



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	15638 4	PORT STANLEY FALKLAND ISLANDS	1792 36	738 55	R. N. MILLER	92140

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port STANLEY Date 4.7.69.	FALKLAND ISLANDS + SOUTH AMERICA	Port STANLEY Date 14-1-70

Delivered to the Superintendent of the Mercantile Marine Office at the
 Port of Port Stanley on 15th day of JANUARY 19 70.

Countersigned

Superintendent.

Master

% DARWIN SHIPPING LTD. Address
STANLEY.

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			29, 30, 31, 32, 33, 34, 38, 39.
2	Fredrick JONES	Mate	V.G.	V.G.	30, 32
3	Peter THAIN	Sr. 2nd Mate			28, 35.
4	Neil JENNINGS	2nd Mate	V.G.	V.G.	28, 35, 39
5	Ferdal JENNINGS	3rd Mate	V.G.	V.G.	28, 32, 33, 40
6	Jose QUINTANA	Radio Officer	V.G.	V.G.	39
7	Fernando Iriarte	Boatman	V.G.	V.G.	32, 39
8	Randolph McRAE	ATB	V.G.	V.G.	28, 29, 35, 36
9	Jorge CARRO	DHU			32, 33, 34, 35.
10	Ronald DICKSON	DHU	V.G.	V.G.	28, 29, 37, 38
11	Kenneth CRETHEORE	DHU			
12	Darryl PARRIN	DHU	V.G.	V.G.	28, 32, 33, 34, 35, 36
13	Alexander MCGILL	DHU	V.G.	V.G.	28, 31, 32, 33, 34.
14	Tony HEATHMAN	SOS	V.G.	V.G.	28.
15	Harry SARNEY	Messman			
16	William WILSON	Chief Engineer			33, 41.
17	Malcolm BONNIE	2nd Engineer			41.
18	Dennis LARSEN	3rd Engineer	V.G.	V.G.	36
19	Richard HILLS	4th Engineer			41.
20	Victor BONZALEX	Donkeyman	V.G.	V.G.	38, 39
21	Terence HANSEN	Fireman	V.G.	V.G.	28, 36.
22	John RANLES	Fireman	V.G.	V.G.	29, 39
23	Abraham SANDSKY	Fireman	V.G.	V.G.	28.
24	George HARRIS	Chief Steward			29, 30, 31, 32, 34, 36, 37.
25	Rubelindo BOZKINI	2nd Steward			

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	Hermann SERON	Steward	V.G.	V.G.	37.
27	Jose MONTEK	Steward	V.G.	V.G.	36.
28	Luis GARCARDO	Steward			
29	Marcelino NAVARRO	Steward	V.G.	V.G.	38, 40
30	Ulises BARRIA	Steward	V.G.	V.G.	29
31	William BOWLANDS	Cook			33.
32	James McKENZIE	2nd Cook			41.
33	David GOODWIN	DHU	V.G.	V.G.	29, 30, 31, 32, 33, 34
34	Joseph BOOTH	Supy.	-	-	29, 30, 31, 32, 34
35	Fredrick JONES	Mate			33, 34.
36	Halter SUMMERS	T.O.S.			34, 38.
37	Eric JOHNSON	Fireman			34, 38, 39.
38	Alexander MCGILL	DHU			36.
39	Nery SILVEIRA	Steward			36.
40	Philip SHORT	Fireman	V.G.	V.G.	36, 37.
41	Darryl PARRIN	DHU			37, 40.
42	Terence HANSEN	Fireman			37, 40, 41.
43	Dennis LARSEN	3rd Engineer			37, 41.
44	Oscar TRIETO	ATB			37.
45	Ramon BLANCO	Steward			37.
46	Ferdal JENNINGS	3rd Mate			40.
47	Rogue BELTRAN	Fireman			39.
48	Elias KROPMAN	Steward			39.
49	Francisco MANDANA	Radio Officer			39.
50	Ronald DICKSON	DHU			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	Wilson KROPMAN	Steward			40.
52	Ove ODDEN	DHU			40.
53	Neil JENNINGS	2nd MATE			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	
76					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—Continued

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

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

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

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

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

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

In 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.

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

BIRTHS

DEATHS

Members of the Crew (other

Lascars

[illegible]

†Signature of Master.....

(See Instructions on previous page)

(See Instructions on previous page)

than Lascars**) including Masters

(see footnote**)

Members of the Crew

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.

* 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
 † "Master includes every person (except a pilot) having command or charge of any ship.

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
5.7.69.	No drills this week, vessel in port.		6.7.69.	<i>R. Miller</i> <i>Criffin</i>
12.7.69.	No drills this week, vessel in port.		12.7.69.	<i>R. Miller</i> <i>Criffin</i>
19.7.69.	No drills this week, vessel in port.		19.7.69.	<i>R. Miller</i> <i>Criffin</i>
25.7.69.	Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator tested. All in good order and condition.		26.7.69.	<i>R. Miller</i> <i>Criffin</i>
27.7.69.	Ship's Company mustered and exercised at Fire Drill. Diesel fire pump operated under load, hoses ran out and working. Smoke helmet donned. All in good order and condition.		29.7.69.	<i>R. Miller</i> <i>Criffin</i>
31.7.69.	Steam Annihilation Lines to holds tested working.		31.7.69.	<i>R. Miller</i> <i>Criffin</i>
8.8.69.	C.O ₂ cylinders to boiler room smothering system disconnected and weighed. Pipe lines blown through with compressed air. All re-connected and alarm tested. Smoke detector pipe lines also blown through with compressed air.		9.8.69.	<i>R. Miller</i> <i>Criffin</i>
15.8.69.	Both lifeboats - equipment and stores overhauled. New grablines and skate lines fitted. Boats cleaned and paintwork touched up. Engine overhauled and touched up. Fuel oil checked.		16.8.69.	<i>R. Miller</i> <i>Criffin</i>
22.8.69.	Lifeboat winches and boat falls overhauled and greased. Centrifugal brake system cleaned. Fire hoses checked.		23.8.69.	<i>R. Miller</i> <i>Criffin</i>
28.8.69.	Overhaul and cleaning of boat gear and equipment completed, including overhaul of lifelines and lights and emergency equipment while in drydock.		29.8.69.	<i>R. Miller</i> <i>Criffin</i>
6.9.69.	No drills, in drydock.		6.9.69.	<i>R. Miller</i> <i>Criffin</i>
13.9.69.	No drills, in drydock.		13.9.69.	<i>R. Miller</i> <i>Criffin</i>
15.9.69.	Vessel on trials testing all equipment, checking compasses, radio direction finder on completion of drydocking. All satisfactory.		17.9.69.	<i>R. Miller</i> <i>Criffin</i>
17.9.69.	All emergency equipment, fire alarms, smoke detector, diesel fire pump, generator, lifeboat engine etc. etc. tested in presence of L.R. Surveyor for Safety Survey.		17.9.69.	<i>R. Miller</i> <i>Criffin</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
18.9.69.	Passengers and Ship's Company mustered, all wearing lifejackets, at Boat Stations. Boats not swung out due to adverse weather conditions. Ship's Company later exercised at Fire Drill. All equipment checked for correct location after recent docking and survey, portable extinguishers especially. All in order and operational.		18.9.69.	<i>R. Miller</i> <i>Criffin</i>
27.9.69.	No drills this week, vessel in port coastwise.		28.9.69.	<i>R. Miller</i> <i>Criffin</i>
3.10.69.	No drills this week, vessel in port.		4.10.69.	<i>R. Miller</i> <i>Criffin</i>
6.10.69.	Passengers and Ship's Company mustered, wearing lifejackets, at Boat Stations. Both boats lowered to embarkation level, hoisted and resecured. Emergency generator tested.		7.10.69.	<i>R. Miller</i> <i>Criffin</i>
13.10.69.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Stations. No boats swung out. Emergency generator operated. Fire alarms tested. Tilt door and hand steering tested. All portable fire extinguishers checked. All in order and in good condition.		14.10.69.	<i>R. Miller</i> <i>Criffin</i>
19.10.69.	No drills carried out due to bad weather.		19.10.69.	<i>R. Miller</i> <i>Criffin</i>
22.10.69.	Ship's Company exercised at Fire Drill. All fire-fighting apparatus tested working. Emergency fire pump on load. All in good order and condition.		23.10.69.	<i>R. Miller</i> <i>Criffin</i>
27.10.69.	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Stations. Emergency generator, W/T door, hand steering gear, lifeboat engine, fire alarm system all operated. All in good order and condition.		28.10.69.	<i>R. Miller</i> <i>Criffin</i>
7.11.69.	Passengers and Ship's Company mustered, wearing life-jackets, and exercised at Boat Drill. Boats lowered to embarkation level, hoisted and resecured. All in order.		7.11.69.	<i>R. Miller</i> <i>Criffin</i>
14.11.69.	Passengers and Ship's Company mustered, wearing lifejackets, and exercised at Boat Stations. Hand Steering, W/T door, Emergency generator operated, all in good order.		15.11.69.	<i>R. Miller</i> <i>Criffin</i>
16.11.69.	Ship's Company exercised at Fire Drill. Equipment tested, satisfactory.		17.11.69.	<i>R. Miller</i> <i>Criffin</i>
29.11.69.	No drills this week, vessel in port. Both boats lowered and falls renewed. Port boat, engine checked, test run and cleaned. Covers and equipment sighted. All in perfect order and condition.		30.11.69.	<i>R. Miller</i> <i>Criffin</i>
6.12.69.	No drills this week. Vessel in port.		7.12.69.	<i>R. Miller</i> <i>Criffin</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.

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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

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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.

[illegible]

* 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
6.7.69.	P. Thain. 4 ¹ / ₂ Officer. J. Harris. 4 ¹ / ₂ Steward. M. Binnie. 2 ¹ / ₂ Engineer.	None.	6.7.69.	<i>R. Miller</i> <i>C. W. Jones</i>
13.7.69.	P. Thain. 4 ¹ / ₂ Officer. J. Harris. 4 ¹ / ₂ Steward. M. Binnie. 2 ¹ / ₂ Engineer.	None.	14.7.69.	<i>R. Miller</i> <i>C. W. Jones</i>
20.7.69.	P. Thain. 4 ¹ / ₂ Officer. H. Wilson. 4 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	21.7.69.	<i>R. Miller</i> <i>C. W. Jones</i>
27.7.69.	R. N. Miller. Master. F. Jones. 4 ¹ / ₂ Officer. P. Thain. 4 ¹ / ₂ Officer. H. Wilson. 4 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	29.7.69.	<i>R. Miller</i> <i>C. W. Jones</i>
2.8.69.	P. Thain. 4 ¹ / ₂ Officer. M. Binnie. 4 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	3.8.69.	<i>R. Miller</i> <i>C. W. Jones</i>
9.8.69.	do	None.	10.8.69.	<i>R. Miller</i> <i>C. W. Jones</i>
16.8.69.	do	None.	12.8.69.	<i>R. Miller</i> <i>C. W. Jones</i>
23.8.69.	do	None.	24.8.69.	<i>R. Miller</i> <i>C. W. Jones</i>
30.8.69.	do	None.	31.8.69.	<i>R. Miller</i> <i>C. W. Jones</i>
6.9.69.	do	None.	6.9.69.	<i>R. Miller</i> <i>C. W. Jones</i>
13.9.69.	do	None.	13.9.69.	<i>R. Miller</i> <i>C. W. Jones</i>
20.9.69.	R. N. Miller. Master. F. Jones. 4 ¹ / ₂ Officer. P. Thain. 4 ¹ / ₂ Officer. H. Wilson. 4 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	21.9.69.	<i>R. Miller</i> <i>C. W. Jones</i>
27.9.69.	P. Thain. 4 ¹ / ₂ Officer. M. Binnie. 2 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	28.9.69.	<i>R. Miller</i> <i>C. W. Jones</i>
4.10.69.	P. Thain. 4 ¹ / ₂ Officer. M. Binnie. 2 ¹ / ₂ Engineer. J. Harris. 4 ¹ / ₂ Steward.	None.	4.10.69.	<i>R. Miller</i> <i>C. W. Jones</i>
11.10.69.	do	None.	11.10.69.	<i>R. Miller</i> <i>C. W. Jones</i>

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
19.10.69	R. N. Miller. Master. F. Jones. Mate. P. Thain. s/z/Mate. W. Wilson. Ch. Engr. J. Harris. Ch. Steward.	None.	20.10.69	R. Miller C. Jones
26.10.69	P. Thain. s/z/Mate. M. Birnie. 2/Engr. J. Harris. Ch. Steward.	None.	27.10.69	R. Miller C. Jones
2.11.69	P. Thain. s/z/Mate. M. Birnie. 2/Engr. J. Harris. Ch. Steward.	None.	2.11.69	R. Miller C. Jones
9.11.69	R. N. Miller. Master. F. Jones. Mate. W. Wilson. Ch. Engr. J. Harris. Ch. Steward.	None.	10.11.69	R. Miller C. Jones
16.11.69	do	None.	17.11.69	R. Miller C. Jones
24.11.69	R. N. Miller. Master. P. Thain. s/z/Officer. M. Birnie. 2/Engineer. J. Harris. Ch. Steward.	None.	24.11.69	R. Miller C. Jones
30.11.69	R. N. Miller. Master. J. Harris. Ch. Steward.	None.	30.11.69	R. Miller C. Jones
7.12.69	P. Thain. s/z/Officer. J. Harris. Ch. Steward. M. Birnie. 2/Engineer	None.	7.12.69	R. Miller C. Jones
14.12.69	R. N. Miller. Master. P. Thain. s/z/Officer. F. Jones. Ch. Officer. J. Harris. Ch. Steward. W. Wilson. Ch. Engr.	None.	14.12.69	R. Miller C. Jones
21.12.69	P. Thain. s/z/Officer. J. Harris. Ch. Steward. M. Birnie. 2/Engr.	None.	22.12.69	R. Miller C. Jones
28.12.69	P. Thain. s/z/Officer. J. Harris. Ch. Steward. M. Birnie. 2/Engineer	None.	29.12.69	R. Miller C. Jones
4.1.70	P. Thain. s/z/Officer. J. Harris. Ch. Steward. M. Birnie. 2/Engineer	None.	4.1.70	R. Miller C. Jones
11.1.70	P. Thain. s/z/Officer. J. Harris. Ch. Steward. M. Birnie. 2/Engineer	None.	12.1.70	R. Miller C. Jones

[illegible]

[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][illegible]

APPLICABLE ONLY TO FOREIGN-GOING SHIPS OF 9,000 GROSS TONS AND OVER WHICH GO TO SEA FROM ANY PORT WITHIN HOME TRADE LIMITS.

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

[illegible]

EMPLOYMENT OF LASCARS

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

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

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

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

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

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

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

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

Master Date

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

- | | | | |
|---|---------|---|--------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey | £2 10 0 | (34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts | £1 0 0 |
|---|---------|---|--------|

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

LOAD LINE, DEPTH OF LOADING, Etc.

Freeboard from Deck Line		POSITIONS OF THE DECK LINE AND LOAD LINES		Load Line	
Tropical	<i>Four</i>	feet	<i>Nought and three eighths</i>	inches.	(T)..... inches above S.
Summer	<i>do</i>	feet	<i>do</i>	inches.	(S) Upper edge of line through centre of disc.
Winter	<i>do</i>	feet	<i>do</i>	inches.	(W)..... inches below S.
Winter North Atlantic (if assigned)	<i>N.A.</i>	feet	<i>N.A.</i>	inches.	(WNA)..... 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				<i>STEEL UPPER</i>	deck at side.
(Above particulars to be taken from Load Line Certificate.)					
Maximum draught of water in summer				<i>Thirteen</i>	feet <i>Six and one half</i> inches.

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

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)		(11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
25.7.69. 1100	Stanley	9 06	11 07	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	6 11 $\frac{3}{8}$	1025	-	-	-	-	-
17.9.69 1700	Montevideo	10 00	13 08	5 8 $\frac{3}{8}$	5 8 $\frac{3}{8}$	5 8 $\frac{3}{8}$	1025	-	-	-	-	-
6.10.69 1100	Stanley	8 02	12 07	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	7 2 $\frac{3}{8}$	1025	-	-	-	-	-
13.10.69 1530	Montevideo	9 03	13 03	6 3 $\frac{3}{8}$	6 3 $\frac{3}{8}$	6 3 $\frac{3}{8}$	1025	-	-	-	-	-
19.10.69 2030	Stanley	8 05	13 00	6 7 $\frac{3}{8}$	6 7 $\frac{3}{8}$	6 7 $\frac{3}{8}$	1025	-	-	-	-	-
27.10.69 1518	Montevideo	8 10	13 03	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	6 6 $\frac{3}{8}$	1025	-	-	-	-	-
7.11.69 1100	Stanley	8 02	13 3	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	6 10 $\frac{3}{8}$	1025	-	-	-	-	-
14.11.69 1315	Montevideo	10 10	12 11	5 8 $\frac{3}{8}$	5 8 $\frac{3}{8}$	5 8 $\frac{3}{8}$	1025	-	-	-	-	-
7.12.69 1100	Stanley	8 10	12 10	6 8 $\frac{3}{8}$	6 8 $\frac{3}{8}$	6 8 $\frac{3}{8}$	1025	-	-	-	-	-
13.12.69 1845	Montevideo	11 00	13 10	5 1 $\frac{3}{8}$	5 1 $\frac{3}{8}$	5 1 $\frac{3}{8}$	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	7½	6	11¾	-	<i>R. Miller</i>	<i>Guirion</i>	29.7.69 2030	Montevideo.
-	11	10	5	08¾	-	<i>R. Miller</i>	<i>Guirion</i>	22.9.69 0130	Stanley
-	10	04½	7	02¾	-	<i>R. Miller</i>	<i>Guirion</i>	10.10.69 0902	Montevideo
-	11	03	6	03¾	-	<i>R. Miller</i>	<i>Guirion</i>	19.10.69 1606	Stanley
-	10	11	5	07¾	-	<i>R. Miller</i>	<i>Guirion</i>	23.10.69 2330	Montevideo
-	11	00½	6	06¾	-	<i>R. Miller</i>	<i>Guirion</i>	1.11.69 0715	Stanley
-	10	08½	6	10¾	-	<i>R. Miller</i>	<i>Guirion</i>	11.11.69 0555	Montevideo
-	11	10½	5	08¾	-	<i>R. Miller</i>	<i>Guirion</i>	18.11.69 0915	Stanley
-	10	10	6	08¾	-	<i>R. Miller</i>	<i>Guirion</i>	11.12.69 2025	Montevideo
-	12	05	5	17/8	-	<i>R. Miller</i>	<i>Guirion</i>	17.12.69 1640	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.

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OFFICIAL LOG of the
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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
4.7.69 1530	Stanley	5.7.69	New Articles opened before Colonial Shipping Master. <i>Amiller</i> Master. <i>Quifon</i> Mate	
4.7.69 1545	Stanley	5.7.69	R. McRae, AB, attended dentist for treatment. <i>Amiller</i> Master. <i>Quifon</i> Mate	
5.7.69 0900/1630	Stanley	5.7.69	R. McRae, AB, attended dentist for treatment. N. Jennings, 2nd Mate, attended dentist for treatment. P. Thain, Senior 2nd Mate, attended dentist for treatment. D. Parrin, DHU, attended dentist for treatment. A. McMill, DHU, attended dentist for treatment. T. Hansen, Fireman, attended dentist for treatment. A. Saworsky, Fireman, attended dentist for treatment. R. Dickson, DHU, attended dentist for treatment. <i>Amiller</i> Master. <i>Quifon</i> Mate	
5.7.69 1000	Stanley	5.7.69	D. Parrin, DHU, attended doctor at KEM Hospital for attention to thumb. <i>Amiller</i> Master. <i>Quifon</i> Mate	
5.7.69 1400	Stanley	5.7.69	J. Jennings, 3rd Mate, off duty, influenza. <i>Amiller</i> Master. <i>Quifon</i> Mate	
14.7.69 0745	Stanley	15.7.69	J. Jennings, 3rd Mate, fit and resumed duty. <i>Amiller</i> Master. <i>Quifon</i> Mate	
14.7.69 1630	Stanley	15.7.69	T. Heathman, S.O.S. ceased duty and subsequently signed off articles before Shipping Master. <i>Amiller</i> Master. <i>Quifon</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.

OFFICIAL LOG of the
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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
17.7.69 1030	Stanley	19.7.69	R. McRae, AB, attended dentist. J. Rawles, fireman, attended K.E.M. Hospital for attention to sore ear. <i>Amiller</i> Master. <i>Quifon</i> Mate	
17.7.69 1400	Stanley	19.7.69	R. Dickson, DHU, attended dentist. <i>Amiller</i> Master. <i>Quifon</i> Mate	
25.7.69 1000	Stanley	25.7.69	D. Goodwin signed Articles as DHU before Colonial Shipping Master for return voyage to Montevideo. J. Booth, Supercargo, signed Articles before Colonial Shipping Master for return voyage to Montevideo. <i>Amiller</i> Master. <i>Quifon</i> Mate	
29.7.69 2130	Montevideo	30.7.69	U. Barria, Steward, ceased duties. <i>Amiller</i> Master. <i>Quifon</i> Mate	
30.7.69 0930	Montevideo	30.7.69	U. Barria, Steward, signed off before Consul. <i>Amiller</i> Master. <i>Quifon</i> Mate	
7.8.69 1500	Montevideo	9.8.69	R.N. Miller, Mate, attended British Hospital. Entry for operation on cyst arranged. <i>Amiller</i> Master. <i>Quifon</i> Mate	
8.8.69 1500	Montevideo	10.8.69	J. Harris, Steward, attended British Hospital. Entry to arrange for operation on varicose veins. <i>Amiller</i> Master. <i>Quifon</i> Mate	
10.8.69 1800	Montevideo	10.8.69	R.N. Miller, Mate, entered British Hospital. <i>Amiller</i> Master. <i>Quifon</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
11.8.69 0800	Montevideo	18.8.69	J. Harris, Ch. Steward attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
12.8.69 0900	Montevideo	18.8.69	J. Jones, Ch. Officer attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
15.8.69 1200	Montevideo	18.8.69	J. Harris, Ch. Steward, attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
16.8.69 0930	Montevideo	18.8.69	D. Goodwin, DHU, attended British Hospital with leg infection. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
18.8.69 1230	Montevideo	18.8.69	R.N. Miller, Master, discharged from Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
18.8.69 1500	Montevideo	18.8.69	J. Harris, Ch. Steward, entered Hospital for operation/treatment to various pains. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
20.8.69 0900	Montevideo	21.8.69	R.N. Miller, Master, attended British Hospital for change of dressing to operation. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
20.8.69 1500	Montevideo	21.8.69	J. Booth, Supy & Company Electrical Engineer, attended British Hospital for examination of leg - broken in accident on 28th May 1968 - subsequently interned for operation and treatment as imperfectly mended subsequent to accident and causing pain on occasion. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
20.8.69 1500	Montevideo	21.8.69	D. Goodwin, DHU, interned for treatment and possible operation to leg infection. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
21.8.69 0900	Montevideo	25.8.69	R.N. Miller, Master, attended British Hospital for treatment to operation scar and dressing change. <i>R. Miller</i> Master. <i>Guifon</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
25.8.69 0900	Montevideo	25.8.69	A. McMill, DHU, off duty with fever and suspect influenza. Had obtained medicaments from chemist on 24th, which are continued pending observation and confirmation by Doctor if no improvement. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
26.8.69 0900	Montevideo	27.8.69	R.N. Miller attended British Hospital for treatment. A. McMill attended British Hospital, treatment prescribed, remains off duty. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
27.8.69 0900	Montevideo	27.8.69	R.N. Miller attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
28.8.69 0900	Montevideo	29.8.69	A. McMill attended British Hospital remains unfit. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
28.8.69 1500	Montevideo	29.8.69	R.N. Miller attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
29.8.69 0900	Montevideo	29.8.69	R.N. Miller attended British Hospital. D. Goodwin, DHU, released from Hospital, unfit. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
30.8.69 0900	Montevideo	30.8.69	R.N. Miller attended British Hospital. J. Booth, Supy and Company Electrical Engineer, discharged from British Hospital. Unfit. J. Harris, Chief Steward, discharged from British Hospital, unfit.	
1.9.69 0700	Montevideo	2.9.69	J. Booth resumed duties. <i>R. Miller</i> Master. <i>Guifon</i> Mate	
1.9.69 0845	Montevideo	2.9.69	R.N. Miller attended British Hospital. <i>R. Miller</i> Master. <i>Guifon</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
1.9.69 1100	Montevideo	2.9.69	F. Jones, Chief Officer, discharged before Consul. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
1.9.69 1500	Montevideo	2.9.69	A. McMill attended British Hospital for check. D. Parro attended and interned in British Hospital with throat infection. J. Jennings, 3rd Officer, attended British Hospital for attention to arm, off duty, to be operated on tomorrow. F. Inante attended British Hospital for check. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
2.9.69 0700	Montevideo	2.9.69	A. McMill resumed duty. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
2.9.69 1030	Montevideo	2.9.69	J. Jennings, 3rd Officer, attended British Hospital where growth cut out of arm. Unfit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
3.9.69. 0900	Montevideo	4.9.69	R.N. Miller attended British Hospital for further dressing change. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
3.9.69 1500	Montevideo	4.9.69	<i>R. Miller</i> Master. <i>Quinn</i> Mate E. J. Carro attended British Hospital. Stomach tumour, unfit for duty, operated upon and <i>R. Miller</i> Master. <i>Quinn</i> Mate	
4.9.69 1500	Montevideo	4.9.69	R.N. Miller attended British Hospital for check. Fit. J. Booth attended British Hospital for check. Fit. J. Harris attended British Hospital for check. Unfit. A. McMill attended British Hospital. unfit, treatment prescribed. D. Goodwin attended British Hospital for check, cleared fit. J. Jennings attended British Hospital for check, unfit. <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.

OFFICIAL LOG of the
from

towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
5.9.69 0700	Montevideo	7.9.69	D. Goodwin resumed duties. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
5.9.69 1500	Montevideo	7.9.69	H. Wilson, Chief Engineer, attended British Hospital, fit. A. McMill attended for further treatment. Unfit. J. Carro attended for check, unfit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
8.9.69 1300	Montevideo	8.9.69	D. Parro discharged fit from British Hospital. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
8.9.69 1500	Montevideo	8.9.69	A. McMill attended British Hospital for check. Unfit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
8.9.69 1030	Montevideo	8.9.69	F. Jones, Chief Officer, rejoined and signed Articles before Consul. <i>Quinn</i> Mate <i>R. Miller</i> Master	
9.9.69 0900	Montevideo	9.9.69	F. Jones, Chief Officer, attended British Hospital. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
9.9.69 1500	Montevideo	9.9.69	R.N. Miller attended Br. Hospital for check. Fit. D. Parro attended Br. Hospital for check. Fit. J. Jennings attended Br. Hospital. Cleared fit. J. Carro attended Br. Hospital. Unfit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
10.9.69 0700	Montevideo	10.9.69	J. Jennings resumed duties. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
11.9.69 1500	Montevideo	12.9.69	J. Carro attended British Hospital. Unfit. H. Rowlands, Cook, attended Br. Hospital. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	
12.9.69 0900	Montevideo	12.9.69	H. Rowlands attended for test results. Fit. <i>R. Miller</i> Master. <i>Quinn</i> Mate	

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12.9.69 1500	Montevideo	12.9.69.	R.N. Miller attended Hospital for check. Fit. J. Harris attended Hospital for check. Unfit. A. McMill attended Hospital for check. ^{cleared fit.} Unfit. D. Parrin attended Hospital for check. Fit.	
13.9.69 0700	Montevideo	13.9.69.	A. McMill resumed duties though feeling unwell. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
15.9.69 0700	Montevideo.	16.9.69.	J. Parro fit and resumed duties. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
15.9.69 1500	Montevideo	16.9.69.	J. Harris attended Hospital, cleared fit. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
16.9.69 0900	Montevideo	16.9.69.	F. Jones attended for Hospital, fit. A. McMill attended feeling unwell at British Hospital. Cholera complaint diagnosed, discharged sick before Consul, interned in British Hospital. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
22.9.69 0800	Stanley.	22.9.69.	D. Goodwin, DHU, discharged before Shipping Master. D. Booth, Supply, discharged before Shipping Master. W.F. Summers, UOS, E. Johnson, fireman, commenced duties, subsequently signing Articles before Shipping Master. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
23.9.69 1000	Stanley	24.9.69.	D. Parrin attended K.E.M. Hospital with sore elbow. Fit. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
24.9.69 1000	Stanley.	24.9.69.	R.N. Miller attended K.E.M. Hospital. Fit. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	

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30.9.69 2030	Stanley	2.9.69.	D. Parrin, DHU, found in drunken stupor in Navigating Officers' W.C., having made a considerable mess therein. Expelled to his quarters. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
1.10.69 0930	Stanley.	2.9.69.	The above was read over to D. Parrin, who replied 'I am sorry Sir, but I can't remember anything of last night'. He was then cautioned as to the consequences of his future conduct, and reminded that he had been verbally warned of his drinking reputation when he joined the vessel a year ago. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
4.10.69 1900	Stanley.	5.10.69.	R. McRae, PB, absent and did not commence duties as nightwatchman. J. Parro appointed nightwatchman by duty Officer (N. Jennings, 2 nd Officer). <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
4.10.69 2000	Stanley	5.10.69.	R. McRae on board, drunk and not capable of standing duty as nightwatchman. A dispute arose, Second Officer called in Mr. Thain, Senior Second Officer, who confirmed Second Officers orders. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	
5.10.69 1600	Stanley	5.10.69.	The above was read over to R. McRae, who replied that he was on board all the time and capable of doing his watch. He also stated that the Second Officer was not on board. In view of this argument against the statement of two Officers, and his past conduct with Petty Officers and Officers, he is informed that he will be discharged before Shipping Master tomorrow. <i>R. Miller</i> <i>Guin Jon. Mate</i> Master.	

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6.10.69 1075	Stanley	6.10.69	R. McRae discharged and signed off Articles before Shipping Master. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
10.10.69 1100	Montevideo	11.10.69	J. Montiel, Steward, discharged and signed off before Consul. A. McFell, DHU, rejoined but remains unfit. N. J. Silveira, Steward commenced duty. Signed Articles before Consul. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
10.10.69 1500	Montevideo	11.10.69	J. Harris, Ch. Steward, attended British Hospital for check. F. it. A. McFell, DHU, attended British Hospital for check. To resume duty on 13th. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
13.10.69 0700	Montevideo	14.10.69	A. McFell, DHU, resumed duty. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
19.10.69 1630	Stanley	19.10.69	D. Parrin, DHU, and T. Hansen, Fireman, ceased duty and discharged before Shipping Master for leave. P. Short, Fireman, signed Articles before Shipping Master. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
24.10.69 1500	Montevideo	26.10.69	J. Harris, Ch. Steward, attended British Hospital. Fit. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
27.10.69 1000	Montevideo	27.10.69	D. Larsen, 3/E, signed off before Consul for leave. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	

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27.10.69 1.11.69 0745	Stanley	1.11.69	P. Short, Fireman, signed off before Shipping Master. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
2.11.69 0700	Stanley	2.11.69	D. Parrin, DHU, and T. Hansen, Fireman, resumed duty from leave and subsequently re-signed Articles before Shipping Master. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
2.11.69 1300	Stanley	2.11.69	H. Seron, Steward, ceased duty and on leave. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
3.11.69 1600	Teal Inlet	3.11.69	R. Dickson, DHU, ceased duty and on leave. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
6.11.69 0700	Stanley	7.11.69	H. Seron, Steward, resumed duty. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
7.11.69 0700	Stanley	7.11.69	R. Dickson, DHU, resumed duty. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
11.11.69 0800	Montevideo	14.11.69	D. Larsen, 3/E, resumed duty and subsequently re-signed Articles before Consul. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
11.11.69 1400	Montevideo	14.11.69	H. Seron, Steward, signed off before Consul. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
11.11.69 1500	Montevideo	14.11.69	J. Harris, Ch. Steward, attended British Hospital for check. Fit. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	
12.11.69 1200	Montevideo	14.11.69	O. Prieto, AB, and R. Blanco, Steward, signed Articles before Consul and commenced duty. <i>R. McRae</i> Master. <i>Guinifon</i> Mate	

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12.11.69 1500	Montevideo	14.11.69	R. Dickson, D.H.U. attended British Hospital with stomach complaint. Interned for appendicitis operation and discharged on form 'is' before Consul. <i>R. Miller Master. (unif. Mate)</i>	
13.11.69 0900	Montevideo	14.11.69	M. Navarro, Steward, attended British Hospital with stiff shoulder. Fit. <i>R. Miller Master. (unif. Mate)</i>	
19.11.69 1000	Stanley	20.11.69	M. Navarro, Steward, attended KEM Hospital. Fit. W. Summers, J.O.S. attended KEM Hospital. Fit. <i>R. Miller Master. (unif. Mate)</i>	
25.11.69 1430	Stanley	27.11.69	R. N. Miller, Master, attended KEM Hospital for infected cyst removal. Fit. <i>R. Miller Master. (unif. Mate)</i>	
26.11.69 1000	Stanley	27.11.69	V. Longaly, Donkeyman, attended KEM Hospital for attention to septic finger. Fit. <i>R. Miller Master. (unif. Mate)</i>	
2.12.69 1000	Stanley	5.12.69	E. Johnson, Fireman, attended KEM Hospital with stomach complaint. Treatment prescribed. Fit. <i>R. Miller Master. (unif. Mate)</i>	
3.12.69 1000	Stanley	5.12.69	E. Johnson, Fireman, attended KEM Hospital for further treatment. Fit. <i>R. Miller Master. (unif. Mate)</i>	

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2.12.69 1800	Stanley	5.12.69	R. N. Miller, Master, stitches removed from cyst operation. Fit. <i>R. Miller Master. (unif. Mate)</i>	
5.12.69 1730	Stanley	5.12.69	E. Johnson, Fireman, attended KEM Hospital for further treatment. Fit. <i>R. Miller Master. (unif. Mate)</i>	
6.12.69 1000	Stanley	7.12.69	E. Johnson, Fireman, attended KEM Hospital for further treatment. Fit. <i>R. Miller Master. (unif. Mate)</i>	
7.12.69 1030	Stanley	7.12.69	N. Jennings, 2nd Mate, signed off before Shipping Master for leave. <i>R. Miller Master. (unif. Mate)</i>	
12.12.69 1000	Montevideo	12.12.69	J. Rawles, Fireman, A. Sawosky, Steward, J. M. Quintana, Radio Officer, signed off and discharged before Consul. F. Triarte, Bosun, V. Longaly, Donkeyman, also signed off before Consul for leave. F. Maidana, Radio Officer, E. Tropman, Steward, R. Baltram, Fireman, commenced duties and signed on before Consul. R. Dickson, D.H.U. rejoined from sick leave and signed on before Consul. <i>R. Miller Master. (unif. Mate)</i>	
12.12.69 1500	Montevideo	12.12.69	E. Johnson, Fireman, M. Navarro, Steward, attended British Hospital for check and examination. Fit. <i>R. Miller Master. (unif. Mate)</i>	

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13.12.69 0700	Montevideo	13.12.69	O. Odell, D.H., W. Troopman, Steward, commenced duty, signing on before Master. M. Navarro, Steward, discharged on compassionate grounds and signed off before Master. Relevant forms sent to Consul care of Agents. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
17.12.69 1650	Stanley	17.12.69	N. Jennings, 2nd Mate, rejoined from leave and resumed duty, signing on before Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
7.11.69 1030	Stanley	22.12.69	J. Jennings, 3rd Mate, signed off before Shipping Master for leave. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
18.11.69 0930	Stanley	22.12.69	J. Jennings, 3rd Mate, rejoined from leave and signed on before Shipping Master. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
27.12.69 0900	Stanley	28.12.69	T. Hansen, Fireman, unfit. Attended on board by Doctor, subsequently removed and interned in K.E.M. Hospital. Pneumonia diagnosed. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
5.1.70. 1000	Stanley	6.1.70	D. Turpin, Acting Bosun, attended K.E.M. Hospital with infected cuts on hands. Fit. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	

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6.1.70. 2025	Stanley	7.1.70	Mr. W. Wilson, Chief Engineer, carried back on board vessel, drunk. Vessel about to sail. Mr. A. Sloggie, Director, who saw the incident, instructed Master to ensure his dismissal and to advise him on his recovery. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
7.1.70 1000 1700	San Salvador Stanley	7.1.70	The above was read over to Mr. Wilson, and copy of his dismissal notice handed to him. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
8.1.70 0600	San Carlos	8.1.70	In view of the above, M. Binnie, 2nd Engineer, promoted to Actg Chief Engineer, D. Larsen, 3rd Engineer, to Actg 2nd Engineer, R. Hills, 4th Engineer, to Actg 3rd Engineer. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
10-1-70 1000	Stanley	14.1.70	J. McKenzie, Plook, attended K.E.M. Hospital, fit. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	
14.1.70 0900	Stanley	14.1.70	T. Hansen, Fireman, discharged from K.E.M. Hospital. Not fit for duty for a further two weeks or so yet. <i>[Signature]</i> Master. <i>[Signature]</i> Mate	

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

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towards

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 (h), (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.	
R. M. S. "DARWIN"	156384	PORT STANLEY	2-1957	1792.86	738.55	144 1150 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 IS.			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 from⁴

Voyage between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 31st December, 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 [Signature] Master

on the 4th day of July 1969

These columns to be filled up at the end of the voyage.

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.
4.7.69	PORT STANLEY	14-1-70	Stanley Falkland Is.	14-1-70	<u>[Signature]</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.

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 the 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 pillowcase 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 Backend 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 these 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	
Potatoes	7 lb.
Peas, Split or Lentils	$\frac{1}{4}$ lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	$1\frac{1}{4}$ lb.
Flour	1 lb.
Rice	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.
Tea	$4\frac{1}{2}$ oz.
Coffee (containing not more than 25% Chicory)	2 oz.
or	
Cocoa (or chocolate)	3 oz.
Sugar	$1\frac{1}{2}$ lb.

Article	Allowance per week
Milk	Condensed 14 oz. or Dried or Homogenised 6 oz.
Butter	$1\frac{1}{2}$ pts.
Suet	$10\frac{1}{2}$ 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	$\frac{1}{2}$ oz.
Curry Powder	$\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $\frac{3}{4}$ lb. of salt meat or $\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 $\frac{1}{2}$ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

12. **Onions.** The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to $\frac{1}{2}$ 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	$\frac{3}{4}$ lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat	$\frac{1}{2}$ lb.	
Coffee	1 oz.	To be considered equal.
Cocoa or Chocolate	$1\frac{1}{2}$ oz.	
Tea	$\frac{1}{2}$ oz.	To be considered equal.
Flour	1 lb.	
Biscuit	1 lb.	To be considered equal.
Rice	1 lb.	
Oatmeal, Rolled Oats or breakfast cereals	$\frac{1}{2}$ lb.	To be considered equal when issued with meat rations.
Split Peas	$\frac{1}{2}$ lb.	
Flour	$\frac{1}{2}$ lb.	
Green Peas, Haricot or Butter Beans	$\frac{1}{2}$ lb.	
Rice	$\frac{1}{2}$ lb.	

Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	
Syrup	1 lb.	To be considered equal.
Butter	$\frac{1}{2}$ lb.	
Cheese	$\frac{1}{2}$ lb.	To be considered equal.
Condensed Milk	$9\frac{1}{2}$ oz.	
Dried Milk	4 oz.	To be considered equal.
Mustard		
Curry Powder		

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.		Load Line.	
Tropical <u>4</u> feet <u>3/8</u> inches.	(T)		inches above S.
Summer <u>4</u> feet <u>3/8</u> inches.	(S)	Upper edge of line through centre of disc.	
Winter <u>4</u> feet <u>3/8</u> inches.	(W)		inches below S.
Winter North Atlantic (if assigned) <u>4</u> feet <u>3/8</u> inches.	(WNA)		inches below S.
Allowance for fresh water for all freeboards :— <u>3 1/2</u> inches.			
The upper edge of the deck line from which these freeboards are measured is _____ inches above			
the top of the <u>STEEL UPPER</u> 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.

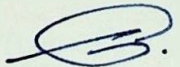
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

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

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

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

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

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

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

[illegible]

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

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			
33	R590610 F. Is. Same	W/Jill. John Street. P.O.Box 177. Stanley. Falkland Islands.	Master CSS 92140	4/7/69 At Once	Separate 14-1-70 PORT STANLEY	Agreement T/A W/C		ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	1	<i>[Signature]</i>
56	R129208 Bournemouth Same	W/Irene. Instrucciones Km. 19. Montevideo.	1st Mate Coss 56417	-4. JUL 1969 At Once	Separate 31-8-69 MONTEVIDEO	Agreement Dis. -		ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	2	<i>[Signature]</i>
39	F 169 Aberdeen Same	W/Gladys. 3 Hebe Place. Stanley.	Senior 2nd Mate Disp.	-4. JUL 1969 At Once	Separate 14-1-70 PORT STANLEY	Agreement T/A W/C		ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	3	<i>[Signature]</i>
32	F 130 F. Is. Same	W/Mary. P.O. Box 216. Stanley. Falkland Is.	2nd Mate AB 002500	-4. JUL 1969 At Once	Separate 7-DEC 69 STANLEY	Agreement LEAVE -		ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	4	<i>[Signature]</i>
36	F 131 F. Is. Same	W/Nancy. John Street. P.O. Box 54. Stanley. Falkland Islands.	3rd Mate AB 034754	-4. JUL 1969 At Once	Separate 7 NOV 69 STANLEY	Agreement LEAVE -		ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	5	<i>[Signature]</i>
36	Ur. 15450 Uruguay Same	W/ Gloria. Dalmiro Costa 4296 bis. Montevideo. Uruguay.	Radio Officer Urug. 2nd Cl.	-4. JUL 1969 At Once	95 12.12.69 MONTEVIDEO	Monthly - -	30	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	6	<i>[Signature]</i>
41	Ur. 18794 Uruguay Same	W/Eda. Belgrano 2873 bis. Montevideo. Uruguay.	Bosun -	-4. JUL 1969 At Once	68 13.12.69 MONTEVIDEO	Monthly - LEAVE	50	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	7	<i>[Signature]</i>
24	F 224 F. Is. Same	Bro. Richard. PORT STEPHENS. WEST FALKLANDS.	AB -	4. JUL 1969 At Once	56 6 OCT 69 STANLEY	- Dis. -	30	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	8	<i>[Signature]</i>
27	Ur. 20300 Uruguay Same	W/Maria. Portugal 3979. Montevideo. Uruguay	DHU -	4. JUL 1969 At Once	52 14-1-70 PORT STANLEY	- T/A W/C	30	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	9	<i>[Signature]</i>
30	F 228 F. Is. Same	M/Mr DICKSON TEAL INLET. EAST FALKLAND ISLANDS.	DHU -	4. JUL 1969 At Once	52 12.XI.69 MONTEVIDEO	- LEFT SICK	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	10	<i>[Signature]</i>
35	F 186 F. Is. Same	F/Stan. 45 Fitzroy Road. Stanley. Falkland Is	DHU -	4. JUL 1969 At Once	52 14-1-70 PORT STANLEY	- T/A W/C	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	11	<i>[Signature]</i>
24	F 232 F. Is. Same	M/Mrs T. Binnie. Kelvin Store. Stanley.	DHU -	-4. JUL 1969 At Once	52 19-10-69 STANLEY	- LEAVE -	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	12	<i>[Signature]</i>
		M/Mrs Hogarth. Ross Road East. Stanley. Falkland Islands.	DHU -	4. JUL 1969 At Once	52 16.9.69 MONTEVIDEO	- LEFT SICK	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	13	<i>[Signature]</i>
19	F. Is. SAME	F/Stan. RACCOUSE COTTAGE. STANLEY. FALKLAND ISLANDS	SOS -	4. JUL 1969 At ONCE	43 14-7-69 PORT STANLEY	- Dis -	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	14	<i>[Signature]</i>
63	F 203 F. Is. Same	Sis/Mrs J.J. Barnes Dairy Paddock Road. Stanley. Falkland Is.	Messman -	4. JUL 1969 At Once	60 14-1-70 PORT STANLEY	- T/A W/C	-	ENG. <i>[Signature]</i> RELEASE <i>[Signature]</i>	15	<i>[Signature]</i>

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

NATIONAL 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.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			
	R 87350	W/Elizabeth. "Caber Fiedh"	Chief Engineer	-4. JUL 1969	Separate	Agreement		ENG. W. W. W. W.	16	
	Glasgow	410 Montgomery Street.								
60	Same	Kinross. Scotland.	1st S & M	At Once	14-1-70	Port Stanley	T/A.	RELEASE W. W. W. W.		
	F 159	Daughter/Sylvia.	2nd Engr.	-4. JUL 1969	93	- - - -	30 - - -	ENG. Malcolm B. B. B.	17	
	F. Is.	32 Fitzroy Road. Stanley.								
31	Same	Falkland Islands	Disp.	At Once	14-1-70	Port Stanley	T/A	RELEASE Malcolm B. B. B.		
	F 123	W/Aida. Garibaldi 2387	3rd Engr.	-4. JUL 1969	77	- - - -	40 - - -	ENG. L. L. L. L.	18	
	F. IS.	Montevideo. Uruguay.								
30	Same		-	At Once	24.10.69	MONTEVIDEO	LEAVE	RELEASE Form M	-	KB
	F 176	W/Maria.	4th Engr.	-4. JUL 1969	67	- - - -	35 - - -	ENG. R. R. R. R.	19	
	F. Is.	Jose L. Terra 2673 Ap 10.								
30	Same	Montevideo. Uruguay.	-	At Once	14-1-70	Port Stanley	T/A	RELEASE R. R. R. R.		
		W/Juliana.	Donkeyman	-4. JUL 1969	63	- - - -	40 - - -	ENG. O. O. O. O.	20	
	Chile	Rivera 2869, Ap 603								
54	Same	Montevideo. Uruguay	-	At Once	13.12.69	MONTEVIDEO	LEAVE	RELEASE Form M	-	
	F 162 F 162	Sis/ Mrs F. Smith C. ALAXIA	Fireman	-4. JUL 1969	57	- - - -	- - - -	ENG. H. H. H. H.	21	
	F. Is.	1 Hebe Place, Stanley.								
34	Same	Falkland Islands	-	At Once	19-10-69	Stanley	LEAVE	RELEASE Z		
		W/Delzia.	Fireman	-4. JUL 1969	57	- - - -	35 - - -	ENG. J. J. J. J.	22	
	Bristol	18 Julio 2328.								
28	Same	Montevideo. Uruguay.	-	At Once	12.12.69	MONTEVIDEO	DIS.	RELEASE Form M	-	
	F 235	W/Milta Paysandu 857	Fireman	-4. JUL 1969	57	- - - -	20 - - -	ENG. A. A. A. A.	23	
	Urug.	Montevideo. Uruguay.								
52	Same		-	At Once	12.12.69	MONTEVIDEO	DIS	RELEASE Form M	-	
	F 117	W/ Aida.	Chief Steward	-4. JUL 1969	Separate	Agreement		ENG. C. C. C. C.	24	
	F. Is.	Medanos 1519, Ap 201	Ok	At Once	14-1-70	Port Stanley	T/A	RELEASE C. C. C. C.		
57	Same	Montevideo. Uruguay.	28498	Once						
	F 119	Daughter/Leonor	2nd Steward	4. JUL 1969	68	- - - -	30 - - -	ENG. M. M. M. M.	25	
	Chile	Humachin 4061								
51	Same	Montevideo. Uruguay	-	At Once	14-1-70	Port Stanley	T/A	RELEASE M. M. M. M.		
	F 226	W/Janette	Steward	-4. JUL 1969	56	- - - -	50 - - -	ENG. H. H. H. H.	26	
	Chile	8 John Street. Stanley.								
23	Same	Falkland Islands	-	At Once	11.11.69	Montevideo	Dis.	RELEASE Form "M"		
	F 227	F/Liberto	Steward	-4. JUL 1969	56	- - - -	- - - -	ENG. J. J. J. J.	27	
	Chile	Los Leones, Puerto Mont,								
24	Same	Chile	-	At Once	10-10-69	MONTEVIDEO	DIS	RELEASE Form 'M'	-	KB
	F 184	M/Lidia Quilpue	Steward	4. JUL 1969	56	- - - -	- - - -	ENG. S. S. S. S.	28	
	Chile	Valparaiso. Chile								
34	Same		-	At Once	12-12-69	MONTEVIDEO	DIS	RELEASE S. S. S. S.		
		M/Blanca	Steward	-4. JUL 1969	56	- - - -	- - - -	ENG. M. M. M. M.	29	
	Chile	Williams 435, Rio Seco,								
	Same	Punta Arenas, Chile.	-	At Once	13-12-69	MONTEVIDEO	Dis	RELEASE ENG - 2A	-	
	F 166	F/Avel	Steward	4. JUL 1969	56	- - - -	- - - -	ENG. H. H. H. H.	30	
	Chile	Club Hipico 1234.								
33	Same	Punta Arenas, Chile	-	At Once	29-7-69	MONTEVIDEO	DIS.	RELEASE Form 'M'	-	KB

Particulars of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

Advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

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

ADDITIONAL 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	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	Rel. No.	Signature or Initials of official before whom the seaman is engaged
		Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)								
		Last ship and year of discharge if more than a year previous		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			
53	F 120	Daughter/Anne	3 Hebe Street, Stanley Falkland Islands	Cook	-4 JUL 1969	Separate Agreement			ENG. W J Howlands	31	
	F. Is.			Ok	At Once	14-1-70	1/A	W.C.	RELEASE W J Howlands		
	Same			30046		Port Stanley					
	F 205	Brother/Robert,	Caravan, Diriebught Road, Inverness, Scotland.	A/Cook	-4 JUL 1969	60 - - - - -			ENG. G M McKenzie	32	
47	Same			-	At Once	14-1-70	1/A	W.C.	RELEASE G M McKenzie		
	W/Sarah.					Port Stanley					
	F. Is.	Hershee Bay. E. Falkland.		D.H.U.	25-7-69.	52 - - - - -			ENG. W.S. Goodwin	33	
47	FitzROY			-	At Once	22-9-69	Dis.		RELEASE W.S. Goodwin		
						STANLEY					
	W/Marija. Fitzroy Rd.			Supy	25-7-69	- 1 - - - - -			ENG. V Booth	34	
	Chile.				At Once	22-9-69	Dis		RELEASE V Booth		
53	Same.			-		STANLEY					
	R 129208	W. Irene	Instrucciones Km. 19 Montevideo.	136 Officer	8.9.69	Separate Agreement			ENG. Linnin	35	
	Bournemouth			235	At Once	14-1-70	1/A	W.C.	RELEASE Linnin		
56	Same			56414		Port Stanley					
	F. Is.	F/ W.F. Summers.	Fitzroy. E. Falklands.	J.C.S.	22-9-69	37 - - - - -			ENG. W.F. Summers	36	
					STANLEY						
17	First				At Once	14-1-70	1/A	W.C.	RELEASE W.F. Summers		
						Port Stanley					
	F. Is.	W/ Esther. 387 Ocean Beach Rd. Mt. Maunganui. N Zealand.		Fireman	22-9-69	54 - - - - -			ENG. S.J. Johnson	37	
					STANLEY						
60	"SHACKLETON"				At Once	4-1-70	1/A	W.C.	RELEASE S.J. Johnson		
						Port Stanley					
	M. M. Hogarth			D.H.U.	10.10.69	52 - - - - -			ENG. A Mc Gill	38	
	Ross Rd. East, Stanley Falkland Islands			Steward	MONTEVIDEO						
23	Same					14-1-70	1/A	W.C.	RELEASE A Mc Gill		
						Port Stanley					
	W. Hurora			Steward	10.10.69	54 - - 35 - - -			ENG. Ray G. Smith	39	
	Parten C. Masliney 1808				MONTEVIDEO						
46	Same				At Once	14-1-70	1/A	W.C.	RELEASE Ray G. Smith		
						Port Stanley					
	F 115	W/Rose	14 Pioneer Row. Stanley.	Fireman	19-9-69	57 - - - - -			ENG. P Short	40	
	Falkland Islands				STANLEY						
45	Same			-	At Once	1-11-69	Dis		RELEASE P Short		
						STANLEY					
	F 232	M/Mrs T. Binnie	Belton Store. Stanley.	DHU	1-11-69	52 - - - - -			ENG. D. Perrin	41	
	F. Is.				STANLEY						
24	Same			-	At Once	14-1-70	1/A	W.C.	RELEASE D. Perrin		
						Port Stanley					
	F 162	Sgt/Mrs C. ALAZIA	San Carlos	Fireman	1-11-69	57 - - 20 - - -			ENG. D. Perrin	42	
	F. Is.				STANLEY						
34	Same			-	At Once	14-1-70	1/A	W.C.	RELEASE D. Perrin		
						Port Stanley					
	F. 123	W/Olda	Sanibaldi 2387, Apt. 4. Montevideo	3rd Eng.	12.XI.69	77 - - - - 40 - -			ENG. Larsen	43	
	Falkland Is.				at once	14-1-70	1/A	W.C.	RELEASE Larsen		
40	same					Port Stanley					
	Ur. 16615	W/Allina	ALBERTO SUSVIELA GUARCH 3168. MAROÑAS. URUGUAY.	A.B.	12. XI. 69	56 - - - - 25 - -			ENG. Ramon Blaz	44	
	URUGUAY				AT Once	14-1-70	1/A	W.C.	RELEASE Ramon Blaz		
48	"ALMAR II"					Port Stanley					
	Ur. 18858	W/Carmen	MONTERO BIDAURRETA 869. LA TETA. URUGUAY.	Steward	12. XI. 69	56 - - - - 25 - -			ENG. Ramon Blaz	45	
	SPANISH				AT Once	14-1-70	1/A	W.C.	RELEASE Ramon Blaz		
47	"NOBLEZA"					Port Stanley					

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NATIONAL 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

M.N. 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 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
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			
	F131	N/Waney. John Street		18-11-65				ENG		
	F.1s.	Stanley	3rd Mate	Stanley	Separate Agreement			RELEASE	46	
36	Same		-	AT ONCE	14-1-70	1/A	N/C			
	UR 13465	W. Clomganda		12.12.69				ENG.		
	hugwayan	Santiago Surra 345 bis.	Juanman	MONTEVIDEO	54 - - - - -			RELEASE	47	
56	Same	Montevideo		AT ONCE	14-1-70	1/A	N/C			
	UR 13886	W. Rosalia.		12.12.69				ENG.		
41	hugwayan	Larrañaga 1424, P.2	Steward	MONTEVIDEO	56 - - - - -			RELEASE	48	
	Tacoma	Apt. 39, Montevideo		AT ONCE	14-1-70	1/A	N/C			
	UR 20682	F. Francisco		12.12.69				ENG.		
	hugwayan	Julio Maria Rosa 2255	Radio Officer	MONTEVIDEO	95 - - - - -			RELEASE	49	
24	Lulua	Apt. 2, Montevideo	hugwayan	AT ONCE	14-1-70	1/A	N/C			
	F 228	M. J. Dickson		12.12.69				ENG.		
	F. Is.	Teal Inlet	D.H.U.	MONTEVIDEO	52 - - - - -			RELEASE	50	
30	Same	East Falkland Isld.		AT ONCE	14-1-70	1/A	N/C			
	UR 13061	N/OLGA		13-12-69				ENG.		
	URUGUAYAN	ELAUPI 184, Ap 6	STWARD	MONTEVIDEO	56 - - - - -			RELEASE	51	
49	"GARDONI"	MONTEVIDEO		AT ONCE	14-1-70	1/A	N/C			
		N. GRACIELA		13-12-69				ENG.		
	NORWEGIAN	BOGOTA 4139, CERRO	DHU.	MONTEVIDEO	52 - - - - -		40 - -	RELEASE	52	
22	"RAINANGER"	MONTEVIDEO.		AT ONCE	14-1-70	1/A	N/C			
	F130	N/MARY PO BOX 216,	2ND MATE	17-12-69	Separate Agreement.			ENG.		
	F.1s.	STANLEY FALKLAND IS.	AB	MONTEVIDEO	14-1-70	1/A	N/C	RELEASE	53	
32	Same		002500	AT ONCE	14-1-70	1/A	N/C			
								ENG.	54	
								RELEASE		
								ENG.	55	
								RELEASE		
								ENG.	56	
								RELEASE		
								ENG.	57	
								RELEASE		
								ENG.	58	
								RELEASE		
								ENG.	59	
								RELEASE		
								ENG.	60	
								RELEASE		

Boys 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.

Amount of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount

Amount 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 10 0 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 with a minimum of and a maximum of	5 0 2 5 0 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.

I hereby certify that I have sanctioned the discharge of the Seaman whose name appears on line 14, of this Agreement.

Rank
Shipping Master
Port Stanley.
14/7/69.

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 29.7.1969
Agreement deposited 30.7.1969
do returned 14.9.1969
Average rate of exchange \$ 594.00 = £
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line thirty has been signed off at this port with my sanction on the ground of discharge and that the sum of £ being wages due to him has been paid by Agents, and that his effects, Dis. A. and Insurance Card have been delivered to him

I hereby certify that the Seaman on line two has been signed off at this port with my sanction on the ground of discharge and that the sum of £ being wages due to him has been paid and that his effects, Dis. A. and Insurance Card have been delivered to him

I hereby certify that I have sanctioned the engagement of the Seaman on line thirty-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.

K. B. Burns
H. B. M. CONSUL

(continued on back)



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

K. F. Dunn

H. B. M. CONSUL

Port Stanley.
22/9/69.

I hereby certify that the Seamen on lines 33-34 has been discharged at this Port with my agreement and I further certify that the Seamen whose names appear on lines 36 and 37 signed their Agreement in my presence.

Seck

Shipping Master. 6/10/69.

I hereby certify that I have sanctioned the discharge of the Seamen whose name appears on line 8 of this Agreement.

Seck

SHIPPING MASTER

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 10. 10. 1969.
Agreement deposited 10. 10. 1969.
- do - returned 13. 10. 1969.
Average rate of exchange 595.00 = £
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line Twentyseven has been signed off at this port with my sanction on the ground of discharge and that the sum of being wages due to him has been paid by Agents and that his effects, Dis. A. and Insurance Card have been delivered to him.

K. F. Dunn
BRITISH PRO CONSUL

H. B. M. 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's have been delivered to the Master except where it is otherwise stated.

K. F. Dunn

BRITISH PRO CONSUL

H. B. M. CONSUL

Port Stanley.
19/10/69.

I hereby certify that the seamen whose names are on lines 12 and 21 of this agreement have been discharged with my sanction at this port on the grounds of leave and that their Dis. A's have been delivered to me.

I certify that I have sanctioned the engagement of the seaman on line 40 of this agreement, on the terms thereof, and that it was signed in my presence. Dis. A has been delivered to the Master.

Seck
Shipping Master.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 24. 10. 69
Agreement deposited 27. 10. 69
- do - returned 24. 10. 69
Average rate of exchange 594.00 = £
(for conversion of seamen's wages only)

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

K. F. Dunn
H. B. M. CONSUL

(2) continuation of seamen's wages only
 Average rate of exchange £ = \$
 - do - returned
 Agreement deposited
 Average rate of exchange £ = \$

MONTEVIDEO
 CONSULAR SECTION
 BRITISH EMBASSY

PORT STANLEY
 1ST NOVEMBER.

I certify that I have sanctioned the engagement of the seaman whose name appears at lines 41 and 42 of this agreement and the discharge of the seaman at line 40.

[Signature]

PORT STANLEY
 7th NOVEMBER 1969

I certify that I have sanctioned the discharge of the seaman appearing at line 5 of this agreement. Duty book received.

[Signature]

BRITISH EMBASSY
 CONSULAR SECTION
 MONTEVIDEO

Vessel arrived 11.11.69
 Agreement deposited 11.11.69
 - do - returned 13.11.69
 Average rate of exchange \$ 598. - = £
 (for conversion of seamen's wages only)

I hereby certify that the Seaman on line ten + 26 has been discharged at this port with my sanction on the ground of illness and that the sum of being wages due to has been paid and that his are in his possession and that his effects, Dis. A. and Insurance Card have been delivered to me.

I hereby certify that I have sanctioned the engagement of the Seamen on lines 43, 44 and 45 on the terms of this agreement which they have signed in my presence.

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



[Signature]
 B. M. Vice-Consul

PORT STANLEY
 18-11-69

I certify that I have sanctioned the engagement of the seaman whose name appears at line 46 of this agreement.

[Signature]
 SHIPBOARD MASTER

PORT STANLEY
 7-12-69

I certify that I have sanctioned the discharge of the seaman whose name appears at line 4 of this agreement. Duty book received.

[Signature]
 SHIPBOARD MASTER

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)†

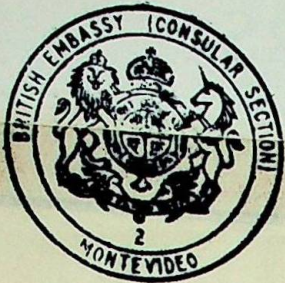
.....Signature.

.....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.





CERTIFICATES



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 11.12.69
Agreement deposited 12.12.69
- do - returned 12.12.69
Average rate of exchange \$ 594.00 = £
(for conversion of seamen's wages only)

I hereby certify that the Seamen on
lines 6, 7, 20, 22 and 23
have been discharged at this
port with my sanction on the ground of
discharge (6, 22, 23) leave (7, 20),
and that the sum of _____,
being wages due to them ^{have} has been paid
by Agents, and that their
effects, Dis. A, and Insurance Card
have been delivered to the

I hereby certify that I have
sanctioned the engagement of the
Seamen on lines 44, 48, 49 & 50
on the terms of this agreement
which they have signed in my
presence.

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

M. J. Leachman
BRITISH PRO CONSUL
H. E. M. Vice-Consul

PORT STANLEY
17-12-69

I certify that I have sanctioned
the engagement of the seamen whose
names appear at Line 53 of this
agreement.

Shipping Master
Shipping Master.

PORT STANLEY
18-11-69

Shipment
46 of the
Ships
511 1000 1000
PORT STANLEY
7-12-69
to discharge
line 4 of the
Ships
Shipping Master.

ates of Endorse-
used.

on the termination
Merchant Shipping

oad by reason of
Numbers in this
on Form L. a.1.

nce Numbers

r Section 28 (12b)†

r Section 28 (12c)†

.....Signature.

.....Date.

deal with the accounts

consideration in dealing

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.)

(38/1)



Form C.21b. - in respect of seaman
Nesthor Aparicio
OLIVERA - R.M.S.
"DARWIN".

WITH THE COMPLIMENTS

OF THE

BRITISH EMBASSY,
Consular Section,
MONTEVIDEO.

The Shipping Master,
Port Stanley,
Falkland Islands.

27 July, 1970.



RETURN OF SEAMEN ENGAGED

Name of
Ship

R.M.S. "DARWIN"

Official
Number

156384

(For directions see page 2 of cover)



Name of Master, Seaman or Apprentice		Age	Nationality (if British state Birth- place)	Rating with No. of (a) Certificate (b) Dis. A. (c) R.V.2. if any	Date of engage- ment	Home Address and Name of Next of Kin (and relationship) or Friend	Name of Last Ship
Surname (in BLOCK Letters)	Christian Name in full if Dis. A. not available						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
OLIVERA	Nestor Aparicio	36	Uruguayan	A.B. UR 16748	23.4.40	Ruta 1, Km. 29, Sept., San Jose, Uruguay. Wife: Lydia address as above	Same

The Shipping Master,
The Registrar-General of Shipping and Seamen, Port Stanley,
Henduff, Cardiff. Falkland Islds

Initials and Date

27. 4. 40