

OFFICIAL LOG-BOOK

(03) (For 125 Men)

FOR EITHER

1

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official	Port of Registry	Regist		Name of Master	No. of his Certificate	
	No.		Gross	Net		if any	
PALKLAND ISLANDS.					FREDERICK W. WHITE.	52805	
CR055 TONS 1792 89 NET TONS 738 85 N.H.P. 144							

Port at which and Date Port at which and Date Nature of the Voyage or Employment when voyage commenced when voyage terminated FALKLAND Port Staule 7. F.1s Port Stanley F.Is. ISLANDS 61 AND Date....3 Date. 6.1. SOUTH AMERICA

Countersigned Gnisian

Superintendent.

Mowhik Master

%. 9.1.9. Co., fta Address

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	Capacity	Report of	Character	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the	
	of each member of the Crew	in which engaged	For Ability For Genera Conduct		entry is to be found should	
1	Frederick White .	Masker.	-	-		
2	William Goss.	1st make	VG	YG	28-30-31-32-33 -	
3	Hector anderson	2 "	V.G	VG.	31.33.	
4	Peter Shain.	34 .	YG	YG		
5	Mark Lyse	R/o.	1G	YG		
6	George Mefeod.	Bosius.	VG	VG		
7	George Short	Launch + AB	VG	VG		
8	William Hills.	AB.	YG	YG	28.30.32.33.34	
9	John Swith.	₽8.	YG	YG	31 -	
0 0	Roderick Bouner.	AB.	VG	YG.	28 -	
1	Eric Short.	Ses.	YG.	VG.	29.30.	
2	Richard Hills.	+ Jos.	٧G	VG	28.	
3	Patrick Halliday.	Deck Bay.	YG	VG		
4	James macaskill.	Jos.	YG	YG	29.30.	
54	William Douald.	Ch. Engineer	VG	VG.	29.30.31	
6	Bolestaw Reies	2	YG	YG	29.32-	
7	Malcolu Binnie.	3-1 "	YG.	VG	29.	
8	Dennis Larsen.	4 2	٧G	VG		
9	Severo auguero.	Fuenser.	YG	YG	29-	
- 1	Harry Hausen		VG	YG	29.31.	
	Edward Guitag	Supry	VG	VG	-	
- 1	George Harris.	the Steward.	YG	VG	28 . 30 . 31.	
3	Rubelindo Boldrini	2 "	. YG	٧G	28 -	
1	William Rowlands	loook.	VG	YG	28-29-	
5	James Biggs.	Steward.	YG-	VG		

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

List of Crew and Report of Character-Continued.

No.	Name and Surname	Capacity	Report
	of each member of the Crew	in which engaged	For Abilit
26	Ulyssis Barria.	Steward.	VG
27	Luis Gallardo	"	VG
	Benjamin Pearson		YG
29	Hany Sarney.	"	٧G
	George Sauderson.	2ª book.	YG
	Dian Gouzalez.	Tos.	٧G
	Richard Hills.	Juran.	VG
	Elena White .	Supry.	VG
	David Bolt.	· U 1	٧G
	Stephanie White		٧G
	Robert Kiddle.	Deckhaud.	YG
37	Roderick Bouner.	Steward.	VG
38	Kerth Beits.	Sailor	VG
39		J.O.S.	Ye
40		Steward.	Ya
41	authours mefaren.	Batering Bay	٧G
42	David Swith.	Deck Boy.	٧c
43	Patrick alexia.	~ ~	YG
44	Jan James	Supernumera	YG
45	Robert W. Lobban.	Chief Engine	Ve
46	James M. Bruce.	2. "	Ve
47	Stector anderson.	2ª mak.	VG
48			VG
49			Ve
50			Ve

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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 rt of Character ity For General Conduct 34 ٧G YG 31-٧G 30. YG 32.33.34. ٧G 30. VG 30. VG VG YG YG 34-YG 30-34 VG 30.31. YG 30. G VG 31-6 VG 31-YG 31.33 . VG 4 31-33-VG 31-VG 32. YG G 32 . VG 5 33. VG VG VG VG.

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

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List of Crew and Report of Character-Continued.

No. 0	Name and Surname	Capacity	Report of	Character	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name	
	of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name	
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54		1				
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour

List of Crew and Report of Character-Continued.

No. Name and of cach membe	Name and Surname	Capacity	Report of	Character	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name	
	of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name	
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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		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
of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	entry is to be found should be noted in this column opposite his name	
101					
102					
103					
104					
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MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

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

In addition to the brief statement of the "Cause of Death" on the following page, the Master should state in the narrative section of the official log-book, full particulars of all the circumstances attending the death, more particularly in case of murder, disappearance or suicide.

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

C.

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

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

MARRIA

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ee Instructions on previous page)

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

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Signature of Officiating Clergyman. Masters are reminded that they have no power to perform the marriage ceremony BIRTHS

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

DEATHS

3

Nationality (Stating Birthplace)	Rank or Rating Profession or Occupation*	Age	Sex	Name of Deceased (Surname first in block letters)	Place of Death (If at sea give latitude and longitude)	Date of Death
rs of the Crew (oth	Membe					
Lascar						
ersons who were no	Ple					

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

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

+Signature of Master

and that if such ceremony is performed by them the marriage will not be a (See Instructions on previous page)

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

(See Instructions on previous page)

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

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 that of the father should be recorded.

legal	one.
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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952 Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a state-ment of the reasons should be entered in the first three columns of the table. (Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	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
14-1-61	No dives carried out . port.	his week. Yessel in	14.1.61	How hite
20.1.61	Jue alaren zoues. W/T Doors. Hand steering gear.	all operated and four	d 20.1.61	Sweeking
21.1.61	Boat Stations for crew.	Bath boats lowered to embarkation level and returned to showed posit	21.1.61 ou; good ou	In the fut
28-1-61	No drills caused out , part.		28.1.61	Sweetite
4 · 2 · 61	No drills carried out the wastwise ports.	, week. Vessel in	14 - 2 - 61	howhit
11 - 2 - 61	No drills carried out the coastwise parts.	o week. Vessel in	11-2-61	howing
18-2-61	No drilles causied ent this weather unsuitable.	week.	18-2-61	Tweeking
22-2-61	Hand steering gear.	Operated under working conditions of found in good order.	22 . 2 . 61	Jower
20-2-61	File alaren zenes key test Emergency fire semp run in good order.	ed; W/T doors sperated; under load; all found	20.2.61	Tweehit
23-2-61	Passingers I crew nurter Both boats lowered to en returned to stowed posit	ed at 'Boat Stations'. berkaken level and cu. All in good order.	23.2.61	Swewhite totaly
	No diello carried our this Yessel in port.		4 3 6/	howhite
11-3-61	Yo drille carried out this Yearch in port -	week.	11-3-61	Frowhich
	Assungers & crew nurstere Fire dill carried cat. Know emergency fire paup run.	Working conditions and	14 · 3 · 61	Howhit
9 6	ine alarm goins his testic vatertight doors shut 9 10- tand steering gear operat	opened. C.	21.3.61	Frownike

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

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
2-3-E1	Brew nucleared at Boal J. Lowered to embarkation Stowed position. Oil an	ations, Both lifeboats level and retarned to liances in good order.	22.3-6	- How white
і. н. бі	No duille connect out the. Versit in port.	week.	1.4.61	Howhite
H 61	Port lifeboar (nester) leure away for engine ricels. and returnet to stand p	Boor returned, heisted Scor returned, heisted	6 4 61	Tweeter 1
	No duilles carried and this Vessel in port.		15.4.61	Jewenhil
2.4.61	No duilles carried east. Vessel in port.	this week.	22-4-61	- Tweeding
5-4-61	all fire alarm zones (K key tested. One found	dde) faulty and rectified	25.4.61	Fust hite
9.4.61	No drills couried out the Vessel in part and her	week.	29.4.61	- Sweeked
2 5 61	W.T door and hand s found in good order.	teening operated and	2.5.61	Jwwhit
- 5-61	Bolk lifeboats lowered to returned to stawed positi and found in order . In Widdon and hand steer	embarkation level and on. all gear examined a alarm genes Key-tested ing operated and found in	6.5.61 good orde	Iwww.
3.5.61	No drills carried cut the	is week. Passengers Y	13 5 61	- Jurwhe
3-5-61	Passengers 7 crew nustered	at 'hoat stations' Fire diele		Furthi
81-5-61	Covered to embarkation leve Hand steering sear. W/T d	at 'Boat Stations', Both be and returned to stowed position operated and found in g king-tested and found in o	and 31.5.61	Jwwhite tobal
0.6.61	No drillo carried and the Yessel in port.	0		Jewwhi titthe
7* 6. 61	No drills carried out the Yessel in port.	is areak.		Juwali toth

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

Date of Drill or Muster and f Examination the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life- Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
4.6.61	No dillo carried and this Alcary reacher an passa	week. ge to Jouth Georgia.	24.6.61	Juwhite Wohite
	No drills couried out the		1.7.61	Howkite Hopes Dwwhite Hopes

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952 Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a state-

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

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Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a state-ment of the reasons should be entered in the first three columns of the table. (Section 2 (3) of the Merchant Shipping (Safety Convention) Act 1940)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of Saving Appliances, and the in which they were fo
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* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

of the Life- e condition ound	Date of Entry	Signatures of Master and Mate

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE-SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952 Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a state-ment of the reasons should be entered in the first three columns of the table. (Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

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

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

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

Time and Date of Inspection	Names & Ranks of Person 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
8 · 1 · 61	J. W. White. Maste W. H. Goss. 12 Ma G. Harris. Bh. Ste	n. te have	8-1-61	Howhite
5-1-61	" "	Nana	15-1-61	Iwwaite
22-1-61		Noue	22-1.61	Twinkine Holas
29.1.61	4 4	Nene	29.1.61	towkite
5.2.61	<i>h h</i>	None	5.2.61	Twentike 1000
12.2.61	<i>h n</i>	Name	12.2.61	Gewendike utopul
19.2.61	11 11	Noue.	19.2.61	Jwwhite with the
26-2-61	4 5	Noue.	26.2.61	Jurichie.
5-3-4	<i>.</i>	have.	بع . 3 . ق	Profess
12.3.61	4 U	Noue.	12-3-61	Tweetike
19.3.61	6 - A	Noue.	19-3-4	Stotohike
26-3-61	u 4	Noue.	26.3.61	0 0000
2.4.61	4 n	Naue.	2.4.64	Twwhit
7.4.61	h 4	Noue.	9.4.6.	6 the
16.4.61		Noue.	16.4.61	- Tweekike

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

	MERCHANT SHIPPING	(CREW ACCOMMODATION) REGULA		
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
23-4-61	J. W. White Masker WHEESS 12 make G. Harris & Stewa	Noue.	23.4.61	Gweshike.
30-4-61		None.	30.4.61	How white
7-5-61	Devertite Master. W. H. Gors. 1ri Mate W. Rewlands. Ch. Stew	Nove.	7 5 61	Iwwhite .
14-5-61		Noue	14.5.61	For white .
21-5-61		Noue.	21.5.61	Fweehike.
28.5.61	" "	Noue.	28.5.61	Holohite.
4 • 6 • 61		None.	4 - 6 - 61	Jwwhite
11 • 6 • 61	· · ·	Nene	11-6-61	Sweekike.
18-6-61	4 11	Noue.	18.6.61	How white
25.6.61		None.	25.6.61	Howhite
2-7-61		Naue.	2-7-61	Sw white
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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
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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	IES OF FOOD AND WATER PROVID Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
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RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).

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
		1	
	Names & Ranks of Persons making the Inspection	Names & Ranks of Persons making the Inspection Particulars of any respects in which Crew Accommodation is required in the Regulations Image: A commodation is any respect in which Crew is comply with the Regulations Image: Accomply with the Regulations Image: A commodation is any respect in which Crew is comply with the Regulations Image: Accomply with the Regulations Image: A commodation is any respect in which Crew is comply with the Regulations Image: Accomply with the Regulations Image: A complex in the respect in the re	

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

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

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
		e .		

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

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

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

EMPLOYMENT OF LASCARS

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

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

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

VOYAGE DECK	Engine	STEWARDS' I	epartment	TOTAL	Under Deck Department, include all Lasca employed in connection with the navigation				
VOINGE		DEPARTMENT	Certd. Ship's Cook	Others	TOTAL	of the Ship, or in looking after the cargo Under Engine Department, include all Lasc employed in attending on machinery.			
From the United Kingdom						Under Steward's Department, include all Lascar employed in attending on passengers o crew.			
To the United Kingdom						NOTE.—The death of a Lascar member the crew should be recorded in the space provided on pages 8 and 9, and a entries in the Asiatic log relating to th case should be copied into this Offici- 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, 1951.)

(18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey \dots f_{1} 15 0 such entry is not required by the Merchant

(34) Affixing the consular seal or signature to s. d. any entry in the official log-book of a ship if

Shipping Acts 14 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 for	rom deck line.			Loud Line
Tropical	4feet	0 3/8	inches.	(T) inches above S.
Summer	4fcet	0 3/8	inches.	(S) Upper edge of line through centre of disc.
Winter	14 feet	03/8	inches.	(W)inches below S.
Winter North Adantic	Hfeet	03/8	inches.	(WNA) inches below S.
(if assigned)	for all freehoards'-	31/2		inches.
The upper edge of the de	ck live from which these freebo	ards are measured is		inches
above the top of the				
	•	particulars to be taken from Load		
		13		inches.
The maximum draught of	water in summer is the draught (of water which would be shown on the	e scale of feet on	the stem and stern post of the ship if she were so

(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 stem is 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 case of a home trade ship, columns 9-15 need not be filled in.

5.-No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.

6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.

7.-The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.

The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.

8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

		ACTUAL]	Draught		jal Free							
Date and Hour	Dock, Wharf, Harbour or		ATER*		AMIDSHIP		Density of	For		LLOW	For Fuel, o	etc., to
of Departure	Other Place	Forward	Aft	Port	Star- board	Mean	Water	Density of Water*	For Ashes and Rubbish*		be consum Stretch of Wate	Inland r
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10		(11)	
2/1/61 2100	Stanley.	Ft, Ins.	Ft. Ins.			Ft. Ins. 7.01%	1025	Ins.	Weight	Ins.	Distance	Ins.
1/1/61 1600	Montevideo							2	-	-	-	-
3-2-61	Stanley.	9.09	13-0-0	6.02%	6.02%	6.022	1025	-	-	-	-	-
2.1.6/ //·30	Mentevideo.					4.05%		2	-	-	-	-
4-3-61	Stanley.	9.05	13.11	5.10%	5. 10/8	5 10%	1025	-	-	-	- ,	-
23.61	Martendec.	12.01	13.03	4.1%	4.10%	4 10/8	1010	2	-	-	-	-
18.00	Stanley.	8.08	13.00	6.08%	6.08%	6.08%	1025	-	-	-	-	-
17.00	Maulevideo.	11.04	15 00	4.04/8	4.04%	4.04%	lois	2	-	-	-	-
2 5 61 18-00	Stanley.	9.66	14.00	5.09%	5.09%	5.09%	1025	-	-	-		-
18.30	Montevideo.	11:00	15.03	4.05%	4.05%	4.05%	1615	2	-	-	-	-
18-00	Stanley.	9.08	13-11	5.09%	5.09%	5.09%	1025	-	-	-		-
06:09.	South Georgia	9.03	13-06	6.02%	6.02%	6.02%	1025	-	-	-	-	-
						<u> </u>						

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See Notes on page 23

DOCK, WHARF, HARBOUR OR OTHER PLACE

the OF THE SHIP'S PROCEEDING TO SEA.

			·	SIGNATUI	RES	Al	RRIVALS
Total llowances	Mean Draught in salt water as calculated after making the appropriate allowances	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances	Date and time of Posting the Notice (Notice L.L. 14A or 14B)	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins. 10-051/2	Ft. Ins. $7 \cdot 01^3/_8$	-	Swahite.	topus.	16/1/61 1530	Montevideo
2	12-04	5 02%		Gwwhite.	stopus	25.1.L1 16.30	Stanley.
-	11.04%	6·02%	-	How White.	10tolous	18-2-6/ 02-00	Montevideo.
2.	12.11/2	4.073/8	-	Gweshike.	1000per	27.2.61 13.06	Stanley.
-	11.08	5.10%		Howhite.	the first	17 3 61	Montaridec.
2	12.06	5 00 1/5	-	Firthere.	destar	26.3.61 18.51 29.4.61	Stanley.
-	10.10	6.08%	-	Fwarkin.	Holors	15.60	Mauterideo.
2	13.00	4.06 1/8	-	Hu. White.	topas	11.00	Stanley.
-	11-09	5 69%	-	fwwhite.	tobel	1830	Montevideo.
2	12.11%	4.07%	-	How white.	tofus	23 00	Stauley.
-	11.09%	5.09%	-	Hurshike.	Athorts	23.6.61	South Georgia
- "	11.04%	6.023/8	-	Sweehik .	Holous	1.7.61 12.30	Starley.
						+	
						-	
						-	
- d							
						-	

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

		ACTUAL I OF W	JRAUGHT ATER*	ACTU	AL FREE	BOARD S*			А	LLOW	ANCE	
Date and Hour of Departure (I)	Dock, Wharf, Harbour or Other Place (2)	Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)	Density of Water (8)	For Density of Water* (9)	For Ashes and Rubbish*		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins
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			1	-	-	-						

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DOCK, WHARF, HARBOUR OR OTHER PLACE

See Notes on page 23

the OF THE SHIP'S PROCEEDING TO SEA.

						SIGNA	A1	ARRIVALS			
Total Allowances	Mean Draught i salt wate as calculat after maki the appropr allowance	in r ed ng tiate ti	fean Fro Amids in salt as calcu after mi he appro allowa	eeboard ships water dated aking opriate nces	Date and time of Posting the Notice (Notice L.L. 14A or 14B)	Master	Мате	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place		
(12)	(13)		(14		(15)	(16)	(17)	(18)	(19)		
Ins.	Ft. Ir	as. I	Ft.	Ins.							
		_									
							-				
	-										
		_	_								
					_						
						-					
		_									
		_									
					1						
	_										

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament Forfesture
0/1/60	Stanley .	10/1/60	R. Hills, Jos., haves ferred to E.R. department and
			promoted Greman. Iwewhite tobes
9/ 1/61 1730	Stanley.	9/1/61	G. Harris, Chief Steward, altended KEM Hospital
			for examination subsequent to recurrent pains in Ochest and diaphragen. Juwite store
11/1/61 1700	Stanley.	11/1/61	W. Goss, 1st make, allended KEM. Alespitai for
			examination subsequent to pains in chest and lumber region. Twente Master. That
17.1.61	Moutevideo.	17.1.61	W. Goss, 12 mak; G. Harris, blick Steward; W. Hills
			AB.; attended British Hospital bar examination and reatment of Symptons planicusly reported.
17.1.61	Markevideo.	17.1.61	W. Hills, AB., altended British Hospital for heat we
			Jwwhite that
18.1.61 0830	Montevideo.	18.1.61	W. Goss, Mi Mak; G. Harris, thief Steward; attended
18.1.61			British Hospital for X-Ray externination. Jevelikite togets.
1600	Montevideo.	18.1.61	W. Hills, AB., attended British Hospital for further examination; G. Harris, blief Steward, H. X-Ray Examination; W. Rowlands, book for examination
			of stiffuess in right twee; R. Boldrini, 2" Steward. How hautine check examination of previous heart
19.1.61		10 . 1	twishike to get
0845	Montevideo.	19.1.61	W. Goos, 1st Mate; G. Harris, Bh. Steward; W. Rowlands book; attended British topital in connection with
			priviously entered arements.
21.1.61 0830	Montevideo	21.1.61	R. Bouner, AB., sent to British Hospital for examines
			After reporting having had oral haunderhage early This day. Junite the full
21-1-61 11-15	Montevideo.	21-1-61	Medical autorities at British Hospital advised marker
			that R Bouner, AB., being detained for treatment of ulcer. Bouner's effects Landed & Agents and Bouner signed of arricles. Jowwhite the first

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

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

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OFFI	CIAL LOG of th	e	29	
from		-	towards	
Merchant	Shipping (Safety Convent	ion) Act, 194	9, are to be made in a special Supplementary Log-Book. Form O 1	10
Date and	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
17.30	Stanley.	26.1.61	J. Martfskill, JES., attended KEM Hospital for	inflicted
	0	C	Y.D. Condition . Just shile . Holut	<u>, cur di</u> ne a
17.30	Stanley.	26-1-61	J. MacAskill, Jos.; S. aupuero, Jueman; atter	did K.E.M.
	5		MacAskill for Y.D. Treatment; Cempuno for tree wart. Arrivite the	truent of pe
9.2.61	Stanley.	10-2-61	I.P. C. C. L. L. W. M. March M. M. C. A.	
09.30	Sitting.		W. Kowlands, book allended K.E.M. Hospital of throat condition. Mor white I mac Asticel	Jos., for
12.2.61			preatment. Thester. What	
09.10	Stander.	13-2-61	B. huies, 2" Engineer; J. Jarsen, 4" Enginee	~ received
	0		Scalds our hands, wrist, and grown while joint of main eneme stop value. farsen see	working or
			Bealdol and Press second degue scaldo. Artwhile dolar	
12.2.61	Stauler	13.2.61		n board.
	J.		gwwhite toffer	<u>r vourt</u> .
13.2.61	Ct ,	13.2.61	parts -	1. It . 6
10.00	Stanley.	15 2 01	W. Would, Chief Buginer, reported to Ma Scalding of B. Preiss, 2" Suguer, and b. on 12.2.61 Was due to B. Preiss junderta	Parsen 4th
			in the manuer he had been instructed to	
			Master Marin	
12.2.61	Stanley	13-2-61	E. Short, Sos.; 1. MacAskill, Jos.; failed to duty (shifting ship) as ordered. Justikite	report for
			duty (shifting ship) as ordered. Justikite	a toppen
4·2·61 09·30	Stanley lowards Markerides.	14-2-61	E Shout Sos. 1 Auge Astill Jos: interviewed	in master
			Short found to have wilfilly absended hours	eff and is
			Concerning their absence from duly on 1. Short found to have wilfeling obsented huns fined I day's pay; mach skill found to have of time of duly until too lak. Juit shite has	Lot been in
			nasi	er that
	The C. L .	1		

Stanley towards 14.2.61 14.2.61 Chief Engineer reported that H. Housen, Greman, was intoxicated and mable to take his watch, 8-12pm, en sailing from Stanley at 2100/13-2.61. Haw en admitted The offlued and had nothing to say. Hawson has been warned that any repetition will be heated more seriensly, Manhevideo. 12.00 and has only been cantioned on this accaseion. 100 Mate. A. M. white 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.

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towards

from

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament Amount of Fine or Forfetture inflicted
17 2 61 20 30	Stanley Towarden.		W. Lonald, Chief Ensinear, had recurrence of
			heart palpitations, faintness, and breathlesiness. Relief was obtained by taking tables prescribed by
			docttis. Howkike the ful
20.2.61	Mentevideo.	20.2.61	The following attended British Hospital:-
			W. Dowald, Chief Duginan, heart condition. W. Hills, AB., rouffine examination of Pack.
			J. MacAskill, Jcs., blood lest D Ju white Article
20-2-61	Martwideo.	20.2.61	H. Sarwy, Steward, attended British Hospital for
			Treatment of poisound right hand and was detain Derterhile worked
21.2.61	Montevideo.	21.2.61	W. Douald, blief Engineer, attended British Hospit
			for cardiagraph exclusion be completion the theory specialist advised Mr. Donald that he shows be relieved of his duties at the earliest opportunit
0.0.0			A reaction of this leaders as the electricity opportunity
21.2.61	Montevideo.	21.2.61	The following attended British Apopulat:-
			R. Hills Jueban, toutine examination in connection with his previous T.B. histo
22.2.61	4	ba a ()	Hortwhite Atives
09.30	Montevideo.		1. MacAskill, Jos, allended British Hospital in Lounection with Blood Test.
22.2.61		00.0.4	Hiverhike totale
18.60	Menterideo.		advice received that A. Sarney, Steward, being delained in herpital. Sarney paid off and effects
23-2-61	m t i	02.0.60	R. Bouner, AB., embarked as passinger after descho
09.00	Montevideo.	25.2.6/	from British Hospitalifit for light duty only.
25261	Montevideo to Stanley.	25.2.61	M. souther signed certifices for ridge and they are
			catering department; trating Steward.
19361 10.00	Stanley.	13.3.61	K. Bets, Sailer; E. Daykin, Jos; signed Certiles.
			E. Shert, S.O.S; D. Gougaley, Jos., aund off arriely.
10 2 1 1			W. Goss, 1st make; G. Stames, Cheef Steward; R. Bonun,
18.3-61 	Montevidee.	18.3.61	Steward I. Machstill, Jos.; certainled British the pital f further examination in convertion with previously with
			Symptows. White total

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

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

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from

OFFICIAL LOG of the

towards

	· · · · · · · · · · · · · · · · · · ·		I	
Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4-4-61 1100	Stanley.	4.4.61	J. Smith, AB., attended K.E.M. Hospital for exact	mation
_		C	chest house due to unaling binning petrolen	d previou
6-4-61			How master topolo	
14 30	Stanky.	6.4.61	W. Docuald, thick Eugineer, aufered slight hears Brit ashuare lattended thick Eugineer as beau reported that A. M. Docuald was quite comfort	1. and la
			Masster. 4 that. 0	
7 4.61 1000	Stanley.	7.4.61.	8- 1. ashurere attended MM W. Douald, Brief &	Librenees, Cu
			Howhite work	
8-14-61	Stanley.	8.4.61	Chief Eugineer reported A Hausen, Firman,	druck an
69.00			in chaste of diety for his 2000/2400 states	aster ada
			The offence, This being his secture offence he is I damp pay. Itanian has nothing to Jay.	hereby fi
			The white the ford	
8-3-61	Meulindea.	8.4.61	H. Samer Steward resured duties on bear	
31-3-61			Mathitic wholes	
10.00	Stanley.	8.4.61	K. Betts, Sailor, signed of articles.	
8-4-61			Gutwhike and the former	
10.00	Stanley.	8.4.61	B. Pearson, Boy, signed off articles; a. macharen	Boy sign
10 ()			Juwasker. andford	
10.00	Falkland K.	10.4.61	D. Smith, Deck Boy, signed articles.	
25-4-61			How master. Andres	
10.00	Stanley.	25.4.61		Fuit, A.
			promoted watchkeepen. P. Jag the, heck Boy. Act White toplast	signed
30.4.61	Montevideo.	30.4.61	W. Douald, Chief Engineer; J. Joyner, Superne	merary, s
2.5.61	Montevideo.	2-5-61	niester. Thatt	R
08-30	n lerner lace .		W. Goss, 1st Mak; E. Harris, Bh. Steward, alters Hospital for examination. Hospital for examination.	ea prista
3.5.61 08.30	Montevideo.	3.5.61	W. Goss, 1st Mate; G. Harris, Chief Steward,	altended .
00 20			Hospital for examination. G. Havis signed W. Rowlands, book, A. H. hile promoted this	of artic

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

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

from

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towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament Fine or Fine or Forfeiture inflicted
2.5.61	Montevideo.	3.5.61	B. heiss, 2nd Eugineer, signed off articles; W lobba
10 50			Bluef Eugineer, J. Bruce, 2" Eugineer, signed on
4.5.61	1		Master Thati.
09:00	Montevideo.	4.5.61	W. Goss, 1= Mak, attended British Hospital for X-Ro
			results. gwwhite Alofal
4-5-61	bo a se	1.54	
16.30	Mouterrideo.	4 8 04	W. Hills, AB., attended British Hospital for examin Justike totalet
8.5.61	42. C4 S.		
11- 0-0	56. 42 W	8.5.61	& Sanderson, back, reported sick with large
			suppurating wound at back of head. Sauderson
			feeling unwell gaverally. Wacherd washed and
			aressed by miss white, Nursing Sester, pasinger
_			Stanley, Banderson stated he had no Knowle
			as to cause of wound, but that it occurred an 1st riay ashape in Montevideo. He gave no
-			reason for his failure la report it earlier.
			Juishik thill
. 5-61	43.43 S.		
23.00	56 50 W.	8.5.61	S. Sanderson, book, Vemperature 101, pulse 120.
			Wound still supporating heavily, cleansed, and
			bound still supporting heavily, cleansed, and dressed, and punicillin by extend of 300,000 units
			given. Sauderson put off duty dud confined
7-5-61	45.155.		outer in the
07.00	57.03 W.	9.5.61	S. Sanderson, book, l'emperature 100.6, pulse 110
			given 250,000 levit pencillin vyeckon, warend
			cleansed and dressed by Sister While, and
			remains off duty in bunk.
			Mutuliete total
9.5.61	45 40 S.	9.5.61	no master - mate.
0 23-00	57. 10 W.		S. Sanderson, book, l'emperature 99, pulse 120, give
0.51	115 5- 4		off duly. Jowhile the loll
9.5.61	45 50 S 57 15 W	9.5.61	S. Sauderson, book, temperature 99.6, pulse 100, ge
	<u> </u>		250,000 mints pericillin he lister White & day
			250,000 miles pericellier by Sister While, 7 remains a duty. Howkite without
9-5-61	46.00 S.	0	Master male
23.00	57.20 W.	9.5.61	S. Sanderson, book, temperature 100, pulse 110, 9
-			300,000 muts percellin and wound dressed by
			Sister White. Sanderson remains off duty. gwartick higster. Affits thete
0.5.61	46-425.	10.5.6	gwathere master. to the hold
07.00	57. 31 W.		S. Sauderson, book, temperature 98.6. public 100, 9
			230,000 and particular by solar while, and dris
			changed. Howhile re. Ablad -
0-5-61	48-15 S.	10.5.61	
15.30	57.28 W.		S. Sanderson, book, läuperstüre 98.4, pulse 96, given
			250,000 units pericilein by Sister White, and dress changed. Howhite thether
			and the second second second
			The ster .

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament Forfenture inflicted						
10-5-61 23-60	49.31 S. 57.28 W	10 5 61	S Sanderson, book, temperature 99.4, pulse 90, given						
11-5-61	51.045. 57.27 W.	11.5.61	S Sanderson, book, temperature 99:4, pulse 90, given 250,000 units penicillin and dressing changed by Sister White Sanderson remains off duty. It White praster.						
			S. Sanderson, book, temperature 97, pulse 80, given 250,000 units pericillin and dressing changed by Sister White Juitwhite proster. Hets						
11-5-61 15-00	Stanley.	11 9 04	N. Slessor, SM.O., examined S. Sanderson, back, on board						
			Sanderson remains in bank off duty. Awtwhike Holly						
12.5.61	Stanley.	12.5.41	S. Sanderson, book, allended K.E.M. Hospital for treatment at 10.30 hours and 17.00 hours, and remain						
			The master that						
10.00	Stanley.	12.5.61	At anderson, 2" hisk, signed articles; P. alogia, Deck! signed off. gweethiker . tofet.						
10 5 1 .		1							
	Stanley.		S. Sanderson, book, attended K.E.M. Hospital for treatine at 10.30 hours and 17:00 hours, and remains loff duty. Mirwhile proster. Hout						
18-5-61	Stanley	14.5.61	S. Sanderson, book attended K.E.M. Hospital for						
	0		patient at 10.00 hours and an entered hospital as patient at 14:00 hours. Sanderson signed off articles						
12.5.61			Juculite praster. Alter						
17.00	Stanley	14.5.61	D. Smith, Deck Bay, reported sick with V. D. and attende K.E. M. Hospilaf for examination of treatment.						
22.5.61	et .	30.5.61	K.E.M. Hospital for examination & treatment.						
14.30	Stanley.		S. Sanderson, book, resourced duty our board; wound a back of head continues to receive fresh dressing daily . Art shik to have fruits						
27·5·61 09·00	Montevideo.	27.5.61	W. Goss, 1st make, attended British Hospital for examination						
		-	W. Hills, AB., attended British Hospital fol examination and Kreatment of infected right ellow. Hills returned						
			Vessel, juilit for thety. He reports that elbow received a bad grazel, which removed skin, during heavy rolling at						
			ou passage Montevideo to Stanley, 6"/11" June 1961. Je vichite Htt luce Traster. Thate.						
28-5-61	Montevideo.	28.5.61	1 W. Hills, AB., altended British Hospital for treatment of						
PA E.LI		1	infected right allow. Hills off duty ultil further notice. How While the state						
29.5.61	Montevideo.	29.5.61	1 W. Goos, 1st Male, altended British Hospital for X-Rayexo						
29.5.61	hen to den	29.5.61	Is Kill an attended Billich there is a later to						
15:00	Montevideo.	Pools require	the the set must be signed by the The start by the Wheel and by the member						

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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	Amou Finc Forfe inflic
09.15	Montevideo.	31.5.61		
			S. Sanderson, balk, had been in a drunken condition and completely unfit to carry on	+ he
			duties of preparing durher for 1800/30" Me Sanderson interviewed by master and de	ene
			having had any drink at all, but later a to having had two beers the previous afterno	u.
			Sanderson, who is still receiving medical here had been custoucled by A. Slesson not to hav	et a
			alcoholic drinks at all. Sanderson has be warned only on this sceasion, but has been	r to
			That any further offence will be dealt with Severely. He had rothing to say.	1
			Huwhite is 9. Gowland	1st
			Chiels show	
10.00	Stanley.	5-6-61	W. Hills, R.B., signed off. P. alazia, Deck Bay, sig	red
	Ū		Howkite to that.	
19.00	Stanley.	9.6.61	I De LE LE MER HILLE	true
· 6 · 61 17 · 30	Greenpatch, Falkland B.	12-6-61	S. Sanderson, book, found by master to be	inc
			drenken and completely uncapable condition	au
			quite unfit to carry and his duties. Gwwhite W plowlands I Down	201-
6.6.61	Stanley.	17-6-61	S. Sanderson, book, signed of articles and	
			Vessel A.Swith, Dett Bay, signed of. JuWhite there treaster. Inot.	U
7-6-61	Stanley.	17-6-61	R. Bouner, 24 book, promoted book. Justice	to
1/ 30	Stauley.			em
			R. Kiddle, EDH, attended K.E.M. Hospital for exe of back, having reported back pains. I Howhite with his Kenster.	
8.6.61			Kiester.	
07.00	Stanley .	18.6.61	a Japping, 2" book, concurrenced duties on boa	ud.
			a Jatray, 2" book, commenced duties on boa Jow White Holper.	
9.6.61	Stanley.	19.6.61		
			W. Hills, AB., resumed duties on board. Jwwhite the forthe	
-				
			by the Act must be signed by the Master and by the Mat	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeitum inflicted
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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
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SHI/LOG/DA#3

Eng. T. (50 Men)



[Executed in Fourteen Pages.] 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 Kinedom" is to be construed as including the Republic of Ireland.

Name of Ship ¹	Official No.	Port of Re	ristry	Port No. and	Registered Tonnage.		Horse Power of Engines (if any)	
Hance of Sup-		tor of Registry		Date of Registe		Net	N.H.P. I.H.P. B.H.P. ²	
" DARWIN"		POORGTONICA	Faurianol	2111 195	1792.86	138.55	144 1150 990	
REGISTERED MA	REGISTERED MANAGING OWNER OR MANAGER.					CHARTEREF	0	
Name.	Address (State No. of House, Street an	d Town)		es for which ion is certified.	Name.		Address	
Farriano & TEADING (2) JD	no Day May Loup	SILL.	20	2	-		-	

The Several Bersons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom FINE are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from⁴

Voyages between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ended 30th June 1961, or the first arrival at Stanley after this date the consequent discharge of cargo on that date or earlier at the option of the Master.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein. And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same. And it is incompetent, he is liable to be derated. And it is also agreed, that additional clauses on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered⁶ And the Crew agree to conduct themselves in an orderly, faithful, honest

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 aggreved 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 And it is also agreed, that⁶

(a) Should any of the crew fail to join at the time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.

(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 ggod condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages. (f) The crew individually and collectively agree to

keep their quarters clean and tiay and in readiness for inspection by the Master or Officer deputed by him, and also to leave them clean and tidy on termination of the Agreement, under a penalty of £1 for each case of neglect.

The Seamen and Firemen shall mutually assist (g) each other in the general duties of the ship, and shall keep the galley supplied with fuel.

The crew shall be complete with thirty hands all (h) told of whom not less than five shall be Sailors. (i) The Master may discharge any member of the crew as a result of misconduct of inefficiency or by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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

Master

wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.				1 the62	day of January 196.			
			These columns to be filled up at the end of the Voyage.					
Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.			
INTH JAN. 1961.	BOT STANLEY.	3. 7. 61.	Part Stanley	3/7/61	Twwhite. Master.			

Signed by____

Place S.S. before name if a Strambin, and M.S. If a Motor Ship.
 Detet inapplicable letters. N.H.P. should always be inserted bare if given in the certificate of registry.
 Here are to be inserted the name and address of any perion who has chartered the ship and appoints the Master and Crow, pays their wages, and has for the time being the whole control of the ship.
 Here are to be inserted the name and address of any of the Regulations for preserving disciplications who has chartered the ship and appoints the Master and Crow, pays their wages, and has for the world, if any, which are excluded.
 Here are to be inserted the numbers of any of the Regulations for preserving disciplical issues by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which if letters are of adopt.
 Here are to be unstituted. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If the more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets should be obtained and the solution sheet or sheets sho

(411) W1T2925/M1633 8/59 5,000bks JC&SLid Gp700/39 [Fourteen Pages ADDITIONAL CLAUSES.

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.

(j) Bed and bedding will be supplied, but in the
event of same not being returned in good condition
(fair wear and tear excepted) the following amounts
will be deducted from wages: -

Mattress Blankets Sheets Cost price. rillows

(k) All stores and provisions issued to the crew, are for use and consumption aboard the ship only, the property in any unused or unconsumed stores and provisions remains in the shipowner. Any member of the crew taking ashore, selling, destroying, or giving away any such stores or provisions will render himself liable to prosecution.

REGULATION OF HOURS AND OVERTIME

Regulation of hours and overtime shall be in accordance with the National Maritime Board Agreements applying to Deck, Engine Room, and Catering rating, except those concerning Night Watchmen which are to be as hereinafter defined.

NIGHT WATCHMEN

Ordinary hours of Duty shall be any 12 consecutive hours between 6 p.m. and 8 a.m. Hours of duty as Night Watchman in excess of 12 to rank as overtime. All other conditions regarding overtime and additional pay are to be in accordance with National Maritime Board Agreements.

CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACKS ENDS - SPECIAL PAYMENTS.

To be as per National Maritime Board Agreements.

HOLIDAYS

In port the following days shall be regarded as Sundays for the purposes of this Agreement -

In Falkland Islands Ports

Christmas Day, Good Friday, and any other three Public Holidays, where these days are recognised as holidays in the port where the ship is lying.

Ports Outside the Falkland Islands.

Christmas Day, New Year's Day, and Good Friday.

Article		Allowance per week	Article	Allowance per week
Water	22. 22. 24	. 28 quarts	Condensed	14 oz.
Soft Bread		7 lbs.	or	
Smoked Ham or Bacon		12 oz.	Milk Dried	θaz.
Fresh Meat-See Note I below		7 lbs. 4 oz.		Il pts.
Fresh Fish } See Note 1 below and parag	graphs 5 and 6 of C	on -		101 oz.
Eggs j ditions and Exceptions.	-			2 oz.
Potatoes		7 lbs.		4 oz.
Peas, Split or Lentils		<u>†</u> 16.	Marmalade, Jam or Syrup	
Green Peas, Haricot Beans, Butter Beans or	Dried or Compres	sed	Cheese	
Vegetables		11 lb.	Pickles	3 oz .
Flour		., 1 lb.	Bottled Sauces	2 oz.
Rice		. 6 oz.	Onions	
Oatmeal, Rolled Oats or breakfast cereals		6 oz .		3 oz.
		41 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions	
Coffee (containing not more than 25% Chicory)		2 oz.		6 oz. 2 oz.
or			Mandal	1
Cocoa (or chocolate)		3 oz.	Pepper	
Sugar		I k lb	Curry Powder	i

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 :-

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

(b) if rough weather or illness, or absence of cook, or force majeure renders the baking of bread impracticable; but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead. 3. Smoked Ham or Bacon. If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines

shall be substituted in the proportion of $1\frac{1}{2}$ bo of kippers or timed fish to 1 lb. of smoked ham or bacon. 4. Meat. The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of [] lb. of salt meat or 1 lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Poultry may be issued and count, up to a maximum of 1 lb. per week, as the equivalent of fresh meat in the proportion of 1 lb. of poultry to 12 oz. of fresh meat. The weight of poultry is the weight before preparation for cooking. Note.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from

the date on which it is taken on board.

5. Fish. The weight of fresh fish is the gross weight before preparation for cooking. Fresh fish up to an amount not exceeding $1\frac{1}{2}$ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

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

6. Eggs. Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 11 oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs. 7. Potatoes. Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits at any time between the last day of September and the first day of May, and at any other time when they ca 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 11b. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

8. Dried Milk. Dried milk may only be issued in licu 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.

to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables. 10. Dried Fruits. Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates. 11. Fresh Fruit should not be supplied if it is likely to be injurious to health.

12. Onions. The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions

are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1 lb. of fresh onions must be issued.

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.

				SUB	STITU	TES A	ND EQUIVALENTS-NOT	то	BE USED	WI	ITHOU	ТІ	REASO!	NABL	E C.	AUSE.	
Salt Meat Preserved Meat Coffee						ib. Ib. Ioz.) To be considered equal \int to 1 lb. Fresh Meat.		Marmalade Jam Syrup			•••	••	•••		1 Ib. 1 Ib. 1 Ib.	To be considered equal.
Cocoa or Chocolate		**	**	**		lioz.	STo be considered equal.		Butter Cheese		•••	**		· · ·	::	і Ib. і Ib.]
Flour	11	**	**	**		1 Ib. 1 1b.	To be considered equal.		Condensed Dried Milk							91 oz. 4 oz.	} To be considered equal.
Oatmeal, Rolled O		break	fast cer	eals		1 15. 1 15. 1 15.	}		Mustard Curry Powe	ler		.:	::	•••	•••		} To be considered equal.
Split Peas Flour Green Peas, Harico	t or J	Butter	Beans			1b. 1b.	To be considered equal when issued with meat rations.										
		•••	••	4.1	- 24	1b.) rations.	1									[Fourteen Pages.

2

On each day when $\frac{1}{2}$ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent

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

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport and Civil Aviation or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade. Where in any port a fireman or trimmer is required and no person over 18 years of age is available, young persons over 16 may be employed, but in such cases two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age. The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth. This summary must be included in every agreement with the crew.

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

S = 1

Name in full.	Date of Birth.	Nationality (if British, state birthplace).	Capacity.	If Particula Date.
1. Young Pe	rsonis* unde	r 18 years of age	ncluding Ap	prentices
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		r 18 years of age.		

POSITIONS OF THE DECK LINE AND LOAD LINES.

	Freeboard from	n deck line.			1	Load Line.
Tropical	4	íeet	3/8	inches. (T		inches above S.
Summer	4	feet	3/8	inches. (S)	Upper cd	ge of line through centre of disc.
Winter	4	feet	348)	inches below S.
Winter North Atlantic	h } 4 r fresh water for	feet	318	inches. (W 32 inche		inches below S.
The upper ed	ge of the deck	line from whicl	thes	e freeboards are a	neasured is	inches above
the top of th				be taken from Los		deck at side.

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

SANCTIONED BY THE MINISTRY OF TRANSPORT AND CIVIL AVIATION IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

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

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

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the official Log-Book by the direction of the

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be 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 First and the behavior catrices 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 Set 1921 of Forfeiture is ascertained in similar cases under Sect. 234.

No.	OFFENCE.	Signature of Superintendent or Consular Officer
I	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted).	
2	Bringing or having on board intoxicating liquors	
3	Drunkenness.	0
4 5	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, howie 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. Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted).	A STANLEY, FALKLAND
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	IPPINGY. FA
Eac comm	h of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence itted during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.	STADU

Apprentice ars of Indentures.	Date of	Par To be fi If remain	Initials of Official who grants Cortificate respecting an Apprentice left behind abroad.		
Place of Signing.	joining for the voyage.	Date.	Cause of Leaving.	respecting an Apprentice int behind abroad.	
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• In the case of a Young Person (other than an Apprentice) only the name and date of hirth need be inserted.

(Fourteen Pages

Name of

PARTICULARS

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Shin DARIJIN

6			1		ADDRESSES OF MASTER AND CREW	Name of last Ship with Official No. or Port of Registry	Date an this	d Place of Signin Agreement.
Reference No.	Income 'Lan Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if Brinsh, state birthplace)	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.
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3 {		F.102.	48		a W. Milly	"		4
4		191 F.169.	118		(1) W. Gladys			4
- 1		17. Main F.104	16/30	n	(1) D. Sydney			
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6 {		Gime Land F. lot	" 724		a m. Cares.			-
7		4 P & F. 142.	22/9/20		(1) F. Giana	*		
8		BONER. NP.	11:8/169	11	(1) W. Mary 2 r			
9		John Sur / F. 172.	12/4/2	Southamster	(1) F. Walter			
0		RB anner.	5/3 30	Fallland A	a W. Hazel.	"John Biscor"		
1 {		& Short F. 182.	138	"	(1) F. Richard.	Same	.,	u.
2 {		Rold Hill F. 176	439	a	(1) M. Mary (2)	4		.,
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In what capacity ingaged t	No. of Certificate (if any), and No. of R.N.R. Commission	Date and Hour at which he is to be	Amount of Wazes per View Calendar Month.	Amount of Wages Advanced upon or at the time of	Amount of Werkly, Halfmenthly or Monthly Allotment		Date, Place	or of Death	aving this Ship,	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Marter and Owner or Vowners thereof, from al- 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	Signature of Initials of Official before whom the balance of	of sector for which	
	Commission or R.V.2. (if any).	on beard.		Engage- ment [Allotment.	the Sea- man is engaged	Date.	Place,	Cause 1		voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.) 19.	and Date.	are oscable	1
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Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys estirely employed in connection with the work of Cooks and Steward Cable Boys, not merely as Boys. The works not connection with the interfed above the eary of the amount. this ship thus "II.M.S. Rewenge"; and the other causes of leaving the Ship should be briedy stated thus-"Discharged," "Deserted," "Left Sick," "Died." senfarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

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The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkoymen, is is any member of the Crew enters Her Majetty's Service, the Name of the Queen's Ship into which he enters is to be stated under the brad of "Cause of Leaving ** NATIONAL INSURANCE.-Details of the National Insurance Schemes as they affect

Fourteen Pages

Reference No.

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Name of ship

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the any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters to be stated under the head of "Gause of Leavier ** NATIONAL INSURANCE.-Details of the National Insurance Schemes as they affect

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Looks and Siewaras. The words "not conditional" should be inserted above the entry of the amount. The words "into conditional" should be inserted above the entry of the amount. This Ship's than "M.M.S. Reverge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." Benfarers are given in Lenflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

(Fourteen Pages

Name of

Ship

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law.	In all countries.	Services required by parties interested.	In all countries.
(10) Sanctioning the engagement of seamen: for each seaman	⊈s.d. 46	(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	£ s. d.
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 $\pounds 5$ 12s. 6d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.		Shipping Acts, must be made accessible to the clew. for each man with a minimum of and a maximum of (30) Inspecting a ship's papers when this is required to	3 0 1 10 0 4 10 0
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	$\begin{smallmatrix} 6 & 0 \\ 6 & 0 & 0 \end{smallmatrix}$	 (b) enable a consular officer to perform any specific service on the ship's behalf N.B.—This fee is not to be charged if the papers are at N.B. 20) 	10 6
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4 G	the time in the consular officer's custody (see No. 20).	
(13) Certifying desertions of seamen: for each seaman	G 0		
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	60		
(20) Taking custody of a ship's papers, making any neces- sary 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)	10 6	be affixed and cancelled. In the case of No. 27, the Fee Stamps as	ге
to be affixed at the top left-hand corner of the free	ont page of	the fresh agreement, which is to be signed by the Crew and delivered t	to

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed

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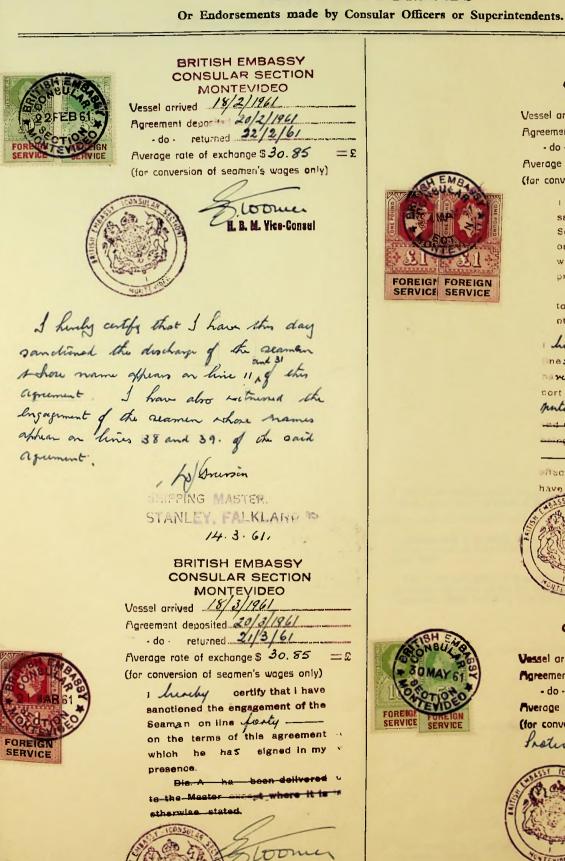
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BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO Vesset arrived 16/1/1961 Apreemant deposited 17/1/1961 - do - returned 20/1/61 Average rate of exchange \$ 30.90 =2 (for conversion of seamen's wages only)

> Donu H. B. M. Vice-Consul

I hearly cortify that the Seamen on lines Nos. 21 and 34 ____ have been discharged at this port with my sanction on the ground of mutual consent _____ and that the sum of being wages due to has been paid - and that there effects, Dia A. and Insurance Card have been delivered to them Loonen

H. B. M. Vice-Consul





CERTIFICATES

SERVICE SERVICE

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO Vessel arrived 29/4/1961 Agreement deposited 2/5/1961 - do - returned 4/5/61 Average rate of exchange \$ 30.80 (for conversion of seamen's wages only) I hearby certity that I are sanctioned the engagement of the Seamen on lines 45 and 46 on the torms of this agreement which they have signed in my presence Dis. A's have been delivered to the Master except where it is otherwise stated. humby certify that the Seamen on nes 15, 16 and 22 _____ been discharged at this cort with my sanction on the ground of mutual consent (15+16) and illaces (22) ---- that the sum of _____ se wages due to --- has been pair and that this macts, Dis. A.s ____ insurance Gurd have been delivered to them scone H. B. M. Vice-Consul BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO Vessel arrived 26/5/1961 Figreement deposited 29/5/1961 - do - returned 30/5/6/ Average rate of exchange \$ 30. 74 (for conversion of seamen's wages on y) Instist noted come

[Fourteen Pages

Name of

Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES



Note.--If further space is required for Certificates or Endorse-ments, 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 scamen 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.I.

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.

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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 Scaman 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 or heard any chip. on board any ship.

In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in Her Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 100*l*., or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth (see page 7). The employment of children under the age of 15 years is prohibited.

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

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.

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

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

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 51.

13. The Master of a foreign-going Ship incurs a Penalty of 51. if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

14. Upon the arrival of the Ship at a Port abroad where there is a British Consular Officer, or a Superintendent, the Master is bound under a

Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agree-ment, 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 made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accord-ingly. 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*l*.

18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.

In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, etc., of the payment of wages.

19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-Book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on board a Ship the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Ministry of Transport and Civil Aviation. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers' or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport and Civil Aviation, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of navement or discharge worker a Particle and the second time of payment or discharge, under a Penalty of 5*l*. for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.

21. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of 10*l* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l*. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or

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 these 7, cols, 19, and 20) 1906. (See page 7, cols. 19 and 20.)