipping Let	Same	3914	-de -
8 {		Thurkos	24/11	humin	a Go James Shepping Lon	"-	15/11/65	-40 ·
9		Muranda	24	64.4.	1 6/2 Danie Shippin Leo		-do-	do .
10 {		10.0	30/1	Puntetirong	1 Son : Supplier, Ble		- do -	No
11 {		E. S. W. Sile	23%	John	(1) Sin San Shriving	Fint	- do -	dv-
12		15 mack F2c5	hs	Jain	OF yeary	Same	-do	-do-
13 {	1	Ternando Trionte	1/1/28	Shanis	(1) In hear	Hame	1/12/65	MONTERIDE
14 {			5/5	Tairieni Isla	(1) F. George	CEBOLLATI	-le	-de
15		Neilemino	8/5/	Folkland J.	10 40 Davier Shuppery Lea	- Aame	23/1/15	-di
16		7 7			(1)	Sam	- 20-	- do -
17					(i) (2)			30
18					<u>c</u>			
19 {					(I:			
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1 1	-				(1)			
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3 {			-		Q, (f)			
1	-				()			
5 {	1			1				

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. Donkeymen, should be described as # If the advance of wages is not conditional on going to sea NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

OF ENC	GAGEMENT	ľ					To be filled	in by the Maste Desertion of any	DI DISCHARG tupon the Disch Member of his C	arge, Death, or	RELUASE		Number et	
In what capacity engaged.	No. of Certificate (if any), Ahd No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Celemeer Month.	Amount of Wages Advanced upon or at the time of Engage- ment, 1	Allatment	the Sea- man is engaged	Date.	and Cause of les or of Death.	Cause.§	Halance 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 of 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.)	the balance of Wages was Paid and Release tiemed and Date.	weeks for which Nation is Insur- ance Consid- buttons are promble	2
or' Office	Pomit	at bu	Sex	antic	Green !	45	41/4	16.	17.	18.	18 hum	46.	21.	
1 wind		-Ma-				100	FOJE 166	-de-	TA		- H. Samey	HS		
Ferenan		-do ·				45	-don	_ 160 -	-da-		of ford.	45.		
JO8		-de-	35 2 6			H	19/4	-do-	T.A.	- -	IB Anderson	A.G.		•
line	82769	-do-	deha		reconst	48	10/1/8	-H-	Т.Д.	- -	Skarke.	49.		:
wether		-do-				48	10/1/4	-do-	TA		g family 1	49.		
dely		- 40	۷ -		•	4	13/12/	Minty	16	- 44	the then	44		
-do -	-	-16-	-1-		+	S	23/	-do-	Du	- - -	Juino codos	199		
-do-	,	-do-	-1-			49	3/1	Stente	201		J Broke.	10		
-110-	-	- no-	-1-			16	7/2	Marty	Sis		60 Lack	1		1
- do-	-	- do-	-1-	- -		4	23/2/2	- do-	-10-		E.J. White	49		1
Short		-de-	e/y			KIN	1/4	_ do ~	TA.		C. n. Kurge	19	-	1
4.6		-do.				X	23/			- \ ^	Vernando Vrusa	HO	_	1
3.		-di	-/-			Op	112/11	Stanley	M.e.	- - -	h S. Slagin.	149	-	1
hote		-11e -	62 2 6			49	My		T.A.		Najamings	140	-	1
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	ļ										1		1	1

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cook, and Stewards 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," "Descrited," "Lett Sick," "Died," seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

	Services required by Law.				
	Servine required by Mass	In s			
		£s.	d.		
(10)	Sanctioning the engagement of seamen: for each seaman	~	6	(27)	P:
1	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.			(39)	Si fo
(11)	Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6 0	0 0	N	er or I.E
(12)	Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4	6		tł
(13)	Certifying desertions of seamen: for each seaman	6	0		
(14)	Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	6	6 0		
(20)	Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's		0		
	papers, see Fce 39)	10			
NO	OTE.—Consular Fee Stamps to the value of the Fees of				

Services required by parties interested. 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 with a minimum of and a maximum of Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).

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.







(for conversion of seamen's wages only)

CONSULAR SECTION

MONTEVIDEO

Average rate of exchange \$ 193. 85 =£

Vessel arrived 10/9/1965

Agreement deposited 13/9/1965

H. B. M. Vice-Consu

Ship DARWIN

CERTIFICATES

FOREIGN

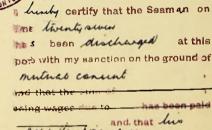
Or Endorsements made by Consular Officers or Superintendents.



hereby certify that I have sanctioned the engagement of the Seaman on line forty two on the terms of this agreement which he has signed in my oresence

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

I hereby certify that Frederick William WHITE, Certificate no. 52805 has been appointed pastes and that the Registes has been endorsed accordingly Date: 14.9.65.



are with principal Car have been delivered to him



R. B. M. Vice-Consul



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 2/10/1965 Agreement deposited 4/10/1965 - do - returned 5 10 65 Average rate of exchange \$ 185.00 = £

ion of seamen's wages only)



H. E. M. Vice-Consul

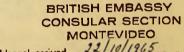
I thusby certify that the Seamen on lines 15, 45 and 49 have been discharged at this port with my sanction on the ground of directuras and that the num of being wages due to the hattbeen paid when appropriate and that their wifecits. Dis. A how produced Gard en dollvered to them H. B. M. Vice-Consul herein partify that the Seaman on has been descharged at this port with my sanction on the ground of - discharge



and that her

cing wages due to has been paid

affects. Pis. A. and Insurance Card



Vessel orrived _22/10/1965 Agreement degor 1-4 26/10/1965 -do - returned 26/10/1965

Average rate of exchange \$ 177.95 =\$ (for conversion of seamen's wages only)



[Fourteen Pages

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

PRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO
Vassel arrived
Agreement deposited dir in co
rigicelliant degree ted

-do - returned /4. /2.65 Average rate of exchange \$ 148.65 =£ (for conversion of seamen's wages only)

Prolest roted hundy certify that I have sanctioned the engagement of the Seamen on lines 12, 13 and 14 on the terms of this agreement (Part 2) which they have signed in my

> Dis. A's have been delivered to the Master except where it is otherwise stated.

I havely cortify that the Seaman	on
line 28	
has been discharged at t	hla
port with my sanction on the ground	of
constrat consent	

and that the sum of being wages due to has been paid

are in his formsion and that his effects, DisJA and Insurance Card have been delivered to him



GETING BRITISH YICE. CONSUL

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 3/1/1966 Agreement deposited 3/1/1966 - do - returned 3 / 66

Average rate of exchange \$ 201. 10 =2 (for conversion of seamen's wages only)

, busch; certify that the Seam on on

na. been duschauged at this port with my sanction on the ground of

Annteral convert and that the sum of

being wages due to has been paid , and that lun

effects, Dis. A. and Insurance Card

asslandwood.

ACTING BRITISH VICE. CONSUL

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.

†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.

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Ship_

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

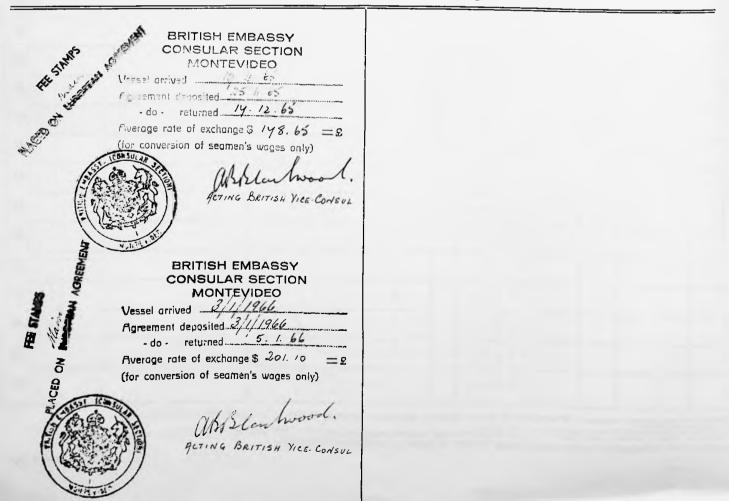
The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council. 1951.

	an the Poleigh Service Pees Order in Council, 1951	•					
	Services required by Law.	In a			Services required by parties interested.	In a	-
N.B. one lev wh	nctioning the engagement of scamen: reach seaman .—On the transfer of a crew or part of a crew from e British ship to another, the maximum amount viable under either Fee 10 or Fee 12 is £5 12s. 6d., natever the number of seamen involved. In the case a double transfer between two British ships these axima will be doubled.		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	3 1 10 4 10	0
for	testing alterations in agreements with seamen: c each alteration, in respect of each seaman concerned th a maximum fee of		0 0		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	10	6
(12) Sa	nctioning the discharge or leaving behind of seamen: r each seaman (see Fee 10)		6		the time in the consular officer's custody (see No. 20).		
	rtifying desertions of seamen: r each seaman	6	0				
on	ecciving a return of the birth or death of any person board a ship and endorsing the ship's agreement cordingly	6	6 0				
(20) Ta sa: re: 18	aking custody of a ship's papers, making any neces- ry endorsement thereon, and giving the certificate quired by section 257 of the Merchant Shipping Act, 994 (to include the fee for the inspection of the ship's apers, see Fee 39)	10	6				
NOTE	E.—Consular Fee Stamps to the value of the Fees of	harged	mu	st 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.



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

11

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 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 100l., 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.

- 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 scleeting 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 5l.
- 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 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 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 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 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. 1906. (See page 7, cols. 19 and 20.)