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 2DLC	156384	STANLEY	1792.86	738.55	G. K. ARCHIBALD	558372 6

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 17-1-72	TRADING FALKLAND ISLANDS / SOUTH AMERICA	Port ..... Date .....

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of.....on.....day of.....19.....

Countersigned

..... Superintendent.

.....Master

..... Address

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.

PRINTED FOR HER MAJESTY'S STATIONERY OFFICE

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	GEORGE K. ARCHIBALD	MASTER			29
2	PETER S. THAIN.	CHIEF OFFICER	VG	VG	30
3	NEIL JENNINGS	SECOND OFFICER	VG	VG	29.
4	GERALD JENNINGS	THIRD OFFICER	VG	VG	30
5	FALKLAND BERNBEN	BOSUN	VG	VG	28
6	DARYL PARRIN	E.D.H.	VG	VG	28
7	KENNETH S. CLETHEROE	DHU	V.G	V.G.	31
8	LOUIS M. ROBSON	DHU	V.G	V.G.	31
9	BRIAN MAY	SOS	VG	VG	28. 30
10	GEORGE S. DUNCAN	SOS	V.G.	V.G.	31
11	RICHARD W. MCRAE	SOS	VG	VG	30
12	HARRY SARNEY	MESS MAN.	VG	VG	28
13	PETER PORTER	CHIEF ENGINEER.			
14	MALCOLM G.S. BINNIE.	2ND ENGINEER.			
15	DENNIS B. LARSEN	3rd ENGINEER			
16	ROQUE BELTRAN	FIREMAN	VG.	VG.	28
17	GONZALEY (H. VICTOR)	4th ENGINEER.	VG	VG	30
18	OMAR FLORES	FIREMAN.	VG	VG	29
19	PETER A. CARD	FIREMAN	VG	VG	30
20	MICHAEL J. BOUND	FIREMAN	VG	VG	28.
21	GEORGE W.C.H. HARRIS	CHIEF STEWARD			
22	WILLIAM J. ROWLANDS	2nd STEWARD.			
23	JAMES McKENZIE	COOK.	VG	VG	30
24	COLIN P. CLIFTON	2nd COOK.	VG	VG	30
25	JUAN TRIVINO TEGAS	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	OSMAN ARTIGAS	STEWARD.	VG	VG.	29.
27	ABRAHAM F. SANOSKY	STEWARD.	VG	VG	29. 30
28	NERY G. SILVEIRA	STEWARD.			
29	RUBEN BONANNI	STEWARD.	VG	VG.	29.
30	ROBIN C. GOODWIN	S.O.S.	VG	VG	28.
31	NANCY JENNINGS	SUPY	VG	VG	28
32	JOHN JENNINGS	SUPY	VG	VG.	28
33	ERIC HIRTLE	RADIO OFFICER.	VG.	VG.	28
34	GEORGE BETTS	FIREMAN	V.G.	V.G.	29. 31.
35	PHILLIP SHORT	FIREMAN	VG	VG	28
36	ROBIN C. GOODWIN	S.O.S.	VG	VG	28. 29.
37	BRIAN MAY	SOS	VG	VG	28 30
38	BRIAN SUMMERS	Radio Officer.	VG	VG.	29
39	HARRY SARNEY	SUPY.	VG	VG	29.
40	HELEN BANE	SUPY.	VG	VG	29.
41	William H. Gass	Chief Officer			
42					
43					
44					
45					
46					
47					
48					
49					
50					

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

List of Crew and Report of Character—*Continued*

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					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61					
62					
63					
64					
65					
66					
67					
68					
69					
70					
71					
72					
73					
74					
75					

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

List of Crew and Report of Character—*Continued*

No.	Name and Surname of each member of the Crew	Capacity 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					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					

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

List of Crew and Report of Character—*Continued*

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					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					

MARRIAGES, BIRTHS, AND DEATHS

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

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

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

254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.

(2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.

(5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

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

In every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

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

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

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

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

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

MARRIAGES

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

Signature of Officiating Clergyman.....

Masters are reminded that they have no power to perform the marriage ceremony and that if such ceremony is performed by them the marriage will not be a legal one.

BIRTHS

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

DEATHS

Date of Death	Place of Death (If at sea give latitude and longitude)	Name of Deceased (Surname first in block letters)	Sex	Age	Rank or Rating Profession or Occupation*	Nationality (Stating Birthplace)
						Members of the Crew (other
						Lascars
						Persons who were not

* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should be recorded in the column for ' Rank or Rating, Profession, or Occupation". In the case of an illegitimate child the full name of the mother instead of the father should be recorded.

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

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

(See Instructions on previous page)

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

†Signature of Master.....

(See Instructions on previous page)

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

(See Instructions on previous page)

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

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
25.1.72	BOAT: LIFESAVING & FIRE	All Gear tested and found in Good working order.	26.1.72	
3.2.72	BOAT & FIRE DRILL	All Gear tested & found in Good working order.	3.1.72	
14.2.72	BOAT DRILL	Crew mustered to boat Stations, both boats swung out & lowered to embarkation level	14.2.72	
26.2.72	BOAT & FIRE DRILL	All Gear tested & found in good working order.	26.2.72	
From the	26.2.72 until 21.3.72	The Ship was Shut down in order to conserve fuel ~ All Gear was inspected regularly but due to lack of Power - only Fire Pump was run		
24.3.72.	BOAT & FIRE DRILL.	Crew mustered to Boat Stations: both boats swung out: & lowered to embarkation level: Fire Drill carried out ~ All Gear in good working order		
9-4-72	NO DRILL.	VESSEL IN PORT	9-4-72	
16-4-72	NO DRILL	VESSEL IN PORT	16-4-72	
23-4-72	No Drill	Vessel in Port	23-4-72	
7-5-72	No Drill	Vessel in Port	7-5-72	G Jennings
14-5-72	No DRILL	VESSEL IN PORT	14-5-72	G Jennings

---

* 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

---

* 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

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

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

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

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

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

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

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

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

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were 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
23.1.72 1100 HRS	G.K. ARCHIBALD MASTER P. PORTER CH. ENG.	NONE	24.1.72	[signature]
30.1.72 1100 HRS	G.K. ARCHIBALD MASTER P. PORTER CH. ENG. G. HARRIS CH. STWD.	NONE	31.1.72	[signature]
6.2.72	G.K. ARCHIBALD MASTER P. PORTER CH. ENG. G. HARRIS CH. STWD.	NONE	6.2.72	[signature]
15.2.72 1030	G.K. ARCHIBALD MASTER. P. PORTER. CH. ENG.	NONE.	16.2.72	[signature]
26.2.72 1100	G.K. ARCHIBALD MASTER P. THAIN CH. OFFICER	NONE.	26.2.72	[signature]
10.3.72 1100	G.K. ARCHIBALD MASTER P. THAIN CH. OFFICER	NONE	10.2.72	[signature]
20.3.72 1100	G.K. ARCHIBALD MASTER P. THAIN CH. OFFICER.	NONE	20.3.72	[signature]
26.3.72 1100	G. K. ARCHIBALD Master P. THAIN CH. OFFICER. G. HARRIS CH. STEWARD P. PORTER CH. ENGINEER	NONE	26.3.72	[signature]
2.4.72 1100	G.K. Archibald Master	NONE	2.4.72	[signature]
9-4-72 1100	P.B. Thain acting Master	NONE	9-4-72	[signature]
16-4-72	P.B. Thain Mate	NONE	16-4-72	[signature]
23-4-72	G. Jennings 2nd Mate	NONE	23-4-72	G. Jennings
30-4-72	G. Jennings 2nd Mate	NONE	30-4-72	G. Jennings
7-5-72	G. Jennings 2nd Mate	NONE	7-5-72	G. Jennings
14-5-72	G. Jennings 2nd Mate	NONE	14-5-72	G. Jennings

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

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

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

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

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

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

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

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

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

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

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

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

APPLICABLE ONLY TO FOREIGN-GOING SHIPS OF 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.

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

EMPLOYMENT OF LASCARS

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

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

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

Voyage	Deck Department	Engine Department	Stewards' Department		Total
			Certd. Ship's Cook	Others	
From the United Kingdom					
To the United Kingdom					

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

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

Master..... *Date*.....

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

POSITIONS OF THE DECK LINE AND LOAD LINES

	Freeboard from Deck Line		Load Line
Tropical	.....feet	.....inches.	(T)..... inches above S.
Summer	.....feet	.....inches.	(S) Upper edge of line through centre of disc.
Winter	.....feet	.....inches.	(W).....inches below S.
Winter North Atlantic (if assigned)	.....feet	.....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.....deck at side.

(Above particulars to be taken from Load Line Certificate.)

Maximum draught of water in summer.....13'.....feet.....6½.....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 DOCK, WHARF, HARBOUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

DEPARTURES														SIGNATURES		ARRIVALS	
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	Actual Draught of Water* Forward (3)	Actual Draught of Water* Aft (4)	Actual Freeboard *Amidships Port (5)	Actual Freeboard *Amidships Starboard (6)	Actual Freeboard *Amidships Mean (7)	Density of Water (8)	Allowance: For Density of Water* (9)	Allowance: For Ashes and Rubbish* (10)		Allowance: For Fuel, etc., to be consumed on Stretch of Inland Water (11)		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)
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.	Ins.	Ft. Ins.	Ft. Ins.					
14.2.72 1300	STANLEY	9 0	12 0	7' 0 3/8"	7' 0 3/8"	7' 0 3/8"	1025						–	10' 6"	7' 0 7/8"		[illegible]	[illegible]	17.2.72 1500	Punta Arenas
19.2.72 1306	PUNTA ARENAS	11 0	13 0	5' 6 7/8"	5' 6 7/8"	5' 6 7/8"	1025						–	12' 00	5' 0 7/8"		[illegible]	[illegible]	21.2.72 1924	Stanley
24.3.72 1224	STANLEY	8 5	11 10	7' 5 3/8"	7' 5 3/8"	7' 5 3/8"	1025						–	10 06	7' 5 3/8"		[illegible]	[illegible]	26.3.72 1136	Comodoro Rivadavia
28.3.72 1748	COMODORO RIVADAVIA	9' 0"	12' 0	7' 0 7/8"	7' 0 7/8"	7' 0 7/8"	1025						–	10 06	7' 0 7/8		[illegible]	[illegible]	30.3.72 1348	Port San Carlos.

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.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHARF, HARBOUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION OF THE SHIPS PROCEEDING TO SEA.

See Notes on page 23.

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					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)	SIGNATURES		ARRIVALS	
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water (11)								Master (16)	Mate (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.	Ins.	Ft.	Ins.	Ft.	Ins.					

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.

OFFICIAL LOG of the

from **towards**

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
1.2.72 2200 Hrs.	STANLEY	2.2.72.	G. HARRIS (Ch. Stwd.) Fell whilst ashore & had several stitches in head wound. A Nicholson Master. Wheeler Mate	
2.2.72 1100 hrs	STANLEY	2.2.72	R. BONANNI (Stwd) attended KEM Hospital with swollen thumb. fit for work. Dhanesa & V. Gonzales attended Dentist A Nicholson Master. Wheeler Mate	
3.2.72 1100 hrs	STANLEY	3.2.72	P. THAIN (Ch. Officer) attended Dentist: N. Silveira (Stwd.) visited KEM Hospital complaining of Stomach pains: fit for work. A Nicholson Master. Wheeler Mate	
8.2.72 1100	STANLEY	8.2.72	G. HARRIS (Ch. Stwd.) had stitches removed from head injury: appears to have made good progress. A Nicholson Master. Wheeler Mate	
14.2.72 1200	STANLEY	15.2.72	BRIAN MAY (SOS) Signed off Articles:- replacement ROBIN GOODWIN (SOS) Signed on Articles: NANCY JENNINGS & JOHN JENNINGS Signed on as Supernumeraries. ERIC HIRTLE (R/O) Signed on Articles. A Nicholson Master. Wheeler Mate	
18.2.72 1100	PUNTA ARENAS	18.2.72	Michael Bound (Fireman) Signed off Articles A Nicholson Master. Wheeler Mate	
21.2.72 1900	STANLEY	22.2.72	ROBIN GOODWIN (SOS) NANCY JENNINGS & JOHN JENNINGS (Supys) ERIC HIRTLE (R/O) Signed off Articles. A Nicholson Master. Wheeler Mate	
22.2.72 1100	STANLEY	22.2.72	Brian May (SOS.) Signed on Articles A Nicholson Master. Wheeler Mate	
1.3.72 1100	STANLEY	1.3.72	P. THAIN (Ch Off) Pain in Back (Strain) A Nicholson Master. Wheeler Mate	
2.3.72 1100	STANLEY	4.3.72	Harry Sarney (Messman) Signed off Articles (Pensioned by the Company.) A Nicholson Master. Wheeler Mate	
7.3.72 1100	Stanley	7.3.72	F. Berntsen (Bosun): D. Ponin (EOH) and P. Beltran (Fireman) Signed off Articles to join RRS 'Shackleton'. A Nicholson Master. Wheeler 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**

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
24.3.72 1100	STANLEY.	24.3.72	Phillip Short (Fireman) Fred. George Betts (Fireman) Robin C. Goodwin (SOS) Harry Sarney (Supy) Brian Summers (R/O) Signed on Articles. A Nicholson Master	
27.3.72 0700	Comodoro Rivadavia.	27.3.72	Signed off Articles - N. Jennings (2nd Mate) H. Sarney (Supy) O. Flores (Fireman) O. Aligas (Steward) & R. Bonanni. (Steward). Using ENG 2A Form as M.N. Charles is only Acting Consul. All persons were agreeable to leave the Vessel & return home no one disputed Wages: Terms etc. A Nicholson Master. Wheeler Mate	
28.3.72 1600	Comodoro Rivadavia	28.3.72	Miss Helen Bare Signed Articles as Supy. J. JENNINGS promoted (2nd Mate) A Nicholson Master. Wheeler Mate	
29.3.72 1030 Hrs	47°50'S 64°24'W	29.3.72.	A. Sawoski (Steward) interviewed re. his absence from work on Monday 27th & Tuesday 28th ult. He stated that he could give no excuse for his behaviour. He was severely warned, and reminded that a further offence would lead to a 2 Day Fine & be a bad discharge. A Nicholson Master. Wheeler Mate	
1830 hrs 1.4.72	Stanley	2.4.72.	Philip Short (Fireman) ~~George Betts~~ Robin Goodwin (SOS) Brian Summers R/O Signed off Articles. Helen Bare Supy. A Nicholson Master. Wheeler Mate	
4.4.72 1000 Hrs	STANLEY	4.4.72.	Signed Self off Articles - on Direction from Local F.C. Office All papers re. Ship handed	

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
			to Mr. P.S. Thain (Chief Officer) - The Sale of 'Darwin' Still being finalised. M. Schuler Master.	P Thain Mate
17-4-72 1400	Stanley	17-4-72	V GONZALEZ 4TH (ENGINEER) signed off Articles at his own request	P Thain Mate
20-4-72 1100	Stanley	20-4-72	A SAWOSKY (STEWARD) signed off Articles at his own request	P Thain Mate
24-4-72 1200	Stanley	24-4-72	Signed self off Articles - on direction from Local F.I.C. office All papers Re Ship handed to G Jennings (2ND Officer. The disposal of vessel still undecided	P Thain Mate
24-4-72 1500		24-4-72	B May signed off Articles at his own request	P Thain Mate
3-5-72 1000	Stanley	3-5-72	J McKenzie (cook) & L Clifton (2 Cook) signed off Articles at own request	G Jennings 2nd Mate
16-5-72	Stanley	16-5-72	P Card (Fireman) & R McRae (SOS) Signed off Articles	G Jennings 2nd Mate
17-5-72	Stanley	17-5-72	Signed Self off articles on directions from Local F.I.C. office. All Papers re Ship handed to Mr W Goss (Chief Officer)	G Jennings 2nd 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
23-5-72 1400	Stanley.	23-5-72	K S. Clothier (DHC) & S. Duncan (SOS) L.M. Rolan (DHC) signed off ship articles W Goss Master.	
16-6-72 1400		16-6-72	G Betts (Fireman) signed off ship Articles & proceed to U.K. to join M.V. Typhoon W Goss Master	
30-6-72 1400.	Stanley.	30-6-72	L. Brimin 2nd Engineer. D Lowe 3rd Engineer. W Rowlands 2nd Steward & W Goss Master signed off ship Articles of Agreement & Articles closed	W Goss Master.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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. Gross.	Registered Tonnage. Net.	Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P.[2]
R.M.S. DARWIN	156384	STANLEY	2-1957	1792·86	738·55	144 1150 980

REGISTERED MANAGING OWNER OR MANAGER. Name.	Address (State No. of House, Street and Town)	No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER.[3] Name.	Address.
DARWIN SHIPPING LTD.	STANLEY, FALKLAND ISLANDS	30	—	—

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

SHIPPING MASTER

Voyages between the limits of 60 degrees North Latitude and 65 degrees South Latitude for the period ending 30th June, 1972 or earlier at the option of the Master, upon the disposal of the vessel.

SHIPPING 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 numbered[5]

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, that[6]

SHIPPING MASTER

(a) 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.
(b) The crew shall work overtime when and where required.
(c) The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
(d) No cash shall be advanced or liberty granted other than at the discretion of the Master.
(e) The crew shall wear the Company's uniform No 1 and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear accepted) the cost price of such uniform will be deducted from wages.
(f) The crew shall complete with thirty hands all told of whom not less than five shall be sailors.
(g) 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.

SHIPPING MASTER

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 Seventeenth day of January 1972

Date of Commencement of First Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the voyage. 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.
17-1-72	STANLEY F.Is.				Master.

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

ADDITIONAL CLAUSES

(h) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officer deputed by him. 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 exceed two day's 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 of 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 voyages 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:-

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

(ii) 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 (1).

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 (1). No hour to be paid overtime rate more than once.

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

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

(a) Sweeping Tubes and Cleaning Backends provided that this entails entering and working from inside - the sum of 50p 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 Year's Day, Good Friday, Queen's Birthday, Battle Day, Christmas Day, Stanley Sports Days (2).

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 } See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	
Potatoes	7 lb.
Peas, Split or Lentils	¼ lb.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1¼ lb.
Flour	1 lb.
Rice	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.
Tea	4½ oz.
Coffee (containing not more than 25% Chicory) or Cocoa (or chocolate)	2 oz.
Sugar	1½ lb.

Article	*Allowance per week*
Milk: Condensed or	14 oz.
Milk: Dried or	6 oz.
Milk: Homogenised	1¾ pts.
Butter	10½ oz.
Suet	2 oz.
Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Marmalade, Jam or Syrup	8 oz.
Cheese	5 oz.
Pickles	3 oz.
Bottled Sauces	2 oz.
Onions	8 oz.
Dried Fruit	3 oz.
Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Fine Salt	2 oz.
Mustard	¼ oz.
Pepper	¼ oz.
Curry Powder	¼ 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 1½ 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 ⅔ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat.

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

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

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

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

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

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

6. **Eggs.** Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

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

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 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 ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

12. **Onions.** The onions to be issued under the above scale must be fresh, store or dried onions when in season ; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ 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	⅔ lb.	To be considered equal to 1 lb. Fresh Meat.
Preserved Meat	½ lb.	To be considered equal to 1 lb. Fresh Meat.
Coffee	1 oz.	To be considered equal.
Cocoa or Chocolate	1½ oz.	To be considered equal.
Tea	½ oz.	To be considered equal.
Flour	1 lb.	To be considered equal.
Biscuit	1 lb.	To be considered equal.
Rice	1 lb.	To be considered equal.
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	To be considered equal.
Split Peas	½ lb.	To be considered equal when issued with meat rations.
Flour	¾ lb.	To be considered equal when issued with meat rations.
Green Peas, Haricot or Butter Beans	½ lb.	To be considered equal when issued with meat rations.
Rice	¾ lb.	To be considered equal when issued with meat rations.

Marmalade	1 lb.	To be considered equal.
Jam	1 lb.	To be considered equal.
Syrup	1 lb.	To be considered equal.
Butter	½ lb.	To be considered equal.
Cheese	½ lb.	To be considered equal.
Condensed Milk	9⅓ oz.	To be considered equal.
Dried Milk	4 oz.	To be considered equal.
Mustard		To be considered equal.
Curry Powder		To be considered equal.

POSITIONS OF THE DECK LINE AND LOAD LINES.

	Freeboard from deck line.		Load Line.
Tropical	4 feet	3/8 inches.	(T) ..... inches above S.
Summer	4 feet	3/8 inches.	(S) Upper edge of line through centre of disc.
Winter	4 feet	3/8 inches.	(W) ..... inches below S.
Winter North Atlantic (if assigned)	4 feet	3/8 inches.	(WNA) ..... inches below S.

Allowance for fresh water for all freeboards :— 3½ inches.

The upper edge of the deck line from which these freeboards are measured is ..... inches above the top of the STEEL UPPER ..... deck at side.

(Above particulars to be taken from Load Line Certificate.)

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

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

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

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, as soon as possible after its commission, be entered in the official Log-Book by the direction of the Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew ; and when the log entry has been made a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is ; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shewn to the Superintendent or Consular Officer before whom the Offender is discharged ; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

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

No.	OFFENCE.	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	SHIPPING MASTER
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 .. .. ..

STAPLE ON THIS LINE

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

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

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

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

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

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

Name in full	Date of Birth.	Nationality (if British, state birthplace).	Capacity	If Apprentice Particulars of Indentures		Date of joining for the voyage.	Particulars of Leaving *To be filled up by the Master* If remaining it should be stated		Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
				Date	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons* under 18 years of age including Apprentices.									
2. Apprentices over 18 years of age.									

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

Dm. 183864 6167 I.Bros Ltd. 4886

Name of Ship DARWIN

M.N.E.A. Category / Income Tax Code / Age	Numbers of Discharge Books / Nationality (if British state birthplace) / Last ship and year of discharge if more than a year previous	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES / ADDRESSES OF MASTER AND CREW (if different from above)	In what capacity engaged † / Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and place of signing this agreement / Date and hour at which to be on board	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the the seaman is engaged
					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. cents. 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			
	R516002	W. MARY	MASTER	17-1-72 STANLEY	Separate	Agreement		ENG.	1	
	LIVERPOOL	DEE CROFT PIPERS LANE	C35 83/26							
38	Same	HESWALL. CHESHIRE.		At Once	4-3-4-72 STANLEY	M/C		RELEASE		
	F169	W. GLADYS	CHIEF OFFICER	17-1-72 STANLEY	Separate	Agreement.		ENG.	2	
	ABERDEEN									
41	SAME		DISP.	At Once	24-4-72 STANLEY	m/c	m/c	RELEASE		
	F130	W. MARY.	2nd OFFICER	17-1-72 STANLEY	Separate	Agreement		ENG.	3	
	FALKLAND ISLANDS	P.O. Box 216								
34	SAME	STANLEY		At Once	27-3-72 Bom. Rivadavia		PAID STANLEY	RELEASE		
	F. 131	W. NANCY	3rd OFFICER	17-1-72 STANLEY	Separate	Agreement.		ENG.	4	
	FALKLAND ISLANDS	12, Brandon Rd.								
38	SAME	Stanley.		At Once	17-5-72 Stanley		Paid Stanley	RELEASE		
	F243	FATHER. WILLIAM.	BOSUN	17-1-72 STANLEY	63 - -	- - -	- - -	ENG.	5	
	FALKLAND ISLANDS	10, FITZROY RD.								
20	SAME	STANLEY		At Once	7-3-72 STANLEY	M/c		RELEASE		
	F. 232	M. MRS T. BINNIE	EDH	17-1-72 STANLEY	58 7 5	- - -	- - -	ENG.	6	
	FALKLAND ISLANDS	44, JOHN STREET								
26	SAME	STANLEY	072136	At Once	7-3-72 STANLEY	M/c		RELEASE		
	F186	F. STANLEY	DHU	17-1-72 STANLEY	55 6 5			ENG.	7	
	FALKLAND ISLANDS	45, FITZROY RD								
37	SAME	STANLEY		At Once	23-5-72 STANLEY	M/c		RELEASE		
	R347261	W. GLADYS	DHU	17-1-72 STANLEY	54 6 5			ENG.	8	
	FALKLAND ISLANDS	PHILOMEL STREET								
48	SAME	STANLEY		At Once	23-5-72 STANLEY	M/c		RELEASE		
	F. 245	F. JAMES	S.O.S	17-1-72 STANLEY	45 1 5			ENG.	9	
	FALKLAND ISLANDS	9, FITZROY ROAD EAST								
23	SAME	STANLEY		At Once	15-2-72 STANLEY	LEAVE	- . -	RELEASE		
	F250	B. PETER	SoS	17-1-72 STANLEY	45 1 5			ENG.	10	
	FALKLAND ISLANDS	HILL COVE								
34	SAME	FALKLAND ISLANDS		At Once	23-5-72 STANLEY	M/c		RELEASE		
	F225	M. MRS GWEN SMITH.	SoS	17-1-72 STANLEY	45 1 5			ENG.	11	
	FALKLAND ISLANDS	PORT STEPHENS								
27	SAME	W. FALKLANDS.		At Once	16-5-72 STANLEY	M/c	36.40	RELEASE		
	F203	SISTER: MRS J. BARNES	MESS MAN	17-1-72 STANLEY	63 - -	- -	- - -	ENG.	12	
	FALKLAND ISLANDS	DAIRY PADDOCK ROAD								
64	SAME	STANLEY		At Once	2-3-72 STANLEY	DIS	11 97	RELEASE		
	R90982	W. MARY	CHIEF ENGINEER	17-1-72 STANLEY	Separate	Agreement.		ENG.	13	
	LEITH	151, RESTELRIG ROAD								
63	SAME	EDINBURGH, 7. SCOTLAND	25 789 72	At Once				RELEASE		
	F159	W. SUSANA	2nd ENGINEER	17-1-72 STANLEY	97 6 5			ENG.	14	
	FALKLAND ISLANDS	RIO NEGRO 1170. Ap 6								
33	SAME	MONTEVIDEO.	DISP.	At Once				RELEASE		
	F. 123	H. HIDA	3rd ENGINEER	17-1-72 STANLEY	80 9 0			ENG.	15	
	FALKLAND ISLANDS	BARIBALDI 2384								
42	SAME	MONTEVIDEO		At Once				RELEASE		

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 (ZDLC)

M.N.E.A. Category / Income Tax Code / Age	Numbers of Discharge Books / Nationality (if British state birthplace) / Last ship and year of discharge if more than a year previous	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES / ADDRESSES OF MASTER AND CREW (if different from above)	In what capacity engaged † / Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and place of signing this agreement / Date and hour at which to be on board	Amount of wages per week or calendar month / Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew: Date and place of leaving this ship, or death	Amount of wages advanced upon or at the time of engagement ‡ / Cause §	Amount of weekly, half monthly or monthly allotment / Balance of wages paid on discharge	SIGNATURE OF CREW ON ENGAGEMENT / 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.	Ref. No. / ** No. of N.I. conts. payable	Signature or Initials of official before whom the seaman is engaged / and of official before whom the balance of wages was paid and release signed and date
	F241	W. JULIANA	4th ENGINEER	17-1-72	70 4 0			ENG.	16	
	CHILEAN	RIVERA 2869: AP. 603		STANLEY						
57	SAME	MONTEVIDEO		AT ONCE	17-4-72 STANLEY	M/C	84. 26P	RELEASE		
	UR. 13465	W. CLORMANDA	FIREMAN	17-1-72	59 0 0			ENG.	17	
	URUGUAYAN	SANTIAGO QUARA 3195 bis		STANLEY						
58	SAME	MONTEVIDEO		AT ONCE	7-3-72 STANLEY	M/C		RELEASE		
	UR 15760	W. AIDA	FIREMAN	17-1-72	58 7 5		50 0 0	ENG.	18	
	URUGUAYAN	REPUBLICA FRANCOSA 726		STANLEY						
40	SAME	BIS A2		AT ONCE	Lem. Riverdavia		15 7 5	RELEASE		
	—	W. ENID	FIREMAN	17-1-72	58 7 5		~~50 13~~	ENG.	19	
	NORTHING SX.	16, BRANDON ROAD		STANLEY						
26	SAME	STANLEY		AT ONCE	16-5-72 STANLEY	M/C	50 13	RELEASE		
	—	M. JOAN	FIREMAN	17-1-72	54 6 5			ENG.	20	
	FALKLAND ISLANDS	22, ROSS ROAD		STANLEY						
18	SAME	STANLEY		AT ONCE	18. 2. 72 PUNTA ARENAS	BY MUTUAL ACCORD	NIL	RELEASE		
	F117	W. AIDA	CH. STEWARD	17-1-72	Separate	Agreement.		ENG.	21	
	FALKLAND ISLANDS	MEDANOS 1519 AP 201		STANLEY						
59	SAME	MONTEVIDEO	CK. 28498	AT ONCE				RELEASE		
	F120	SON: PAUL	2nd STEWARD	17-1-72	Separate	Agreement		ENG.	22	
	FALKLAND ISLANDS	c/o BRITISH SCHOOL - CARRASCO		STANLEY						
55	SAME	MONTEVIDEO	CK 30046	AT ONCE				RELEASE		
	F205	BR. ROBERT	COOK	17-1-72	105 - -			ENG.	23	
	TAIN SCOTLAND	CARAVAN - DIRRIEBUGHT RD		STANLEY						
49	SAME	INVERNESS: SCOTLAND		AT ONCE	3-5-72 STANLEY	M/C	34 74	RELEASE		
	F116	W. ALICE	A/COOK	17-1-72	63 - -			ENG.	24	
	FALKLAND ISLANDS	84, DAVIS STREET		STANLEY						
39	SAME	STANLEY		AT ONCE	3-5-72 STANLEY	M/C	20 74	RELEASE		
	F255	F. JOSE	STEWARD	17-1-72	58 7 5			ENG.	25	
	CHILEAN	LAUTARO NAVARRO 289		STANLEY						
35	SAME	PUNTA ARENAS: CHILE		AT ONCE	63-58			RELEASE		
	UR. 16751	W. MAGDALENA	STEWARD.	17-1-72	58 7 5		40 0 0	ENG.	26	
	URUGUAYAN	REUSTIA SOSA 4320		STANLEY						
40	SAME	MONTEVIDEO		AT ONCE	Lem. Riverdavia		7 8 5	RELEASE		
	F235	W. MIRTHA JISCORNIA	STEWARD.	17-1-72	58 7 5			ENG.	27	
	URUGUAYAN	PAYSANDU 875		STANLEY						
55	SAME	MONTEVIDEO		AT ONCE	20-4-72 STANLEY	M/C	43 8 1	RELEASE		
	—	W. CURORA	STEWARD	17-1-72	58 7 5			ENG.	28	
	URUGUAYAN	MARTIN C. MARTINE 1808		STANLEY						
42	SAME	MONTEVIDEO		AT ONCE	63-59			RELEASE		
	UR. 20924	M. DOLORES	STEWARD.	17-1-72	58 7 5			ENG.	29	
	URUGUAYAN	RECONQUISTA 598		STANLEY						
44	SAME	MONTEVIDEO		AT ONCE	Lem. Riverdavia		45 0 8	RELEASE		
		W. UNA	S.O.S.	17-2-72	45 15	- - -	- - -	ENG.	30	
	FALKLAND IS	10 DAVIS STREET		STANLEY						
24	FIRST	STANLEY		AT ONCE	21-2-72 STANLEY	D.S		RELEASE		

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 Social Security.

Name of Ship

M.N.E.A. Category / Income Tax Code / Age	Numbers of Discharge Books / Nationality (if British state birthplace) / Last ship and year of discharge if more than a year previous	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES / ADDRESSES OF MASTER AND CREW (if different from above)	In what capacity engaged † / Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and place of signing this agreement / Date and hour at which to be on board	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the the seaman is engaged
					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			
	P/P C754888	W. Mary		14-2-72				ENG	31	
	P/P Nationality	26 Fitzroy Road	Supy	Stanley	50	- . -	- . -	Nancy Jennings		
24	Same	Stanley		At Once	21-2-72 Stanley	D.S	- - -	RELEASE Nancy Jennings		
	A/P C754888	G/M Mary,		14-2-72				ENG. (Mother)	32	
	Stanley	26 Fitzroy Road,	Supy	Stanley	50p	- - -	- - -	Nancy Jennings,		
3	Same	Stanley		At Once	21-2-72 Stanley	D.S	- - -	RELEASE Nancy Jennings		
	P/P C013332	W. Sandra		14-2-72				ENG.	33	
	Stanley	1 Brandon Road, W.,	R/O	Stanley	99.75	- -	- -	E. Hirtle		
27	First	Stanley		At Once	21-2-72 Stanley	D.S	- - -	RELEASE E. Hirtle		
	F. 266	W. Una		24-3-72				ENG.	34	
	Falkland Is	10 Davis Street,	S.O.S.	Stanley	45 15	. . .	- . .	R Goodwin		
24	Same	Stanley			1-4-72 Stanley	T/A.	- - .	RELEASE R Goodwin		
	F 203	S. Marcel Barnes		24-3-72				ENG.	35	
	Falkland Is	Dairy Farmer Rd.,	Supy ~~M.Man~~	Stanley	50p	. . .	. . .	H Sarney		
64	Same	Stanley						RELEASE H Sarney		
	F.245	F. James		24-2-72				ENG.	36	
	Falland Is	9 Fitzroy Rd.	S.O.S.	Stanley	45 15	. . .	. . .	B R May		
23	Same	Stanley			24-4-72 Stanley	M/C	75 83	RELEASE B R May		
	F.115	W. Rose		24.3.72.				ENG.	37	
	Falkland Is	14 Pioneers Row	Fireman	Stanley.	58 75	. . .	. . .	P Short.		
47	Same	Stanley			1-4-72 Stanley	T/A	- - -	RELEASE P Short		
		F. Fred		27.3.72				ENG.	38	
	Falkland Is.	48 Davis Street	Fireman	Stanley	58.75	- - .	- - -	G Betts.		
27	Same	Stanley		...	14-6-72 Stanley	M/C.		RELEASE G Betts		
		F. Philip		24.3.72				ENG.	39	
	Falkland Is	10 Brandon Road	R/O.	Stanley	99.75	- -	- - -	Burnett		
21	Same.	Stanley.			1-4-72 Stanley	T/A	- - -	RELEASE Burnett		
		M. Helen						ENG.	40	
38	Argentine	13 Dekmbe 115	Supy	27.3.72 Comodoro	30p	- - -	- - -	Helen Bain		
	First	Comodoro Rivadavia			1-4-72 Stanley	M/C	- - -	RELEASE Helen Bain		
	F101	W. George		17-5-72				ENG.	41	
		Port Stanley	Mate	Stanley	Seperate Agreement			Lotofgoss		
61	Same	Falkland Islands	49474	At Once				RELEASE		
								ENG.	42	
								RELEASE		
								ENG.	43	
								RELEASE		
								ENG.	44	
								RELEASE		
								ENG.	45	
								RELEASE		

acities 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 rely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

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

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

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

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 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	10 0
	with a maximum fee of	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..	5 0
	with a minimum of	2 5 0
	and a maximum of	6 15 0
(39)	Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	15 0
	N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

17th January. 1972.

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered from 1 to 29 inclusive, were engaged before me and signed the said Agreement in my presence, and that the same has been made as required by the Merchant Shipping Acts.

The discharge books of the men engaged have been delivered to the Master, except in cases where it is stated by discharge books (Dis. A) have been [illegible]

[signature]

SHIPPING MASTER.
STANLEY. FALKLA[illegible]

I certify that I have today sanctioned the discharge of the seamen whose name appears at Line 20 of this Agreement and the subsequent engagement of the seamen whose names appear at Lines 30, 31, 32, and 33.

[signature]

SHIPPING MASTER
14/2/72.

BRITISH CONSULATE
PUNTA ARENAS - Chile.

Vessel arrived 17 February 1972
Articles deposited 18 February 1972
Articles returned 19 February 1972.
Average rate of exchange E° 72.94 £1.
(for conversion of seamen's wages only)

I certify that I have today sanctioned the discharge of the seaman whose name appear on line 20 of this Agreement on the grounds of mutual consent. 18.2.72.

[signature]

British Consul.

BRITISH CONSULATE PUNTA ARENAS (MAGALLANES)

STANLEY
21-2-72

I certify that I have sanctioned the discharge of the seamen whose names appear at Lines 30, 31, 32 and 33 of this Agreement.

[signature]

(continued on back)

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

STANLEY

I certify that I have today sanctioned the discharge of the seaman whose name appears at Line 12 of this Agreement.

SHIPPING MASTER
2-3-72.

STANLEY
7-3-72

I certify that I have today sanctioned the discharge of the seaman whose names appear at Lines 5, 6 and 17 of this Agreement

SHIPPING MASTER

STANLEY.
24.3.72.

I certify that I have today sanctioned the ~~dis~~ engagement of the seaman whose names appear at Lines, 34, 35, 36, 37, 38 and 39 of this Agreement

SHIPPING MASTER.
STANLEY, FALKLAND IS

STANLEY
4-4-72.

I certify that I have sanctioned the discharge of the seaman whose names appear at Lines 1, 34, 37, 39 and 40 of this Agreement.

SHIPPING MASTER.
STANLEY, FALKLAND IS

Stanley.
17th April, 1972.

I certify that I have sanctioned the discharge of the seaman whose name appears at Line 16 of this Agreement

SHIPPING MASTER.
STANLEY, FALKLAND IS

Stanley
20-4-72

I certify that I have today sanctioned the discharge of the seaman whose name appears at Line 27 of this Agreement

SHIPPING MASTER

Stanley
24-4-72

I certify that I have today sanctioned the discharge of the seaman whose name appears at Line 2 and 36 of this Agreement

SHIPPING MASTER

STANLEY,
30th/31st, 1972.

I certify that I have today sanctioned the discharge of the seamen whose names appear at Lines 23 and 24 of this Agreement.

SHIPPING MASTER

STANLEY
16TH MAY, 1972.

I certify that I have today sanctioned the discharge of the seaman whose names appear at Lines 11 and 19 of this Agreement on the grounds of Mutual Consent.

SHIPPING MASTER

557064-2 Dd. 183856 10M 6/67 St.S

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates 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.

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.)

557064-1 Dd. 183856 10M 6/67 St.S.

R.M.S."Darwin",
Punta Arenas.
19th.February 72.

To Whom it may Concern,

re. Mr.Tony Hardy,Passenger.

At approximately 8pm. on the 18th.February the above person returned to the vessel, and was observed to be ineb--riated. Following him aboard,being assisted by a lady from the town,came Miss Jean Napier. Miss Napier was seen to have a wrist injury,and apeared to be distressed.

Later in the Evening Miss Napier sort the assistance of the Ship's Crew to restrain Mr. Hardy. The latter person entered the Chief Officers Cabin where he was highly abusi--ve and threatening - his behaviour was so bad that for his own safety he was taken to his cabin with the minimum ammount of force and sent to bed.

Miss Napier was placed in the hospital(Ship's) for the night. She stated that she wished to return to Scotland repeatedly and the Master agreed to see both passengers in the morning.

19th.Feb.0730hrs.Discussed the couple's difficulties personally with Tony and Jean - later seeing them jointly. They agreed to make one more attempt to overcome their bad drinking habits - Tony stating that he would give up Spirits altogether.(This was the Tenth Time that I had tried to advise Mr.Hardy -all previous advice being ignored due to his being weak willed and easily influenced,in all intents and purposes in desperate need of help from A.A.)

When interviewed Tony was seen to have facial injuries -but on questioning he could give no explanation for his actions onthe previous evening. I warned him again as to his future behavior aboard the vessel.

Master -

Chief Officer -

Seaond Engineer -

R.M.S. "Darwin",
Punta Arenas.
19th. February 72.

To Whom it may Concern,

re. Mr. Tony Hardy, Passenger.

At approximately 8pm. on the 18th. February the above person returned to the vessel, and was observed to be inebriated. Following him aboard, being assisted by a lady from the town, came Miss Jean Napier. Miss Napier was seen to have a wrist injury, and appeared to be distressed.

Later in the Evening Miss Napier sort the assistance of the Ship's Crew to restrain Mr. Hardy. The latter person entered the Chief Officer's Cabin where he was highly abusive and threatening - His behaviour was so bad that for his own safety he taken to his cabin with the minimum ammount of force and sent to bed.

Miss Napier was placed in the hospital (Ship's) for the night. She stated that she wished to return to Scotland repeatedly and the Master agreed to see both passengers in the morning.

19th. Feb. 0730hrs. Discussed the couple's difficulties personally with Tony and Jean - later seeing them jointly. They agreed to make one more attempt to overcome their bad drinking habits - Tony stating that he would give up Spirits altogether. (This was the Tenth Time that I had tried to advise Mr. Hardy -all previous advice being ignored due to his being weak willed and easily influenced, in all intents and purposes in desperate need of help from A.A.)

When interviewed Tony was seen to have facial
-but on questioning he could give no explanation
actions onthe previous evening. I warned him
his future behavior aboard the vessel.

Master -

Chief Officer -

Second Engineer -

J. McKenzie.

WAGES	1-5-72 TO 3-5-72 3/30 × £105·00	10·50
	home. 7 DAYS 7/30 × £105·00	24·50
		£ 35·00
	LESS O.A.P 1 WEEK ·26p	·26
		£ 34·74
Severance Pay		£ 154·00
PROVIDENT FUND		£ PAID 994·42

Mr. C.R. CLIFTON

Wages	1-5-72 TO 3-5-72 3/30 × £63·00	6·30
	home 7 days 7/30 × £63·00	14·70
		21·00
	Less O.A.P. 1 Week 26p.	·26
		£ 20·74
PROVIDENT FUND		Paid 133·15

Earnings May 1972	– Mr. P. Cordi.	50:13
— " —	– Mr. R. M'Rae	36:40