



1

OFFICIAL LOG-BOOK

(O 4) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
DARWIN	156384	PORT STANLEY	179288	13855	R.N. MILLER	CSS 92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port 31st DEC. 1968 Date PORT STANLEY	SOUTH AMERICA AND FALKLAND ISLANDS COASTING.	Port STANLEY Date JULY 1969

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of STANLEY, FALKLAND ISLANDS on 3RD day of JULY 1969.

Countersigned

Superintendent.

Master

P.O. Box 127, John St. Address
Stanley.
FALKLAND ISLANDS.

NOTE.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship, the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within Forty-eight hours after the termination of the Agreement.

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Richard Nigel MILLER	MASTER	-	-	39.
2	Frederick JONES	CHIEF OFFICER	VG	VG	
3	Peter Smith THAIN	Senior Second OFFICER	VG	VG	34, 37.
4	Neil JENNINGS	SECOND OFFICER	VG	VG	29.
5	Leraldo JENNINGS	THIRD OFFICER	VG	VG	
6	José Maria QUINTANA	RADIO OFFICER	VG	VG	36, 37.
7	Barry Howard NEILSON	BOSUN	V.G.	V.G.	30, 1
8	Randolph McRAE	AB	V.G.	V.G.	29, 31, 32, 35.
9	Ronald DICKSON	DHLL	VG	VG	29, 31, 32, 35, 36, 39.
10	Darryl PARRIN	SOS	VG	VG	30, 35, 36, 40.
11	Alexander McGILL	SOS	VG	VG	28, 31, 35, 36, 38, 39.
12	Kenneth CLETHROE	SOS	VG	VG	35, 36, 39.
13	Harry SARNEY	MESSMAN	VG	VG	
14	William WILSON	CHIEF ENGR.	VG	VG	29, 33, 34.
15	Malcolm BINNIE	2ND ENGR.	VG	VG	31, 33, 38.
16	Dennis LARSEN	3RD ENGR.	VG	VG	
17	Richard HILLS	4TH ENGR.	V.G.	V.G.	34.
18	Victor JONZALEX HOTT	DONKEYMAN	V.G.	V.G.	28, 34
19	John RANLES	FIREMAN	VG	VG	39
20	Abraham SANDSKI	FIREMAN	VG	VG	
21	Ruben BONINI	FIREMAN	V.G.	V.G.	31.
22	George HARRIS	CH. STEWARD	VG	VG	34, 37, 38, 40.
23	Rubelinda BOADRINI	2ND STEWARD	V.G.	V.G.	34.
24	Hermann SERON	STEWARD	V.G.	V.G.	29, 30, 1
25	José MONTIER	STEWARD	VG	VG	38, 39.

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Marcelino NAVARRO	Steward	V.G.	V.G.	30, 1, 28.
27	Ulises BARRIA	STEWARD	VG	VG	28, 36.
28	Luis BALLARDO	STEWARD	VG	VG	
29	William ROWLANDS	COOK	VG	VG	36, 37, 38.
30	James MCKENZIE	2ND COOK	VG	VG	
31	David ALLAN	SUP'Y.	-	-	28, 29.
32	David THAIN	SUP'Y.	-	-	28, 29.
33	Till MILLER	SUP'Y.	-	-	28, 29.
34	Taron MILLER	SUP'Y.	-	-	28, 29.
35	Terence HANSEN	Fireman	V.G.	V.G.	28, 31, 38.
36	Fernando IRIARTE	AB	VG	VG	28, 30, 32, 34, 35.
37	Torge CARRO	DHLL	VG	VG	28, 32, 34, 35, 36, 39.
38	Ernesto BLANCO	Sup'y Cadet	-	-	28, 31.
39	Alvaro SAEZ	Sup'y Cadet	-	-	28, 31.
40	John HEATHMAN	J.O.S.	VG	VG	30, 32, 33.
41	James SMITH	Steward	VG	VG	30.
42	Victor GONZALEZ	Donkeyman	VG	VG	31, 34, 36, 39.
43	Marcelino NAVARRO	Steward	VG	VG	32, 33, 34.
44	Randolph McRAE	AB	VG	VG	32, 33, 35, 36, 37.
45	Nery J. SILVEIRA	Steward	V.G.	V.G.	34, 36.
46	Marcelino NAVARRO	Steward	VG	VG	34.
47	Hermann SERON	Steward	VG	VG	34, 35, 38, 39.
48	Richard HILLS	4th Engineer	VG	VG	36.
49	Rubelinda BOZDRINO	2nd Steward	VG	VG	36, 38.
50	George BETTS	Fireman	V.G.	V.G.	38, 39.

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51	Terence HANSEN	Fireman	VG	VG	39
52	Gladys THAIN	Supernumary	VG	VG	39. 40.
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—Continued

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
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MARRIAGES, BIRTHS, AND DEATHS

of Members of the Crew, and other persons on board, which have occurred during the voyage

MARRIAGES.—Section 240 (6) of the Merchant Shipping Act, 1894, requires the Master of the Ship to enter in his Official Log the particulars of every Marriage that has taken place on board. Masters are reminded that they have no power to perform the marriage ceremony on board their ships, and that if such ceremony is performed by them the marriage will not be a legal one.

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

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

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

In 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.

MARRIAGES

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

Signature of Officiating Clergyman.

Masters are reminded that they have no power to perform the marriage ceremony

BIRTHS

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

DEATHS

[illegible]

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

(See Instructions on previous page)

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

†Signature of Master.....

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

(See Instructions on previous page)

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

(See Instructions on previous page)

[illegible]

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, ETC.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 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 of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
3.1.69	No drills this week, vessel in port coastwise.		3.1.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
10.1.69	No drills this week, vessel in port coastwise. Lifeboat engine test run.		10.1.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
18.1.69.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted, resecured. Passengers instructed in procedure. Two out-dated lifeboats landed for shipment to London per M/V "AES" for servicing and reconditioning.		19.1.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
19.1.69.	Ship's Company exercised at Fire Drill. All fire fighting apparatus tested and in good order. Diesel fire pump operated after overhauling by Ship's Engineers.		19.1.69	<i>R. Miller</i> <i>C. W. J. M.</i>
25.1.69.	Ship's Company and Passengers mustered, wearing life jackets, and exercised at Boat and Fire Drills. Both boats lowered to embarkation level, hoisted and resecured. All fire-fighting apparatus tested. Emergency steering, fire pump, W/T door, lifeboat engine operated. Emergency generator tested. All in good order and condition.		26.1.69	<i>R. Miller</i> <i>C. W. J. M.</i>
31.1.69.	Both boats swung out and in after gravity brake system overhauled. Now fall rove on port boat.		1.2.69	<i>R. Miller</i> <i>C. W. J. M.</i>
7.2.69.	No drills this week. Vessel in port coastwise.		8.2.69	<i>R. Miller</i> <i>C. W. J. M.</i>
17.2.69.	Both boats lowered to embarkation level. Starboard boat later lowered - with full complement, into water for test and exercise. Both boats later hoisted and re-secured.		19.2.69	<i>R. Miller</i> <i>C. W. J. M.</i>
21.2.69	Ship's Company and Passengers mustered, wearing life jackets, and exercised at Boat Drill. Crew exercised at Emergency Procedure. Crew then exercised at Fire Drill, all fire fighting appliances, hoses, extinguishers, tested. Fire Pump, lifeboat engine run on test. All in good order and condition.		21.2.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
28.2.69.	Lifeboat engine, emergency generator run on test. Hand steering, W/T door operated. Fire Alarms key tested. All in good order and condition.		1.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
1.3.69.	Ship's Company and Passengers mustered, wearing life jackets, at Boat Stations, and exercised on procedure. Ship's Company subsequently exercised at Fire Station, all equipment tested operating. All in good order and condition.		1.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
7.3.69	No drills this week, vessel in port coastwise.		7.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
14.3.69	No drills this week, vessel in port.		14.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>

* 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 of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
17.3.69	Port (motor) lifeboat lowered on to quay for overhauling, greasing and re-painting of tackle, davits and boat. Engine checked over. All in good order and condition.		19.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
21.3.69	Lifeboat recovered from quay and resecured on board. Ship's Company and Passengers mustered, wearing lifejackets, at Boat Stations, exercised in procedure. Fire fighting equipment (hoses, extinguishers) inspected. All in good order and condition.		22.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
28.3.69	Kiddie Fire Alarms tested, W/T door emergency steering, lifeboat engine, emergency generator operated. All in good order and condition. Ship's Company and Passengers mustered, wearing lifejackets, at Boat Stations. Both boats lowered to embarkation level, hoisted, resecured. All in good order.		29.3.69	<i>R. Miller</i> <i>C. W. J. M.</i>
30.3.69	Ship's Company mustered and exercised at Fire Drill. All fire fighting apparatus tested. All in good order and condition.			<i>R. Miller</i> <i>C. W. J. M.</i>
5.4.69.	No drills this week, vessel in port, coastwise.		5.4.69	<i>R. Miller</i> <i>C. W. J. M.</i>
12.4.69.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Drill. No boats swung out due to motion of vessel.		12.4.69	<i>R. Miller</i> <i>C. W. J. M.</i>
18.4.69.	No drills this week, vessel in port.		19.4.69	<i>R. Miller</i> <i>C. W. J. M.</i>
25.4.69.	No drills this week, vessel in port.		25.4.69	<i>R. Miller</i> <i>C. W. J. M.</i>
2.5.69.	Ship's Company and Passengers mustered wearing life jackets, exercised at Boat Stations. Both boats lowered to embarkation level, hoisted and re-secured. Emergency generator run on test. All in good order and condition.		4.5.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
3.5.69.	Ship's Company mustered and exercised at Fire Drill. All fire fighting apparatus tested working. W/T door operated. Flaps and fire doors worked. Emergency fire pump run on full load after initial starting difficulties reported.		4.5.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
9.5.69.	Emergency Steering tested, life motor valves cleaned. Fire alarms tested. Lifeboat engine run - boat in chocks, for one hour. W/T door remote operated. All in good order and condition.		10.5.69.	<i>R. Miller</i> <i>C. W. J. M.</i>
10.5.69.	Ship's Company and Passengers mustered, wearing life-jackets, and exercised at Boat Stations. Ship's Company subsequently exercised at Fire Drill. Flaps, emergency generator and diesel pump operated. Hoses under pressure spray nozzles checked. Portable extinguishers checked. All in good order and condition.		11.5.69	<i>R. Miller</i> <i>C. W. J. M.</i>

* 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.

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.

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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 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.

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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 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
5. 1. 69	F. Jones. Chief Officer. P. Thain. S/S Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	5. 1. 69	<i>R. Miller</i> <i>C. W. Jones</i>
12. 1. 69.	do	None.	13. 1. 69	<i>R. Miller</i> <i>C. W. Jones</i>
19. 1. 69.	R. N. Miller. Master. F. Jones. Chief Officer. P. Thain. S/S Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward. J. C. Alderson. Chairman of Board of Directors, N. N. Blake - Executive Director	None.	20. 1. 69.	<i>R. Miller</i> <i>C. W. Jones</i>
26. 1. 69.	R. N. Miller. Master. F. Jones. Chief Officer. P. Thain. S/S Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	27. 1. 69	<i>R. Miller</i> <i>C. W. Jones</i>
2. 2. 69.	F. Jones. Chief Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	4. 2. 69	<i>R. Miller</i> <i>C. W. Jones</i>
9. 2. 69.	F. Jones. Chief Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	10. 2. 69	<i>R. Miller</i> <i>C. W. Jones</i>
16. 2. 69	do	None.	17. 2. 69	<i>R. Miller</i> <i>C. W. Jones</i>
23. 2. 69	R. N. Miller. Master. F. Jones. Chief Officer. P. Thain. S/S Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	24. 2. 69	<i>R. Miller</i> <i>C. W. Jones</i>
2. 3. 69.	do	None.	3. 3. 69	<i>R. Miller</i> <i>C. W. Jones</i>
9. 3. 69	F. Jones. Chief Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	10. 3. 69	<i>R. Miller</i> <i>C. W. Jones</i>
16. 3. 69	do	None.	17. 3. 69	<i>R. Miller</i> <i>C. W. Jones</i>
23. 3. 69	R. N. Miller. Master. F. Jones. Chief Officer. P. Thain. S/S Officer. J. Harris. Chief Steward.	None.	24. 3. 69	<i>R. Miller</i> <i>C. W. Jones</i>
30. 3. 69.	do	None.	30. 3. 69	<i>R. Miller</i> <i>C. W. Jones</i>
6. 4. 69.	F. Jones. Chief Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	7. 4. 69	<i>R. Miller</i> <i>C. W. Jones</i>
13. 4. 69.	R. N. Miller. Master. F. Jones. Chief Officer. P. Thain. S/S Officer. W. Wilson. Chief Engineer. J. Harris. Chief Steward.	None.	13. 4. 69	<i>R. Miller</i> <i>C. W. Jones</i>

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

[illegible]

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

[illegible]

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

[illegible]

[illegible]

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

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

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

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

Under Deck Department, include all Lascars employed in connection with the navigation of the Ship, or in looking after the cargo.

Under Engine Department, include all Lascars employed in attending on machinery.

Under Steward's Department, include all Lascars employed in attending on passengers or crew.

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

Master Date

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1959.)

- | | |
|--|---|
| <p>(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 10 0</p> | <p>(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 0</p> |
|--|---|

Note.—Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	Four	feet	Nought & three eighths	inches.	(T) Nil inches above S.
Summer	- do -	feet	- do -	inches.	(S) Upper edge of line through centre of disc.
Winter	- do -	feet	- do -	inches.	(W) Nil inches below S.
Winter North Atlantic (if assigned)	} N.A.	feet	N.A.	inches.	(WNA) Nil inches below S.
Allowance for fresh water for all freeboards:—					inches.
The upper edge of the deck line from which these freeboards are measured is					inches
above the top of the				Starboard	deck at side.
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer				feet	Six & one half inches.

NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L. 14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In 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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
									(10)			
18.1.69 1100	Stanley	Ft. Ins. 7 06	Ft. Ins. 13 00	Ft. Ins. 7 3 $\frac{3}{8}$	Ft. Ins. 7 3 $\frac{3}{8}$	Ft. Ins. 7 3 $\frac{3}{8}$	1025	Ins. -	Weight -	Ins. -	Distance -	Ins. -
25.1.69 1630	Montevideo	10 03	13 05	5 6 $\frac{1}{8}$	5 6 $\frac{1}{8}$	5 6 $\frac{1}{8}$	1025	-	-	-	-	-
21.2.69 1100	Stanley	8 00	12 05	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	1025	-	-	-	-	-
28.2.69 1730	Montevideo	11 03	13 06	5 2 $\frac{3}{8}$	5 2 $\frac{3}{8}$	5 2 $\frac{3}{8}$	1025	-	-	-	-	-
21.3.69 1100	Stanley	8 06	12 07	7 0 $\frac{3}{8}$	7 0 $\frac{3}{8}$	7 0 $\frac{3}{8}$	1025	-	-	-	-	-
28.3.69 1830	Montevideo	12 03	12 06	5 2 $\frac{3}{8}$	5 2 $\frac{3}{8}$	5 2 $\frac{3}{8}$	1025	-	-	-	-	-
11.4.69 2330	Stanley	9 03	13 03	6 3 $\frac{3}{8}$	6 3 $\frac{3}{8}$	6 3 $\frac{3}{8}$	1025	-	-	-	-	-
18.4.69 1130	Punta Arenas	9 00	13 03	6 5 $\frac{3}{8}$	6 5 $\frac{3}{8}$	6 5 $\frac{3}{8}$	1025	-	-	-	-	-
2.5.69 1100	Stanley	8 06	12 02	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	1025	-	-	-	-	-
9.5.69 1615	Montevideo	10 01	13 08	5 5 $\frac{3}{8}$	5 5 $\frac{3}{8}$	5 5 $\frac{3}{8}$	1025	-	-	-	-	-
30.5.69 1100	Stanley	8 06	12 06	7 0 $\frac{3}{8}$	7 0 $\frac{3}{8}$	7 0 $\frac{3}{8}$	1025	-	-	-	-	-
7.6.69 1100	Montevideo	10 08	12 08	5 10 $\frac{3}{8}$	5 10 $\frac{3}{8}$	5 10 $\frac{3}{8}$	1025	-	-	-	-	-
20.6.69 1100	Stanley	8 06	13 06	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	1025	-	-	-	-	-
29.6.69 1420	Montevideo	10 00	14 00	5 6 $\frac{3}{8}$	5 6 $\frac{3}{8}$	5 6 $\frac{3}{8}$	1025	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

					SIGNATURES		ARRIVALS		
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)		Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)		Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft.	Ins.	Ft.	Ins.					
-	10	03	7	03 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	22.1.69. 1420	Montevideo
-	12	00	5	06 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	29.1.69 1705	Stanley.
-	10	04 ¹ / ₂	7	02 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	25.2.69 0930	Montevideo
-	12	04 ¹ / ₂	5	02 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	4.3.69 1326	Stanley
-	10	06 ¹ / ₂	7	00 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	25.3.69 0900	Montevideo
-	12	04 ¹ / ₂	5	02 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	1.4.69 2112	Stanley
-	11	03	6	03 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	14.4.69 1057	Punta Arenas
-	11	07 ¹ / ₂	6	05 ³ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	20.4.69 1055	Stanley
-	10	04	7	02 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	6.5.69 1304	Montevideo
-	12	07	5	05 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	13.5.69 1712	Stanley
-	10	06	7	00 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	3.6.69 0835	Montevideo
-	11	08	5	10 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	11.6.69 1618	Stanley
-	11	00	6	06 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>	26.6.69 0820	Montevideo
-	12	00	5	06 ⁷ / ₈	-	<i>R. Miller</i>	<i>Amis</i>		Stanley

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.

See Notes on page 23.

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
31st Dec 68 1500	Stanley	1.1.69	New Articles opened before Shipping Master on expiry of old set. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
31.12.68 1500	Stanley	1.1.69	A. McMill, SOS, off duty and in bed under medical supervision - influenza. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
2.1.69 0700	52° 00' S. 58° 15' W.	3.1.69	A. McMill, SOS, fit and resumed duty. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
17.1.69 1000	Stanley	17.1.69	U. Barria, Steward, attended K.E.M. Hospital for attention to septic fingers. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
18.1.69 1045	Stanley	18.1.69	D. Allan, D. Thain, Mrs J. Miller and Mark J. Miller, Supernumeraries, signed Articles for return voyage to Montevideo before Shipping Master. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
23.1.69 0700	Montevideo	25.1.69	F. Triarte, A.B., rejoined from leave and resumed duty. Reported that had medical check on 26/12/68 at British Hospital. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
23.1.69 0700	Montevideo	25.1.69	J. Carro D.H.U., rejoined from leave and resumed duty. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
23.1.69 0700	Montevideo	25.1.69	T. Hansen, Fireman, rejoined from sick leave. V. Jorgaly, Fireman, signed off for leave. F. Triarte, J. Carro signed on before Consul, also T. Hansen. Supernumary Packets A. Say and J. Blanco also signed on. <i>R. Miller</i> Master. <i>Quinn</i> Mate	

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

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

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

Form O 10

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
31.1.69 1100	Stanley	31.1.69	Supernumeraries, Mrs J. Miller, Mark J. Miller, D. Allan, D. Thain, signed off before Shipping Master. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
1.2.69 1100	fore green	1.2.69	R. McRae attended Doctor with nasal infection. Treatment given. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
1.2.69 1145	fore green	1.2.69	R. McRae, while working in N°2 hold, accidentally struck back into right leg. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
3.2.69 1800	Doddell Is.	4.2.69	R. McRae off duty, leg swollen and painful. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
5.2.69 0600	Chartres	5.2.69	R. McRae resumed duties. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
6.2.69 1200	Pibble Is.	7.2.69	H. Seron reported feeling unwell. To see doctor Stanley. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
6.2.69 1515	Tamar Pass	7.2.69	R. Dickson, D.H.U. at wheel. Kesselin heavy overfalls at Tamar race. Struck teeth on spinning wheel, breaking two of them. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
7.2.69 1000	Stanley	7.2.69	H. Seron attended K.E.M. Hospital - internal. R. Dickson attended K.E.M. Hospital - to attend dentist. N. Jennings, W. Wilson also attended, fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
11.2.69. 1200	Fox Bay	12.2.69.	M. Navarro, Steward, unfit. Attended on board by Doctor, acute rheumatism, off duty pending return to Stanley. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
15.2.69 1200	Stanley	15.2.69	B. Nielson, Bosun, ceased duties and signed off before Shipping Master. F. Monte, AB, re-rated Bosun w.e.f. Monday 17.2.69. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
15.2.69 1215	Stanley	15.2.69	M. Navarro, Steward, landed to K.E.M. Hospital where interned for treatment. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
17.2.69 0700	Stanley	19.2.69.	T. Heathman, T.O.S., joined vessel and commenced duties. Subsequently signed on before Shipping Master. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
20.2.69. 1000	Stanley	21.2.69	D. Parson attended K.E.M. Hospital, fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
21.2.69 1045	Stanley	21.2.69.	J. Smith, Steward, joined vessel temporarily for return voyage to Montevideo and signed before Shipping Master. H. Seron and M. Navarro, Stewards, interned sick in hospital, discharged in absence on form 'is' before Shipping Master. <i>R. Miller</i> Master. <i>Amifon</i> Mate	

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

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

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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
15.2.69 1000	Stanley	21.2.69	R. Dickson attended K.E.M. Hospital for further attention to injured leg. Fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
			A. McFell attended K.E.M. Hospital for treatment to infected arm. Fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
17.2.69 1000	Stanley	21.2.69.	R. Dickson attended K.E.M. Hospital for dental treatment. Fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
18.2.69 1000	Stanley	21.2.69	A. McFell attended K.E.M. Hospital for further attention. Fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
25.2.69 1030	Montevideo	27.2.69	Supernumary cadets A. Sagg and E. Blanco disembarked, subsequently signed off before Consul. R. Bonini, fireman, discharged, V. Longely, fireman, re-joined. Both subsequently signed Articles as required before Consul. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
26.2.69 0900	Montevideo	27.2.69	R. McRae attended, interned at British Hospital, skin rash and suspect mild blood poisoning from leg injury. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
			T. Hansen, R. Dickson, A. McFell attended British Hospital with skin rash, referred to specialist for examination, treatment prescribed. <i>R. Miller</i> Master. <i>Amifon</i> Mate	
			M. Binnie attended British Hospital for check. Medicines prescribed. Fit. <i>R. Miller</i> Master. <i>Amifon</i> Mate	

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

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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
27.2.69 0900	Montevideo	28.2.69	J. Carro attended British Hospital with cramp pains. Temporarily restricted duties. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
28.2.69 0900	Montevideo	28.2.69	E. Prioste attended British Hospital with acute stomach upset. Treatment prescribed. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
			R. McRae signed off in absence - unfit to travel - interned in British Hospital. Forms forwarded to Consul. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
5.3.69 0700	Stanley	9.3.69	M. Navarro, Steward, rejoined from Hospital but remains unfit for duty, attending Outpatients Dept. as required for treatment. J. Carro resumed full duties. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
5.3.69 1000	Stanley	9.3.69	T. Heathman, J.O.S. R. Dickson, D.H., attended K.E.M. Hospital for treatment. Fit. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
12.3.69 1700	Stanley	14.3.69	T. Heathman, J.O.S. attended K.E.M. Hospital for further check, found unfit for duty temporarily, to attend Outpatients Dept. as required. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
14.3.69 1100	Stanley	14.3.69	R. McRae, AB, rejoined vessel having travelled down from Montevideo on U.S. Army Transport vessel FS 26. Remains unfit temporarily. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
17.3.69 1000	Stanley	19.3.69	R. McRae and T. Heathman declared fit and resumed normal duties. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	

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towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
20.3.69 1000	Stanley	21.3.69	T. Heathman attended K.E.M. Hospital for further treatment. Fit. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
20.3.69 1830	Stanley	22.3.69	W. Wilson, Chief Engineer, attended on board by Doctor. Apparently suspect damaged rib diagnosed, the result of a fall in his cabin the previous night. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
21.3.69 1000	Stanley	22.3.69	W. Wilson, Chief Engineer, attended K.E.M. Hospital for X-Ray, when rib damage confirmed. Treatment prescribed, to attend Hospital in Montevideo if no improvement. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
25.3.69 0900	Montevideo	28.3.69	W. Wilson, Chief Engineer, attended British Hospital for X-Rays and treatment to rib injury. Condition improving. M. Navarro, Steward, attended British Hospital for further examination of ankles etc. Exercise prescribed. M. Bonnie, 2nd Engineer, attended British Hospital for check, fit for duty. T. Heathman, J.O.S. attended British Hospital for further check, fit for duty. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
25.3.69 2050	Montevideo	28.3.69	Information received that R. McRae, AB, had been knocked down by a bus ashore, taken to hospital for attention. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	
26.3.69 0130	Montevideo	28.3.69	R. McRae returned on board a bit bruised and shaken but reported fit for duty. <i>R. Miller</i> Master. <i>Guinifon</i> Mate	

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

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
27.3.69 0900	Montevideo	28.3.69	R. Boldrini, 2nd Steward, attended British Hospital, interned for heart murmur and blood pressure. Subsequently discharged in absence of form is before Consul. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
27.3.69 0900	Montevideo	28.3.69	M. Navarro attended British Hospital for further check. N. Wilson attended British Hospital for further check. J. Harris, A. Stewart, attended British Hospital for routine check. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
28.3.69 1000	Montevideo	28.3.69	N. J. Silveira, Steward, joined temporarily, signed Articles before Consul. Due to misunderstanding, M. Navarro signed off in absence as interned in Hospital. Re-signed Articles later on board before Master and witnessed. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
1.4.69. 2130	Stanley	2.4.69	R. Hills, 4th Engineer, signed off Articles for leave. V. Gomez, Donkeyman, promoted to 4th Engineer during Hills' absence. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
8.4.69 1400	Stanley	9.4.69	F. Triarte, Bosun, while assisting Mr. P. Thain in changing a damaged cable shackle, was struck on left hand by hammer. Attended hospital, hand dressed. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
9.4.69 0700	Stanley	9.4.69	H. Seron rejoined from sick leave and resumed duty. M. Navarro resumed duty. J. Carro attended K.E.M. Hospital for back pain. F. Triarte attended K.E.M. Hospital for attention to hand injury. Seron subsequently signed Articles before Colonial Shipping Master. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>

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11.4.69 1000	Stanley	12.4.69	F. Triarte attended K.E.M. Hospital for further attention to hand. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
15.4.69 0700	Punta Arenas	18.4.69	Art. 37, J. Carro, absent from duty and did not report for duty until 1300. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
15.4.69 1400	Punta Arenas	18.4.69	Art. 32, K. Clatter, found asleep in No. 1 hatch when supposed to be working. Unfit to work, and could not report back for duty until next morning. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
16.4.69 0700	Punta Arenas	18.4.69	Art. 11, A. McFell, drunk and unfit for duty. Did not report for duty until 1300. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
16.4.69 1030	Punta Arenas	18.4.69	H. Seron attended Hospital for cardiography examination. Suspected after effects of recent illness, fit for duty but medicines and future checks prescribed. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
17.4.69 0700	Punta Arenas	18.4.69	R. Dickson, Art. No. 2, failed to report for duty until 1300. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
18.4.69 0700	Punta Arenas	18.4.69	Art. 44, R. McRae, unfit for duty, drunk. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
18.4.69 0700	Punta Arenas	18.4.69	Art. 10, J. Parrin, drunk and unfit for duty until 1130. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>
18.4.69 0830	Punta Arenas	18.4.69	Art. 11, A. McFell, unfit for duty and did not report for duty until 1030. <i>R.M. Miller</i> Master.	<i>Credifon Malt</i>

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18.4.69 1330	Punta Arenas	18.4.69	The foregoing entries regarding them (on page 35) were read over to them. Each man was then cautioned as to his future conduct, being warned that any recurrence of this nature would result in fines in addition to forfeits, and might also result in his dismissal. Each also hereby forfeits the sum of one half day's pay as follows:- Art. 37, J. Parro :- £ 0 - 17 - 4d. Art. 12, K. Clitheroe :- £ 0 - 17 - 4d. Art. 11, A. McCall :- £ 0 - 14 - 8d. Art. 9, R. Dickson :- £ 0 - 17 - 4d. Art. 44, R. McRae :- £ 0 - 18 - 8d. Art. 10, D. Parro :- £ 0 - 14 - 4d. None of the men, when asked, had any objection to this entry or wished to reply to the contrary. R. Miller Master. J. Harris Mate. 26.4.69, 1600 San Carlos 2.5.69 J.M. Quintana, R/O, severe pain, stomach to Stanley J. Harris Mate " 5.69 1600 Stanley 2.5.69 J.M. Quintana, R/O, severe pain, stomach to Stanley J. Harris Mate 1.5.69 1000 Stanley 2.5.69 W. Rowlands, Cook, attended K.E.M. Hospital with bladder problems. To see specialist Montevideo. J. Parro, D.H.U., attended K.E.M. Hospital with back pains. Treatment prescribed. Fit. R. Miller Master. J. Harris Mate 2.5.69 1030 Stanley 2.5.69 R. Hills, 4th Engineer, rejoined from leave and signed Articles before Shipping Master. V. formally reverts to Dockyardman w.e.f. today. R. Miller Master. J. Harris Mate 6.5.69 1700 Montevideo 9.5.69 W. Rowlands, Cook, attended British Hospital for tests. Fit, diet prescribed, to attend for further tests and treatment when possible. N.G. Silveira, Steward, signed off Articles before Consul. R. Boldrin, 2nd Steward, rejoined from sick leave and signed Articles before Consul. V. Barria reverts to Steward w.e.f. tomorrow.	

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7.5.69 0700	Montevideo	9.5.69	R. McRae, AB, unfit for duty and did not report and resume duty until 0900. R. Miller Master. J. Harris Mate	
7.5.69 1500	Montevideo	9.5.69	J. Harris, Ch. Steward, attended British Hospital for further check. Fit for duty. J.M. Quintana, R/O, attended for further check, fit. R. Miller Master. J. Harris Mate	
8.5.69 1000	Montevideo	9.5.69	P. Chain, S/2 Officer, attended dentist. R. Miller Master. J. Harris Mate	
9.5.69 0800	Montevideo	9.5.69	W. Rowlands, Cook, attended British Hospital for further test and observation. Fit. R. Miller Master. J. Harris Mate	
9.5.69 1030	Montevideo	9.5.69	The ashes of the late Mr. J. Harkiss, former Chief Engineer, received on board for later committal to the sea. R. Miller Master. J. Harris Mate	
10.5.69 1100	38° 05' S. 56° 35' W.	10.5.69	The above entry regarding his absence was read over to J.R. McRae, AB. He was cautioned as to his future, and warned that this is the second offence of this nature. He was informed that he is hereby fined the sum of one day's pay. When asked if he had any reply to read "No reply, Sir." R. Miller Master. J. Harris Mate	FINE: £ 1 - 17 - 4d.
11.5.69 1100	42° 37' S. 56° 52' W.	11.5.69	The ashes of the late Mr. J. Harkiss, former Chief Engineer, committed to the deep with due ceremony and prayer. R. Miller Master. J. Harris Mate	

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27.5.69 1000	Stanley	31.5.69	W. Rowlands, Cook, attended K.E.M. Hospital for examination/treatment suspect diabetes. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
28.5.69 1000	Stanley	31.5.69	A. McMill, SOS, attended K.E.M. Hospital for attention to bruised ankle. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
29.5.69 1000	Stanley	31.5.69	W. Rowlands attended K.E.M. Hospital for further examination. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
29.5.69 1130	Stanley	31.5.69	J. Harris, Steward, examined on board by doctor for general condition. A. McMill, first aid examination. Both fit. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
30.5.69 1000	Stanley	31.5.69	J. Harris received further check on condition. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
30.5.69 1045	Stanley	31.5.69	T. Hansen, Fireman, signed off before Colonial Shipping Master for leave. J. Belts signed on before C.S.M. as fireman for voyage. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
3.6.69 1630	Montevideo	7.6.69	W. Rowlands Cook attended British Hospital for check examination. Fit, but to continue with supervision. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
4.6.69 1500	Montevideo	7.6.69	J. Harris, R. Boldrini, M. Binnie, H. Seron, J. Montiel, attended British Hospital for examination. Fit. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	

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5.6.69 0800	Montevideo	7.6.69	J. Montiel and H. Seron attended British Hospital for further check. Fit. A. McMill attended British Hospital for check on foot. Fit. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
6.6.69 1445	Montevideo	7.6.69	R.N. Miller attended British Hospital for surgical examination. Fit. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
9.6.69 1200	43 33 S. 56 59 W.	10.6.69	A. McMill, SOS, V. Jorgale, Donkeyman, off duty, suspect influenza. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
10.6.69 1200	47 32 S. 57 20 W.	11.6.69	J. Carro, DHU, R. Dickson, DHU, off duty, suspect influenza. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
11.6.69 0800	50 30 S. 57 48 W.	11.6.69	R. McRae, AB, K. Clitheroe, DHU, J. Rawles, fireman, off duty. Suspect influenza. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
11.6.69 0800	50 30 S. 57 48 W.	11.6.69	V. Jorgale, Donkeyman, A. McMill, SOS, resumed duty. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
11.6.69 1700	Stanley	11.6.69	Doctor attended on board, confirmed influenza, bed rest prescribed. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
11.6.69 1800	Stanley	11.6.69	J. Belts, Fireman, ceased duties. T. Hansen rejoined from leave. Both signed off before Colonial Shipping Master. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
13.6.69 0900	Stanley	13.6.69	R. McRae, AB, J. Rawles, fireman, R. Dickson, DHU, K. Clitheroe, DHU, resumed duty. K. Clitheroe informed left eye, eye bath and patch given. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
13.6.69 1530	Loose Green.	13.6.69	A. McMill, SOS, J. Carro, DHU, influenza relapse. Off duty, later attended on board by doctor who confirmed influenza. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
16.6.69 0800	Stanley	16.6.69	A. McMill, SOS, J. Carro, DHU, resumed duty. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	
20.6.69 1045	Stanley	20.6.69	Mrs J. Thain, Supr., signed Articles before Col. Shipping Master. <i>R. M. Miller</i> Master. <i>Amifon</i> Mate	

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towards

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

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Eng. 1.

AGREEMENT AND LIST OF THE CREW

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 ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
DARWIN / ZDLC	156384	PORT STANLEY	2-1957	1792.86	138.55	144 1160 980
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
DARWIN SHIPPING LTD.	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 30th June, 1969 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 person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay 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 for which he is incompetent, he is liable to be derated.

And it is also agreed, that additional clauses and the Regulations authorized by the Board of Trade which are printed herein and numbered⁵

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

And it is also agreed, that⁶

- Should any of the crew fail to join at any 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 required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform No. 1 and working uniform when and where required, and in event of the uniform not being returned in good condition (fair wear and tear accepted) the cost price of such uniform will be deducted from wages.
- The crew shall complete with thirty hands all told of whom not less than five shall be sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by Mutual Consent, in which case wages shall accrue up to the date of discharge only.

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

Signed by R. Miller Master

on the First day of January 1968

Date of Commencement of First Voyage.	Port at which Voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
1.1.69.	PORT STANLEY	3-7-69	PORT STANLEY	3-7-69	<u>R. Miller</u> Master.

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

ADDITIONAL CLAUSES.

(h) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection of the Master or Officer deputed by him. Further, it is agreed that the time when the crew or any individual member of the crew finally leave the ship at termination of the contract, they shall leave the quarters in a clean and orderly condition to the satisfaction of the Master (or his authorised deputy). When crew are ready to leave the ship they may request the Master (or his authorised deputy) for a certificate that the quarters are clean.

For each breach of the foregoing the Master may at his entire discretion, impose on each member of the crew concerned a fine not exceeding two days' pay.

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

Mattress
Pillow
Pillow Case
Sheets
Blankets
Towels
Soap

(j) The normal supply to be two sheets and three blankets (two on voyages mainly in hot climates), one sheet and the pillow case to be changed weekly.

This Agreement shall be applied in a reasonable way. With sudden changes in crew or when time between voyages is very short, it may be impracticable to supply clean bedding. Where Articles do not exceed two months, crew signing on for the next voyage may be supplied with the same mattress cover (if provided) pillow and blankets as the previous crew, without changing.

(k) REGULATION OF HOURS. The ordinary hours of duty of ratings shall not exceed:-

(a) At Sea - 8 hours per day, Saturday and Sunday included.

(b) On sailing and arrival days - 8 hours per day Monday to Friday.

On Saturday, Sunday and applicable Public Holidays.

(i) Arrival Days. - All hours in excess of 8 at sea and all hours worked in port, to be overtime hours except as provided in Clause (L).

In port (except in cases of emergency) ordinary hours of actual duty shall not exceed 8 hours daily on Monday to Friday inclusive.

(ii) Sailing Days. - all hours worked in port and all hours worked in excess of 8, calculated from the commencement of duty irrespective of whether in port or at sea, to be overtime hours, except as provided in Clause (L). No hour to be paid overtime rate more than once.

(L) OVERTIME. (a) If overtime is required in a case of emergency affecting the safety of the vessel, passengers, crew and cargo, of which the Master shall be the sole judge, or for safety or boat drill, or for normal cleaning and tidying crews quarters, no compensation shall be required.

(m) CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKENDS & SPECIAL PAYMENT.

(a) Sweeping Tubes and Cleaning Backends provided that this entails entering and working from inside - the sum of 10s per man per boiler (in addition to any payments due under (b), (c), and (d) below, when those services are carried out).

(b) Washing out only, involving no scraping or brushing the sum of £1 per man per boiler.

(c) Hosing down and scraping off deposits on the waterline and brushing down heating surfaces when the boiler has feed water treatment - the sum of £4 per boiler total.

(d) Full chipping and scaling operation - a payment per boiler according to the heating surfaces of the boiler, on the following scales.

Heating Surfaces	Total payment per boiler
Up to 1,000 sq. ft.	£4
1,001 to 2,000 sq. ft.	£6
2,001 to 3,000 sq. ft.	£8
3,001 to 4,000 sq. ft.	£10
4,001 to 5,000 sq. ft.	£12
5,001 to 6,000 sq. ft.	£14
6,001 sq ft. and over	£16

(n) PUBLIC HOLIDAYS.

At Sea and Abroad.

New Years Day; Good Friday; Queen's Birthday; Battle Day; Christmas Day;

In Port, Falkland Islands.

New Years Day; Good Friday; Queen's Birthday; Battle Day; Christmas Day; Stanley Sports two days.

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
Water	28 quarts
Soft Bread	7 lb.
Smoked Ham or Bacon	12 oz.
Fresh Meat—See Note 1 below	7 lb. 4 oz.
Fresh Fish	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.
Eggs	12 oz.
Potatoes	7 lb.
Peas, Split or Lentils	1 lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 1/2 lb.
Flour	1 lb.
Rice	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.
Tea	4 1/2 oz.
Coffee (containing not more than 25% Chicory) or	2 oz.
Cocoa (or chocolate)	3 oz.
Sugar	1 1/2 lb.

Article	Allowance per week
Milk	14 oz.
Condensed or Dried or Homogenised	6 oz.
Butter	1 1/2 pts.
Suet	10 1/2 oz.
Cooking Fat or Oil (other than Suet) or Margarine	2 oz.
Marmalade, Jam or Syrup	4 oz.
Cheese	8 oz.
Pickles	5 oz.
Bottled Sauces	3 oz.
Onions	2 oz.
Dried Fruit	8 oz.
Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	3 oz.
Fine Salt	6 oz.
Mustard	2 oz.
Pepper	1/2 oz.
Curry Powder	1/2 oz.

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE

1. **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 1 1/2 lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.

4. **Meat.** The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3/4 lb. of salt meat or 1/2 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 1 1/2 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 1 1/2 oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

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

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

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

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

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

10. **Dried Fruits.** Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.

11. **Fresh Fruit** should not be supplied if it is likely to be injurious to health.

12. **Onions.** The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1/2 lb. 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

Salt Meat	3/4 lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat	1 lb.	
Coffee	1 oz.	
Cocoa or Chocolate	1 1/2 oz.	To be considered equal.
Tea	1/2 oz.	
Flour	1 lb.	
Biscuit	1 lb.	To be considered equal.
Rice	1 lb.	
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	
Split Peas	1/2 lb.	To be considered equal when issued with meat rations.
Flour	1/2 lb.	
Green Peas, Haricot or Butter Beans	1/2 lb.	
Rice	1/2 lb.	

Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	
Butter	1 lb.	To be considered equal.
Cheese	1 lb.	
Condensed Milk	9 1/2 oz.	
Dried Milk	4 oz.	To be considered equal.
Mustard	1/2 oz.	
Curry Powder	1/2 oz.	

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.			Load Line.	
Tropical	4	feet 38 inches.	(T)inches above S.
Summer	4	feet 38 inches.	(S)	Upper edge of line through centre of disc.
Winter	4	feet 38 inches.	(W)inches below S.
Winter North Atlantic (if assigned)	4	feet 38 inches.	(WNA)inches below S.
Allowance for fresh water for all freeboards :—			3 1/2	inches.
The upper edge of the deck line from which these freeboards are measured is			—	inches above
the top of the			STEEL UPPER	deck at side.
(Above particulars to be taken from Load Line Certificate.)				

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE BOARD OF TRADE 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, 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, as soon as possible 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 when the log entry has been made a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shewn to the Superintendent or Consular Officer before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

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

No.	OFFENCE.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	
2	Bringing or having on board intoxicating liquors	
3	Drunkenness	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted)	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs	
Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion		

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

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

Name of Ship

DARWIN

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	R590610	W. Jill.						ENG. <i>W. Miller</i>	1	<i>W. Miller</i>
	Falkland Islands	P.O. Box 177	Master	1-1-69	Separate	Agreement.		RELEASE <i>W. Miller</i>		<i>W. Miller</i>
32	Same	Stanley.	Css	At Once						
		Falkland Islands	92140							
		W. Irene. Instrucciones	Chief Officer	1-1-69	Separate	Agreement.		ENG. <i>W. Miller</i>	2	<i>W. Miller</i>
	Bournemouth	Km. 19, Montevideo,	Master	At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
56	"Forrest"	Uruguay.	56417							
	F 169	W. Gladys.	Senior 2nd Officer	1-1-69	Separate	Agreement.		ENG. <i>W. Miller</i>	3	<i>W. Miller</i>
	Aberdeen	3 Hebe Place Stanley.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
39	Same									
	F 130	W. Mary.	2nd Officer.	1-1-69	Separate	Agreement.		ENG. <i>W. Miller</i>	4	<i>W. Miller</i>
	Falkland Islands	P.O. Box 216	AB	At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
31	Same	Stanley.	002500							
		Falkland Islands.								
	F 131	W. Nancy	3rd Officer	1-1-69	Separate	Agreement.		ENG. <i>W. Miller</i>	5	<i>W. Miller</i>
	Falkland Islands	P.O. Box 54	AB	At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
36	Same	Stanley	034754							
		Falkland Islands.								
	UK 15450	W. Gloria	Radio Officer	1-1-69	95	- - - - -		ENG. <i>W. Miller</i>	6	<i>W. Miller</i>
	URUGUAY	Dalmiro Costa 4296 bis		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
35	Same	Montevideo Uruguay								
	F 215	Step-Father. L. Biggs	Bosun	1-1-69	64	- - - - -		ENG. <i>W. Miller</i>	7	<i>W. Miller</i>
	Falkland Islands.	2 Allardyce St.		At Once	17-2-69	PORT STANLEY DIS.		RELEASE <i>W. Miller</i>		<i>W. Miller</i>
24	Same	Stanley								
		Falkland Islands.								
	F224	Br. Richard.	AB	1-1-69	56	- - - - -		ENG. <i>W. Miller</i>	8	<i>W. Miller</i>
	Falkland Islands.	Port Stephens.		At Once	28-2-69	LEFT MONTSEVIDEO SICK		RELEASE <i>W. Miller</i>		<i>W. Miller</i>
24	Same	Falkland Islands.								
		c/o Darwin Shipping Ltd.								
	F 228	F. Charles Dickson.	DHU	1-1-69	52	- - - - -		ENG. <i>W. Miller</i>	9	<i>W. Miller</i>
	Falkland Islands.	Stanley Falkland Is.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
30	Same	c/o Darwin Shipping Ltd.								
		M. Mrs T. Binnie	SOS	1-1-69	43	0 - - - - -		ENG. <i>W. Miller</i>	10	<i>W. Miller</i>
	Falkland Islands.	Kelvin Store. Stanley.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
24		Falkland Islands.								
		c/o Darwin Shipping Ltd.								
		M. Mrs Hoggarth	SOS	1-1-69	14	- - - - -		ENG. <i>W. Miller</i>	11	<i>W. Miller</i>
	Falkland Islands.	Ross Road East	Launch	At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
23		Stanley								
		Falkland Islands.								
	F 186	F. Stan. 45 Fitzroy Rd.	SOS.	1-1-69	43	- - - - -		ENG. <i>W. Miller</i>	12	<i>W. Miller</i>
	Falkland Islands.	Stanley Falkland Is.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
34	Same									
	F 203	Sister: Mrs J. J. Barnes	Messman	1-1-69	60	- - - - -		ENG. <i>W. Miller</i>	13	<i>W. Miller</i>
	Falkland Islands	Dairy Paddock Road.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
63	Same	Stanley, Falkland Islands.								
		c/o Darwin Shipping Ltd.								
	R87350	W. Elizabeth	Chief Engineer	1-1-69	Separate	Agreement.		ENG. <i>W. Miller</i>	14	<i>W. Miller</i>
	Glasgow	"Caber Fiedh" 410		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
60	"Border Keep"	Montgomery Rt Kinross.	83153							
	F 159	D. Yolanda SYLVIA	2nd Engineer	1-1-69	93	- - - - -	30	ENG. <i>W. Miller</i>	15	<i>W. Miller</i>
	Falkland Islands	32 Fitzroy Road Stanley.		At Once				RELEASE <i>W. Miller</i>		<i>W. Miller</i>
31	Same	c/o Darwin Shipping Ltd.								

ies of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys. nce of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

Name of Ship

DARWIN

M.N.E. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said under-signed members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	F 123	W. Aida. Garibaldi 2387	3rd					ENG. <i>Darsen</i>	16	<i>Off</i>
	Falkland Islands	Montevideo. Uruguay.	Engineer	1-1-69	77	- - - - -	40	RELEASE <i>Darsen</i>		<i>Off</i>
39	Same	c/o Darwin Shipping Ltd.		At Once						
	F 176	W. Maria Teresa	4th					ENG. <i>Off</i>	17	<i>Off</i>
	Falkland Islands	Jose L Terra 2673, Ap 10.	Engineer	1-1-69	67	- - - - -	35	RELEASE <i>Off</i>		<i>Off</i>
33	Same	Montevideo. Uruguay.		At Once	1st Apr 69	STANLEY LEAVE	- - -			<i>Off</i>
		c/o Darwin Shipping Ltd.								
		W. Juliana, Rivera 2869						ENG. <i>Off</i>	18	<i>Off</i>
	CHILE	Ap 603, Montevideo. Uruguay.	Fireman	1-1-69	63	- - - - -	40	RELEASE <i>Off</i>		<i>Off</i>
54	Same	c/o Darwin Shipping Ltd.		At Once	23.1.69.	MONTEVIDEO leave	- - -			<i>Off</i>
	Falkland Islands	M. Ella, Yeovil DELZIA						ENG. <i>Off</i>	19	<i>Off</i>
28	Same	W. Somerset, England.	Fireman	1-1-69	57	- - - - -	35	RELEASE <i>Off</i>		<i>Off</i>
		c/o Darwin Shipping Ltd.		At Once						
	UR 12747	W. AUDREY.						ENG. <i>Off</i>	20	<i>Off</i>
	URUGUAY	JUAN JOSE DE HERRERA	Fireman	1-1-69	62	- - - - -	- - -	RELEASE <i>Off</i>		<i>Off</i>
46	Same	MONTEVIDEO. URUGUAY 1470		At Once	25.2.69	MONTEVIDEO DIS	- - -			<i>Off</i>
	Arg. 28578	Fr: Milta Tiscornia Astol.						ENG. <i>Off</i>	21	<i>Off</i>
52	Argentine	Paysandu 857 Ap 7.P3.	Fireman	1-1-69	56	- - - - -	30	RELEASE <i>Off</i>		<i>Off</i>
	Same	Montevideo, Uruguay.		At Once						
		c/o Darwin Shipping Ltd.								
	F 117	W. Aida Medanos 1519	Chief					ENG. <i>Off</i>	22	<i>Off</i>
	Falkland Islands	Ap 201. Montevideo Uruguay.	Steward	1-1-69	Separate Agreement.			RELEASE <i>Off</i>		<i>Off</i>
56	Same	c/o Darwin Shipping Ltd.		At Once						
		Stanley Falkland Is.	28498							
	F 119	D: Leonor Humachin 4061,	2nd					ENG. <i>Off</i>	23	<i>Off</i>
	Chile	Montevideo Uruguay.	Steward	1-1-69	68	- - - - -	30	RELEASE <i>Off</i>		<i>Off</i>
53	Same	c/o Darwin Shipping Ltd.		At Once	28.3.69	Left MONTEVIDEO Sick	- - -			<i>Off</i>
		Stanley Falkland Is.								
	F 226	W. Jeannette						ENG. <i>Off</i>	24	<i>Off</i>
	Chile	Stanley Falkland Is.	Steward	1-1-69	56	- - - - -	50	RELEASE <i>Off</i>		<i>Off</i>
22	Same	c/o Darwin Shipping Ltd.		At Once	21st FEB 69	STANLEY LEFT SICK	- - -			<i>Off</i>
	F 227	F. Liberto, Los Leones,						ENG. <i>Off</i>	25	<i>Off</i>
	Chile	Puerto Montt. Chile.	Steward	1-1-69	56	- - - - -	- - -	RELEASE <i>Off</i>		<i>Off</i>
23	Same	c/o Darwin Shipping Ltd.		At Once						
		Stanley Falkland Is.								
	Ch 05067/35	M: Blanca, Williams 435	Steward	1-1-69	56	- - - - -	- - -	ENG. <i>Off</i>	26	<i>Off</i>
	Chile	Rio Seco, Punta Arenas Chile.						RELEASE <i>Off</i>		<i>Off</i>
29	Same	c/o Darwin Shipping Ltd.		At Once	21st FEB 69	STANLEY LEFT SICK	- - -			<i>Off</i>
		Stanley Falkland Is.								
	F 166	F. Avel.						ENG. <i>Off</i>	27	<i>Off</i>
	Chile	Calle Club Hipico 1234,	Steward	1-1-69	56	- - - - -	- - -	RELEASE <i>Off</i>		<i>Off</i>
32	Same	Punta Arenas Chile.		At Once						
		c/o Darwin Shipping Ltd.								
	F 184	M. Lidia.						ENG. <i>Off</i>	28	<i>Off</i>
	CHILE	QUILPUÉ, VALPARAISO, CHILE	Steward	1-1-69	56	- - - - -	- - -	RELEASE <i>Off</i>		<i>Off</i>
29	Same			At Once						
	F 120	Katherine. D. ANNE						ENG. <i>Off</i>	29	<i>Off</i>
	Falkland Islands	3 Hebe Street, Stanley.	Cook	1-1-69	Separate Agreement			RELEASE <i>Off</i>		<i>Off</i>
53	Same	c/o Darwin Shipping Ltd.		At Once						
			30046							
	F 205	Br. Robert. Caravan,	2nd					ENG. <i>Off</i>	30	<i>Off</i>
	Tain Scotland	Diriebught Rd Inverness.	Cook	1-1-69	60	- - - - -	- - -	RELEASE <i>Off</i>		<i>Off</i>
		c/o Darwin Shipping Ltd.		At Once						

ities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not
ely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.
ance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount
es of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

ONAL INSURANCE — Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Social Security.

Name of Ship

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
-	-	F. JOHN		18-1-69				ENG. <i>John</i>	31	<i>John</i>
-	Falkland Islands	98 DAVIS STREET PORT STANLEY	Sup'y	Port Stanley	- 1 -	- - -	- - -	RELEASE <i>John</i>		<i>John</i>
15	Same		-	AT Once	31-1-69 Port Stanley	Dis	- - -			
-	-	M. GARDY		18-1-69				ENG. <i>M. Gardy</i>	32	<i>M. Gardy</i>
-	Falkland Islands	1 PHILIPPE PIERCE PORT STANLEY	Sup'y	Port Stanley	- 1 -	- - -	- - -	RELEASE <i>M. Gardy</i>		<i>M. Gardy</i>
7	-		-	AT Once	31-1-69 Port Stanley	Dis	- - -			
-	-	H. R.N. MILLER		18-1-69				ENG. <i>H. R.N. Miller</i>	33	<i>H. R.N. Miller</i>
-	New Zealand	P.O. Box 177. Stanley	Sup'y	Port Stanley	- 1 -	- - -	- - -	RELEASE <i>H. R.N. Miller</i>		<i>H. R.N. Miller</i>
36	Same		-	AT Once	31-1-69 Port Stanley	Dis	- - -			
-	-	F. R.N. Miller		18-1-69				ENG. <i>F. R.N. Miller</i>	34	<i>F. R.N. Miller</i>
-	Falkland Islands	P.O. Box 177. Stanley	Sup'y	Port Stanley	- 1 -	- - -	- - -	RELEASE <i>F. R.N. Miller</i>		<i>F. R.N. Miller</i>
3	Same		-	AT Once	31-1-69 Port Stanley	Dis	- - -			
-	-	F. Smith (sister)		24.1.69				ENG. <i>F. Smith</i>	35	<i>F. Smith</i>
-	Falkland Islands	1 Hobbs Place Stanley	Fireman	Montevideo	57 - -	- - -	- - -	RELEASE <i>F. Smith</i>		<i>F. Smith</i>
33	Same		-	AT Once	30-5-69 Port Stanley	Leave	- - -			
-	-	Eda (wife)		24.1.69				ENG. <i>Eda</i>	36	<i>Eda</i>
-	Uruguayan	Calle Belgrano 2873 Bis Montevideo, Uruguay	AB	Montevideo	61 - -	- - -	- - -	RELEASE <i>Eda</i>		<i>Eda</i>
41	Same		-	AT Once						
-	-	Maria del Carmen (wife)		24.1.69				ENG. <i>Maria del Carmen</i>	37	<i>Maria del Carmen</i>
-	Uruguayan	Portugal 3979 Montevideo, Uruguay	D.H.U	Montevideo	53 - -	- - -	- - -	RELEASE <i>Maria del Carmen</i>		<i>Maria del Carmen</i>
26	Same		-	AT once						
-	-	P. Ernesto		24.1.69				ENG. <i>P. Ernesto</i>	38	<i>P. Ernesto</i>
-	Uruguayan	Maldonado 1463, Apt. 3 Montevideo	Sup'y	Montevideo	- 1 -	- - -	- - -	RELEASE <i>P. Ernesto</i>		<i>P. Ernesto</i>
19	-		-	25.1.69	25.2.69 MONTEVIDEO	DIS	- - -			
-	-	F. Esteban		24.1.69				ENG. <i>F. Esteban</i>	39	<i>F. Esteban</i>
-	Uruguayan	Mateo Vidal 3328 Montevideo	Sup'y	Montevideo	- 1 -	- - -	- - -	RELEASE <i>F. Esteban</i>		<i>F. Esteban</i>
18	-		-	25.1.69	25.2.69 MONTEVIDEO	DIS	- - -			
-	-	F. Stan.		17.2.69				ENG. <i>F. Stan.</i>	40	<i>F. Stan.</i>
-	FALKLAND ISLANDS	RICECOURSE COTTAGE. STANLEY.	J.O.S.	STANLEY	37 - -	- - -	- - -	RELEASE <i>F. Stan.</i>		<i>F. Stan.</i>
19	First		-	AT ONCE						
-	-	M. M. Colman		21.2.69				ENG. <i>M. M. Colman</i>	41	<i>M. M. Colman</i>
-	FALKLAND ISLANDS	20th Kent Road. STANLEY	Stwd	STANLEY	56 - -	- - -	- - -	RELEASE <i>M. M. Colman</i>		<i>M. M. Colman</i>
49	LA FONIA		-	AT ONCE	1st APR 69 STANLEY	Dis	- - -			
-	Chilean Transport	W. Juliana		25.2.69				ENG. <i>W. Juliana</i>	42	<i>W. Juliana</i>
-	Chilean	Rivera 2869, Apt. 603 Montevideo	Fireman	MONTEVIDEO	63 - -	- - -	40 - -	RELEASE <i>W. Juliana</i>		<i>W. Juliana</i>
53	Same		-							
-	-	M. Blanca. Williams 435		5-3-69				ENG. <i>M. Blanca. Williams</i>	43	<i>M. Blanca. Williams</i>
-	Chile	Rio Seco. Punta Arenas. Chile.	Steward	Stanley.	56 - -	- - -	- - -	RELEASE <i>M. Blanca. Williams</i>		<i>M. Blanca. Williams</i>
29	Same	% Darwin Shipping Ltd. Stanley. Falkland Islands.	-	AT Once.	28.3.69 MONTEVIDEO	Left sick	- - -			
-	-	Br. Richard. Port Stephens		14-3-69				ENG. <i>Br. Richard</i>	44	<i>Br. Richard</i>
-	Falkland Islands	Falkland Islands	AB	Stanley	56 - -	- - -	- - -	RELEASE <i>Br. Richard</i>		<i>Br. Richard</i>
24	Same	% Darwin Shipping Ltd. Stanley. Falkland Islands.	-	AT Once						
-	-	N. Aurora		28.3.69				ENG. <i>N. Aurora</i>	45	<i>N. Aurora</i>
-	Uruguayan	Uruguaya 3030. Montevideo	Steward	MONTEVIDEO	54 - -	- - -	- - -	RELEASE <i>N. Aurora</i>		<i>N. Aurora</i>
39	Same		-	AT once	6.5.69 MONTEVIDEO	DIS	- - -			

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of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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Name of Ship

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)									
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	Ch. 05067/35	M/Blanca. Williams 435.		28-3-69				ENG. <i>Para-hin Parame</i>	46	Eng
	Chilean	Rio Seco. Punta Arenas. Chile	Steward	Montevideo	56	- - - - -	- - -	RELEASE <i>Para-hin Parame</i>		
29	Same.	Edwin Shipping Ltd.	-	AT Once						
	F 226	W/Tanette.		9-4-69				ENG. <i>W.D.S.</i>	47	J.H.
	Chilean	John St. Stanley. Falkland Is.	Steward	Port Stanley	56	- - - - -	50 - -	RELEASE <i>W.D.S.</i>		
23	Same		-	AT Once						
	F 176	H. Maria Teresa.		2-5-69				ENG. <i>Robt H.H.</i>	48	
	Falkland Islands	Jose L. Terra 2673. Apr. 10.	4th Engr.	Stanley	67	- - - - -	35 - -	RELEASE <i>Robt H.H.</i>		
	Same	Montevideo. Uruguay.		AT Once						
	F 119	D: Leonor, Jamachin 461.		6.5.69				ENG. <i>B. Belchinni</i>	49	B.
	Chilean	Montevideo, Uruguay.	2nd Stwd	MONTEVIDEO	68	- - - - -	30 - -	RELEASE <i>B. Belchinni</i>		
53	Same	Edwin Shipping Ltd.		At Once						
	-	F. Fred. 2 Kent Road		30-5-69				ENG. <i>G. Bette</i>	50	
	Falkland Islands	Stanley. Falkland Islands	Fireman	Port Stanley	54	- - - - -	- - -	RELEASE <i>G. Bette</i>		
25	First.		-	AT Once	11-6-69 Stanley	Dis	- - -			
	F 142	F. Smith (Sister)		11-6-69				ENG. <i>M. Jensen</i>	51	
	Falkland Islands	1 Hebe Place.	Fireman	Stanley	57	- - - - -	- - -	RELEASE <i>M. Jensen</i>		
33	Same	Stanley	-	AT Once						
	-	Son: David.		20-6-69				ENG. <i>G. Phain</i>	52	
	Falkland Islands	% Mr J.B. Browning. Philmont Place	Sup'y	Stanley	- 1 -	- - -	- - -	RELEASE <i>G. Phain</i>		
35	Same	Stanley.		AT Once	Stanley 3-7-69	Dis	- - -			
								ENG.	53	
								RELEASE		
								ENG.	54	
								RELEASE		
								ENG.	55	
								RELEASE		
								ENG.	56	
								RELEASE		
								ENG.	57	
								RELEASE		
								ENG.	58	
								RELEASE		
								ENG.	59	
								RELEASE		
								ENG.	60	
								RELEASE		

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of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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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, 1959.

Services required by Law.

	In all countries. £ s. d.
(10) Sanctioning the engagement of seamen : for each seaman	5 0
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 £6 5s. 0d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.	
(11) Attesting alterations in agreements with seamen : for each alteration, in respect of each seaman concerned with a maximum fee of	10 0
(12) Sanctioning the discharge or leaving behind of seamen : for each seaman (see Fee 10)	5 0
(13) Certifying desertions of seamen : for each seaman	10 0
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	10 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 papers, see Fee 39)	15 0

Services required by parties interested.

	In all countries. £ s. d.
(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew : for each man	5 0
with a minimum of	2 5 0
and a maximum of	6 15 0
(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	15 0
N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

1st January, 1969.

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

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

SHIPPING MASTER.
STANLEY, FALKLAND

18th January, 1969.

I certify that I have today sanctioned the engagement of the seamen whose names appear on lines 31 to 34 of this agreement.

SHIPPING MASTER.



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 22.1.1969

Agreement deposited 24.1.1969

- do - returned 24.1.1969

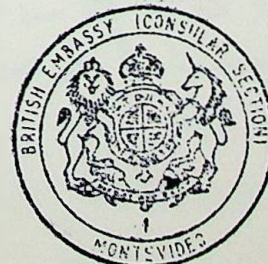
Average rate of exchange \$ 596.— = £

(for conversion of seamen's wages only)

I hereby certify that the Seaman on line 18 (eighteen) has been discharged at this port with my sanction on the ground of leave due

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

, and that effects, Dis. A. and Insurance have been delivered to seaman



H. B. M. Vice-Consul

(continued on back)

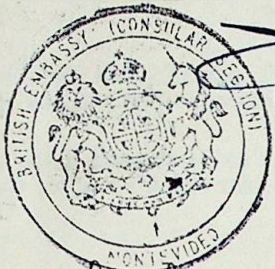
CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



I hereby certify that I have sanctioned the engagement of the Seamen on lines 35, 36 and 37 on the terms of this agreement which they have signed in my presence.

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

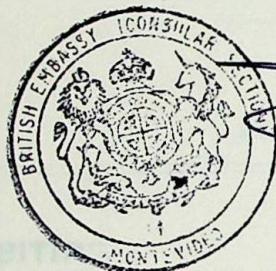


F. Skelton
H. B. M. Vice-Consul



I hereby certify that I have sanctioned the engagement of the Seamen on lines 38 and 39 on the terms of this agreement which they have signed in my presence.

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



F. Skelton
H. B. M. Vice-Consul

PORT STANLEY
21st Jan. 69

I hereby certify that I have sanctioned the discharge of the Seamen on lines 31, 32, 33 and 34 of this agreement.

Shipping Master.

PORT STANLEY
17th FEB. 1969.

I hereby certify that I have sanctioned the discharge of the Seamen on line 7 of this agreement.

Shipping Master.

PORT STANLEY
21st FEB. 1969.

I certify that I have sanctioned the discharge of the Seamen at Lines 24 and 26 of this agreement and the engagement of the Seamen on line 40 & 41.

Shipping Master.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

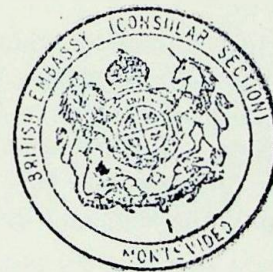
Vessel arrived 25.2.1969
Agreement deposited 26.2.1969
- do - returned 28.2.69
Average rate of exchange \$ 594.00 = 2
(for conversion of seamen's wages only)



I hereby certify that the Seamen on lines 20, 38 and 39 have been discharged at this port with my sanction on the ground of discharge and that the sum of being wages due to them has been paid by Agents, and that their effects, Dis. A's and Insurance Card have been delivered to them.

I hereby certify that I have sanctioned the engagement of the Seaman on line 42 on the terms of this agreement which he has signed in my presence.

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



Shipping Master
Acting British Consul

PORT STANLEY
21st March, 1969.

I certify that I have sanctioned the engagement of the Seamen on lines 43 & 44 of this agreement.

Shipping Master



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 25.3.1969
Agreement deposited 25.3.1969
- do - returned 28.3.69
Average rate of exchange \$ 594.00 = £
(for conversion of seamen's wages only)

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

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

I hereby certify that the Seamen on line twenty three and forty three have been discharged at this port with my sanction on the ground of illness and that the sum of being wages due to them has been paid by Agents and that their fare and their possession effects, Dis. A's and Insurance Card have been delivered to my.

M. S. Lethbrum
BRITISH PRO CONSUL
for Acting British Consul

Port Stanley
1st April, 1968.

I certify that I have sanctioned the discharge of the seamen who none appear at Lines 17 and 41 of this agreement.

Ph...
SIGNED MASTER.

Port Stanley
9th April, 1969.

I certify that I have sanctioned the engagement of the seamen who none appear at line 47 of this agreement.

Ph...
SIGNED MASTER.

BRITISH CONSULATE PUNTA ARENAS - Chile

Vessel arrived 14th April 1969
Articles deposited 15th April 1969
Articles returned 18th April 1969
Average rate of exchange £-22/6 = \$
(for conversion of seamen's wages only)

British Consul

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 6.5.1969
Agreement deposited 6.5.1969
- do - returned 9.5.69
Average rate of exchange \$ 594.00 = £
(for conversion of seamen's wages only)

M. S. Lethbrum
BRITISH PRO CONSUL
for H. B. M. Vice-Consul

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

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

Signature.

Date.

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

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



I hereby certify that the Seaman on line 45 has been discharged at this port with my sanction on the ground of discharge and that the

being wages due to him has been paid by agents and that his effects, Dis. A. and Insurance Card have been delivered to him



**BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO**

Vessel arrived 3.6.1969
Agreement deposited 3.6.1969
- do - returned 6.6.69
Average rate of exchange \$ 596.00 = £
(for conversion of seamen's wages only)



I hereby certify that I have sanctioned the engagement of the Seaman on line 49 on the terms of this agreement which he has signed in my presence.

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

H. B. M. Vice-Consul
BRITISH PRO CONSUL
for H. B. M. Vice-Consul



H. B. M. Vice-Consul
BRITISH PRO CONSUL
for H. B. M. Vice-Consul

**ASSY
SECTION
EO**

5.1969
5.1969
5.69
594.00 = £
wages only)

Pat Stanley
11/6/69.

I certify that I have sanctioned the engagement of the Seaman whose name appears on line 51 of this agreement.

Beck
Shipping Master

H. B. M. Vice-Consul
BRITISH PRO CONSUL
M. Vice-Consul

I certify that I have sanctioned the discharge of the Seaman at line 50 of this agreement and that his Dis. A. has been delivered to me.

Beck
Shipping Master

of Endorse-

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ant Shipping

by reason of
umbers in this
orm L. a.1.

Numbers

ction 28 (12b)†

ction 28 (12c)†

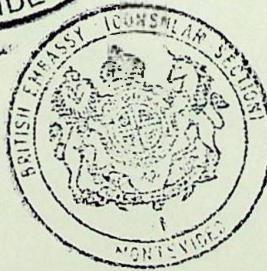
Signature.

Date.

with the accounts

**BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO**

Vessel arrived 26.6.1969
Agreement deposited 27.6.1969
- do - returned 24.6.1969
Average rate of exchange \$ 596.00 = £
(for conversion of seamen's wages only)



H. B. M. Vice-Consul
BRITISH PRO CONSUL
for H. B. M. CONSUL

I certify that I have sanctioned the engagement of the Seaman whose name appears on line 50 of this agreement.

Beck

I certify that I have sanctioned the discharge of the Seaman at line 35 of this agreement, and that his Dis. A. has been delivered to me.

Beck

Shipping Master

of the
and 41

engagement of the Seaman whose name appears on line 47 of this agreement.

H. B. M. Vice-Consul
BRITISH PRO CONSUL
for H. B. M. Vice-Consul

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

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of £5, 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 £100, 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 special page). The employment of children under the age of 15 years is prohibited.

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

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

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

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

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

13. The Master of a foreign-going Ship incurs a Penalty of £5 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 £20 to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.

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

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

Return to the United Kingdom.

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

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 columns 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 monies 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 Board of Trade. 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 Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a Penalty of £5 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 to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of £20 to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

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 cols. 15 and 16.)