



OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
<div style="border: 1px solid black; padding: 5px;"> R.M.S. "DARWIN" PORT OF REGISTRY: PORT STANLEY FALKLAND ISLANDS. OFF No. 166381 GROSS TONS 1782 80 NET TONS 738 58 N.H.P. 144 </div>		Stanley			<i>Frederick William White</i> <i>George Kenneth Archibald</i>	F/G. S/S. 52805

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port: <i>Stanley, F.I.</i> Date: <i>5/1/62.</i>	<div style="border: 1px solid black; padding: 5px; text-align: center;"> FALKLAND ISLANDS AND SOUTH AMERICA </div>	Port: <i>Stanley F.I.</i> Date: <i>5.7.62.</i>

Delivered to the Superintendent of the Mercantile Marine Office at the
Port of *Stanley* on *5th* day of *July* 19*62*.

Countersigned

L. J. G. G. G.
.....
Superintendent.

G. K. Archibald
..... Master

610 F.I. G.
..... Address

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Frederick W. White.	Master.			
2	Hector Anderson.	1 st Mate.	V.G.	V.G.	31
3	Peter S. Thain.	2 nd "	V.G.	V.G.	28
4	Joseph E. Clifton.	3 rd "	V.G.	V.G.	28-31
5	Markham Lyse.	R/o.	V.G.	V.G.	
6	George McLeod.	Boiler.	V.G.	V.G.	30
7	George Short.	Laundryman & AB.	V.G.	V.G.	31
8	William Hills.	AB.	V.G.	V.G.	
9	James Lang.	Deckhand.	V.G.	V.G.	
10	Guald Briggs.	S.O.S.	V.G.	V.G.	29.
11	Pat Halliday.	J.O.S.	V.G.	V.G.	28.
12	Alan Blissholen.	J.O.S.	V.G.	V.G.	29.
13	Calby Hinkle.	Deck Boy.	V.G.	V.G.	29.
14	David Stewart.	J.O.S.	V.G.	V.G.	28.
15	Robert W. Lobban.	Chief Engineer.	V.G.	V.G.	28.
16	Malcolm Binnie.	2 nd "	V.G.	V.G.	
17	Dennis Larsen.	3 rd "	V.G.	V.G.	
18	Anthony Pugh.	4 th "	V.G.	V.G.	
19	Richard Hills.	Fireman.	V.G.	V.G.	
20	Dennis McLeod.	"	V.G.	V.G.	
21	Brian Lior.	"	V.G.	V.G.	28-32.
22	George Harris.	Chief Steward.	V.G.	V.G.	
23	Rubelindo Boldrini.	2 nd "	V.G.	V.G.	
24	James Biggs.	Steward.	V.G.	V.G.	28.
25	Ulysses Barria.	"	V.G.	V.G.	28.

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Luis Gallardo.	Steward	V.G.	V.G.	
27	Harry Sarvey.	"	V.G.	V.G.	
28	Roderick Bonner.	"	V.G.	V.G.	29-31
29	James McKenzie.	"	V.G.	V.G.	31, 32.
30	Millicent Anderson.	Superannuated.	V.G.	V.G.	28.
31	Henry Duncan.	Deck Boy.	V.G.	V.G.	
32	Bernard Peck.	U.D.H.	V.G.	V.G.	
33	Peter S. Thain.	2 nd Mate.	V.G.	V.G.	
34	Patrick Halliday.	J.O.S.	V.G.	V.G.	
35	George K. Archibald.	1 st Mate.	V.G.	V.G.	31.
36	Arthur Barton.	Superannuated.	V.G.	V.G.	
37	Dorothy Barton.	"	V.G.	V.G.	
38	Jose Lerou.	Boy.	V.G.	V.G.	
39	Severo Amparo.	Fireman.	V.G.	V.G.	
40	Tom Halliday.	J.O.S.	V.G.	V.G.	
41	William J. Rowlands.	Chief Cook.	V.G.	V.G.	
42	William H. Goss.	1 st Mate.	V.G.	V.G.	
43	James McKenzie.	2 nd Cook.	V.G.	V.G.	33.
44	Terrence M. Fullerton.	Fireman.	V.G.	V.G.	33, 34.
45					
46					
47					
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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51					
52					
53					
54					
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56					
57					
58					
59					
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61					
62					
63					
64					
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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
77					
78					
79					
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81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
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99					
100					

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

List of Crew and Report of Character—*Continued.*

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
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107					
108					
109					
110					
111					
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125					

MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

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

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

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

In 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.

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.

* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should be used.
 ** 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.

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.

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 statement 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
16/1/62	Hand steering gear and W/T door operated. All in good condition. Crew mustered at lifeboat stations, both boats lowered to embarkation level and returned to stowed position. Emergency fire pump and emergency generator run under load. All equipment in good order and condition.		16/1/62	<i>J. White</i> <i>H. Anderson</i> mate
27.1.62	No drills carried out this week. Vessel in port.		27.1.62	<i>J. White</i> <i>H. Anderson</i> mate
3.2.62	No drills carried out this week. Vessel coastwise and in port.		3.2.62	<i>J. White</i> <i>H. Anderson</i> mate
10.2.62	No drills carried out this week. Insufficient time due to essential maintenance work.			<i>J. White</i> <i>H. Anderson</i>
13.2.62	Fire alarm zones tested by key; hand steering gear tested; W/T door operated; both boats lowered to embarkation level and returned to stowed position. Emergency fire pump and emergency generator run under load. All equipment in good order & condition.		14.2.62	<i>J. White</i> <i>H. Anderson</i>
24.2.62	No drills carried out this week; Vessel in port and coastwise.		24.2.62	<i>J. White</i> <i>J. P. Chibald</i>
2.3.62	Fire alarm zones tested; hand steering gear; W/T doors operated; emergency fire pump and emergency generators run under load; all equipment in good order.		2.3.62	<i>J. White</i> <i>J. P. Chibald</i>
10.3.62	No drills carried out this week. Vessel in port.		10.3.62	<i>J. White</i> <i>J. P. Chibald</i>
17.3.62	No drills carried out this week. Vessel in port.		17.3.62	<i>J. White</i> <i>J. P. Chibald</i>
28.3.62	Crew mustered to Boat Stations Fire Drill carried out.		28.3.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
4.4.62	Fire alarm zones tested by key: Hand steering gear tested; W/T door operated; Both boats lowered to embarkation deck & returned to stowed position. Emergency fire pump and emergency generator run.		4.4.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
14.4.62	No drills carried out this week. Vessel in Port.		14.4.62	<i>J. P. Chibald</i> <i>H. Anderson</i>

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were 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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(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
20.4.62	Crew mustered to Boat Stations Fire Drill carried out.		20.4.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
25.4.62	Fire alarm zones key tested: Hand steering gear tested; W/T door operated; both boats lowered to embarkation deck and returned to stowed position. Emergency fire pump & emergency generator run under load. All equipment in good order and condition.		25.4.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
5.5.62	No drills carried out this week. Vessel coastwise and in Port.		5.5.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
12.5.62	Fire alarm zones tested; hand steering gear; W/T doors operated; Emergency fire pump and emergency generators run under load. All equipment in good order.		12.5.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
15.5.62	Crew and Passengers mustered to Boat Stations Fire Drill carried out.		15.5.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
21.5.62	Crew and Passengers mustered to Boat Stations Fire Drill carried out.		21.5.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
28.5.62	No drills carried out this week. Vessel in Port.		28.5.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
7.6.62	Crew and Passengers mustered to Boat Stations Fire Drill carried out.		7.6.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
12.6.62	Fire alarm zones tested: Hand steering gear: W/T doors operated. Emergency fire pump and emergency generators run under load. Port lifeboat lowered to water and engine run: all equipment in good order.		12.6.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
17.6.62	No drills carried out this week. Vessel in Port.		17.6.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
24.6.62	Fire alarm zones tested: Hand steering gear & W/T doors operated. Emergency fire pump & generators run under load. All equipment in good order.		24.6.62	<i>J. P. Chibald</i> <i>H. Anderson</i>
1.7.62	No drills carried out this week. Vessel in Port.		1.7.62	<i>J. P. Chibald</i> <i>H. Anderson</i>

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

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 statement 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.)

[illegible]

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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

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(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

[illegible]

* An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned, etc., whether the passengers or crew were mustered, whether the crew were 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 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
7/1/62	J. W. White. Master. H. Anderson. 1 st Mate. G. Harris, Ch. Steward.	None.	7/1/62	J. W. White. H. Anderson
14/1/62	J. W. White. Master. G. Harris. Chief Steward. H. Anderson, 1 st Mate.	None.	14/1/62	J. W. White. H. Anderson
21.1.62	J. W. White. Master. H. Anderson. 1 st Mate. G. Harris. Ch. Steward.	do	21.1.62	J. W. White. H. Anderson
28.1.62	do do	do	28.1.62	J. W. White. H. Anderson
4.2.62	do do	do	4.2.62	J. W. White. H. Anderson
11.2.62	do do	do	11.2.62	J. W. White. H. Anderson
18.2.62	do do	do	18.2.62	J. W. White. G. K. Archibald
25.2.62	do do	do	25.2.62	J. W. White. G. K. Archibald
4.3.62	J. W. White, Master. G. K. Archibald, 1 st Mate. G. Harris, Ch. Steward.	do	4.3.62	J. W. White. G. K. Archibald
11.3.62	do do	do	11.3.62	J. W. White. G. K. Archibald
18.3.62	do do	do	18.3.62	J. W. White. G. K. Archibald
24.3.62	G. K. Archibald. Master. H. Anderson. 1 st Mate. G. Harris. Ch. Steward.	do	24.3.62	G. K. Archibald. H. Anderson
1.4.62	do do	do	1.4.62	G. K. Archibald. H. Anderson
7.4.62	do do	do	1.4.62	G. K. Archibald. H. Anderson
14.4.62	do do	do	14.4.62	G. K. Archibald. H. Anderson

MERCHANT SHIPPING (CREW ACCOMMODATION)				
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
21.4.62	G.K. Archibald MASTER. W.H. Gold 1st. MATE G. Harris CH. STEWARD.	None	21.4.62	G.K. Archibald. W.H. Gold
29.4.62	do do	do	29.4.62	G.K. Archibald. W.H. Gold
6.5.62	do do	do	6.5.62	G.K. Archibald. W.H. Gold
13.5.62	do do	do	13.5.62	G.K. Archibald. W.H. Gold
20.5.62	do do	do	20.5.62	G.K. Archibald. W.H. Gold
27.5.62	do do	do	27.5.62	G.K. Archibald. W.H. Gold
3.5.62	do do	do	3.5.62	G.K. Archibald. W.H. Gold
13.5.62	do do	do	13.5.62	G.K. Archibald. W.H. Gold
20.5.62	do do	do	20.5.62	G.K. Archibald. W.H. Gold
27.5.62	do do	do	27.5.62	G.K. Archibald. W.H. Gold
3.6.62	do do	do	3.6.62	G.K. Archibald. W.H. Gold
10.6.62	do do	do	10.6.62	G.K. Archibald. W.H. Gold
17.6.62	do do	do	17.6.62	G.K. Archibald. W.H. Gold
24.6.62	do do	do	24.6.62	G.K. Archibald. W.H. Gold
1.7.62	do do	do	1.7.62	G.K. Archibald. W.H. Gold

[illegible]

[illegible]

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

[illegible]

[illegible][illegible]

[illegible]

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

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

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

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

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

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

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

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

Master..... Date.....

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 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 | £1 15 0 | (34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts | s. d.
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 from deck line.

Load Line.

Pressure from deck line		Deck line	
Tropical	4	00 ³ / ₈	(T) — inches above S.
Summer	4	00 ³ / ₈	(S) Upper edge of line through centre of disc.
Winter	4	00 ³ / ₈	(W) — inches below S.
Winter North Atlantic (if assigned)	4	00 ³ / ₈	(WNA) — inches below S.

Allowance for fresh water for all freeboards:—..... $3\frac{1}{2}$ inches.

The upper edge of the deck line from which these freeboards are measured is..... inches

above the top of the.....*steel upper*.....deck at side.

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

Maximum draught of water in summer..... 13 feet..... 06½ inches.

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

NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.
- The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log-Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	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.
8/1/62 2100	Stanley	9.03	13.03	6.03 $\frac{1}{2}$	6.03 $\frac{1}{2}$	6.03 $\frac{1}{2}$	1025	-	-	-	-	-
16/1/62 1730	Montevideo	11.03	13.09	5.00 $\frac{1}{2}$	5.00 $\frac{1}{2}$	5.00 $\frac{1}{2}$	1010	2	-	-	-	-
5/2/62 2100	Stanley	10.05	14.02	5.03 $\frac{3}{4}$	5.03 $\frac{3}{4}$	5.03 $\frac{3}{4}$	1025	-	-	-	-	-
13.2.62 1900	Montevideo	11.04	14.02	4.09 $\frac{1}{2}$	4.09 $\frac{1}{2}$	4.09 $\frac{1}{2}$	1010	2	-	-	-	-
23.2.62 0600	Stanley	8.03	14.08	6.01 $\frac{3}{4}$	6.01 $\frac{3}{4}$	6.01 $\frac{3}{4}$	1025	-	-	-	-	-
2.3.62 1830	Punta Arenas	11.00	13.10	5.01 $\frac{1}{2}$	5.01 $\frac{1}{2}$	5.01 $\frac{1}{2}$	1025	-	-	-	-	-
26.3.62 2124	Stanley	9.03	13.09	6.00 $\frac{1}{2}$	6.00 $\frac{1}{2}$	6.00 $\frac{1}{2}$	1025	-	-	-	-	-
4.4.62 1106	Montevideo	11.10	13.11	4.08 $\frac{3}{4}$	4.08 $\frac{3}{4}$	4.08 $\frac{3}{4}$	1010	2	-	-	-	-
16.4.62 1918	Stanley	8.07	14.07	5.11 $\frac{1}{2}$	5.11 $\frac{1}{2}$	5.11 $\frac{1}{2}$	1025	-	-	-	-	-
25.4.62 1514	Montevideo	10.08	14.01	5.02 $\frac{1}{2}$	5.02 $\frac{1}{2}$	5.02 $\frac{1}{2}$	1010	2	-	-	-	-
13.5.62 1418	Stanley	10.00	12.03	6.05 $\frac{3}{4}$	6.05 $\frac{3}{4}$	6.05 $\frac{3}{4}$	1025	-	-	-	-	-
21.5.62 1712	Montevideo	11.07	13.02	5.02 $\frac{3}{4}$	5.02 $\frac{3}{4}$	5.02 $\frac{3}{4}$	1010	2	-	-	-	-
4.6.62 1409	Stanley	8.10	13.03	6.06 $\frac{3}{4}$	6.06 $\frac{3}{4}$	6.06 $\frac{3}{4}$	1025	-	-	-	-	-
12.6.62 1612	Montevideo	10.01	15.06	4.09 $\frac{3}{4}$	4.09 $\frac{3}{4}$	4.09 $\frac{3}{4}$	1010	2	-	-	-	-
18.6.62 1415	Stanley	8.10	13.07	6.04 $\frac{3}{4}$	6.04 $\frac{3}{4}$	6.04 $\frac{3}{4}$	1025	-	-	-	-	-
24.6.62 1230	South Georgia	9.01	13.09	6.01 $\frac{1}{2}$	6.01 $\frac{1}{2}$	6.01 $\frac{1}{2}$	1025	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

				SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)	Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.					
-	11.03	6.03 $\frac{1}{2}$		J. White	H. Anderson	13.1.62 0600	Montevideo.
2	12.04	5.02 $\frac{1}{2}$		J. White	H. Anderson	20.1.62 1400	Stanley.
-	12.03 $\frac{1}{2}$	5.03 $\frac{3}{4}$		J. White	H. Anderson	9.2.62 1830	Montevideo.
2	12.07	4.11 $\frac{1}{2}$		J. White	H. Anderson	18.2.62 0700	Stanley.
-	11.05 $\frac{1}{2}$	6.01 $\frac{3}{4}$		J. White	J. Archibald	26.2.62 0800	Punta Arenas.
-	12.05	5.01 $\frac{1}{2}$		J. White	J. Archibald	4.3.62 1800	Stanley.
-	11.06	6.00 $\frac{1}{2}$		J. Archibald	H. Anderson	30.3.62 1621	Montevideo
2	12.08 $\frac{1}{2}$	4.10 $\frac{3}{4}$		J. Archibald	H. Anderson	8.4.62 0830	Stanley
-	11.07	5.11 $\frac{1}{2}$		J. Archibald	J. Archibald	21.4.62 1106	Montevideo
2	12.02 $\frac{1}{2}$	5.04 $\frac{3}{4}$		J. Archibald	J. Archibald	30.4.62 0636	Stanley
-	11.01 $\frac{1}{2}$	6.05 $\frac{3}{4}$		J. Archibald	J. Archibald	17.5.62 1233	Montevideo.
2	12.02 $\frac{1}{2}$	5.04 $\frac{3}{4}$		J. Archibald	J. Archibald	25.5.62 1054	Stanley
-	11.00 $\frac{1}{2}$	6.06 $\frac{3}{4}$		J. Archibald	J. Archibald	8.6.62 1415	Montevideo
2	12.07 $\frac{1}{2}$	4.11 $\frac{3}{4}$		J. Archibald	J. Archibald	16.6.62 0900	Stanley
-	11.02 $\frac{1}{2}$	6.04 $\frac{3}{4}$		J. Archibald	J. Archibald	21.6.62 1230	South Georgia.
-	11.05	6.01 $\frac{1}{2}$		J. Archibald	J. Archibald	28.6.62 0630	Stanley.

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

See Notes on page 23

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
5/1/62 1430	Stanley.	5/1/62	Articles of Agreement with crew opened on board. Articles effective from 0001 hrs 6/1/62. <i>For white</i> Master. H. Anderson mate	
8/1/62 1100	Stanley.	8/1/62	J. Bliffan, 3 rd Mate, signed Articles. M. Anderson, Supernumerary; H. Duncan, Deck Boy, signed Articles. D. Stewart, S.O.S., transferred to 2 nd book rating with effect from today. <i>For white</i> Master. H. Anderson mate	
14/1/62 0100	Montevideo	14/1/62	R.W. Lobban, Chief Engineer, reported finding B. Prior, Fireman, duty fireman on watch asleep in his cabin. Steam pressure on working boiler had fallen to 50 lb, ship's lighting very low, and everything shut down in stokehold. <i>For white</i> Master. H. Anderson mate	
15/1/62 0900	Montevideo	15/1/62	U. Barra, Steward; J. Biggs, Steward, attended British Hospital for examination. U. Barra for recurrent stomach trouble previously reported and entered. J. Biggs for symptoms of lack of feeling in left arm. <i>For white</i> Master. H. Anderson mate	
15/1/62 1530	Montevideo	15/1/62	J. Bliffan, 3 rd Mate, promoted 2 nd Mate effective today. P. Thain, 2 nd Mate, signed off Articles and entered British Hospital for operation in connection with previously reported ear condition. <i>For white</i> Master. H. Anderson mate	
16/1/62 0700	Montevideo	16/1/62	D. Stewart, 2 nd Book, absent without leave and failed to report for duty at normal time. <i>For white</i> Master. H. Anderson mate	
16-1-62 1200	Montevideo	16-1-62	D. Stewart, 2 nd Book, returned on board and resumed duty. Stewart reported that he had over-slept while staying on shore and had been unable to obtain a launch to the ship during the morning. <i>For white</i> Master. H. Anderson mate	
25-1-62 1000	Stanley.	26-1-62	P. Halliday, T.O.S., attended Court proceedings in civil Court ashore accused of civil offence. Halliday found guilty of alleged offence and sentenced to 21 days imprisonment. Halliday commenced sentence forthwith and did not return to vessel. Wages on board ceased as from 2359 hrs/24 th . <i>For white</i> Master. H. Anderson mate	
16-1-62 0930	Montevideo		B. Prior, Fireman, interviewed by Master concerning offence reported on 14-1-62. Prior had nothing to say and, in view of this being a first offence, was given a severe warning. <i>For white</i> Master. H. Anderson mate	

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

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Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary Log-Book. Form O 10.

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
27-1-62 1600	Darwin, (Goose Green), East Falkland	27-1-62	R. Bonner, Cook, absent from duty without permission from 1400 hours to normal time of completion of duty, i.e. 2000 hours. Bonner also in a drunken condition. <i>For white</i> Master. H. Anderson mate	
28-1-62 1030	Port Stephens	28-1-62	R. Bonner, Cook, interviewed by Master concerning the entered occurrence of 27-1-62. Bonner had nothing to say. The offences concerned will not be dealt with by a fine on this occasion, but will constitute a warning and any subsequent offences against discipline will be treated as a second offence insofar as fines are concerned. Bonner has been so informed. <i>For white</i> Master. H. Anderson mate	
2-2-62 1730	Stanley.	2-2-62	A. Bisholm, T.O.S., attended K.E.M. Hospital for examination and treatment of boils and earache. <i>For white</i> Master. H. Anderson mate	
5-2-62 0700	Stanley.	5-2-62	G. Biggs, S.O.S., reported for duty in a drunken condition. <i>For white</i> Master. H. Anderson mate	
5-2-62 1400	Stanley.	5-2-62	G. Biggs, S.O.S., absented himself from duty without leave. <i>For white</i> Master. H. Anderson mate	
5-2-62 1500	Stanley.	5-2-62	G. Biggs, S.O.S., found asleep in his cabin in a drunken condition by 1 st Mate. <i>For white</i> Master. H. Anderson mate	
5-2-62 2030	Stanley.	5-2-62	C. Hirtle, Deck Boy, failed to report on board for sailing as instructed; notice of expiry of leave then posted on gangway at 1530. <i>For white</i> Master. H. Anderson mate	
5-2-62 2055	Stanley.	5-2-62	C. Hirtle, Deck Boy, boarded vessel in a very drunken and incapable condition. <i>For white</i> Master. H. Anderson mate	
5-2-62 2030 2130	Stanley.	5-2-62	Vessel chartered Stanley Harbour; C. Hirtle, Deck Boy drunk and incapable of taking his watchkeeping (2000 to 2400) duties. <i>For white</i> Master. H. Anderson mate	
6-2-62 0000	51-19 S 57-37 W.	6-2-62	G. Biggs, S.O.S., drunk and incapable of taking his watchkeeping (0000 to 0400) duties. <i>For white</i> Master. H. Anderson mate	
6-2-62 1000	49-30 S 57-30 W.	6-2-62	C. Hirtle, Deck Boy, interviewed by Master and the foregoing entries were read over to him. Hirtle had nothing to say and is therefore being fined one day's pay for absence without leave and one day's pay for drunkenness, i.e. a total of 2 days pay = £1.0.0. <i>For white</i> Master. H. Anderson mate	
6-2-62 1720	48-06 S 57-16 W.	6-2-62	G. Biggs, S.O.S., interviewed by Master and 1 st Mate and the foregoing entries read over to him. Biggs had nothing to say and was informed that he would be fined one day's pay for drunkenness during the day of 5/2/62 and one day's pay for failure to keep his watch 0000 to 0400 this day. Biggs <i>For white</i> Master. H. Anderson mate	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
			appeared to be in a semi-drunken state when interviewed re: <i>White</i> <i>H. Anderson mate</i>	
6-2-62 1735	48-03. S. 57-16. W.	6-2-62	The cabin shared by G. Biggs, S.O.S., and B. Peck, U.D.H. searched by 1 st Mate and Meisner, W. Hills, A.B., two empty whisky flasks found. <i>White</i> <i>H. Anderson mate</i>	
10-2-62 1000	Montevideo	14-2-62	P. Thain, 2 nd Mate, rejoined vessel and resumed normal duties. J. Clifton, 2 nd Mate, reverts to 3 rd Mate effective today. <i>White</i> <i>H. Anderson mate</i>	
12-2-62 1500	Montevideo	14-2-62	P. Thain, 2 nd Mate, signed Articles at British Consulate. <i>White</i> <i>H. Anderson mate</i>	
21-2-62 1530	Stanley	22-2-62	G. McLeod, Bosun, drunk and incapable of carrying out his duties. McLeod sent below by 1 st Mate. <i>White</i> <i>H. Anderson mate</i>	
19-2-62	Stanley	22-2-62	G. Biggs, S.O.S., signed off Articles. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 0900	Stanley	22-2-62	G. McLeod, Bosun, failed to report for duty. P. Thain, 2 nd Mate, reported to 1 st Mate that McLeod had removed his personal effects from the ship and taken them ashore during the evening of the 20 th February. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 0950	Stanley	22-2-62	Master reported to Colonial Shipping Master that G. McLeod, Bosun, had deserted. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 1000	Stanley	22-2-62	The three foregoing entries read over to Mr G. McLeod, Bosun, who had nothing to say. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 1200	Stanley	22-2-62	G. McLeod, Bosun, is hereby fined 2 day's pay in respect of the offence entered for 21-2-62, and a further 2 day's pay in respect of the offence entered for 22-2-62. This entry has been read over to McLeod. He has nothing to say. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 1215	Stanley	22-2-62	G.K. Archibald, 1 st Mate, signed Articles. H. Anderson, 1 st Mate signed off. <i>White</i> <i>H. Anderson mate</i>	
22-2-62 1230	Stanley	22-2-62	G. McLeod, Bosun, signed off Articles. <i>White</i> <i>H. Anderson mate</i>	

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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
22-2-62	Stanley	22-2-62	G. Short, Launch + A.B., promoted Bosun with effect from today. A.G. Barton; D.I. Barton, Supernumerary, signed Articles. <i>White</i> <i>H. Anderson mate</i>	
27-2-62 1130	Punta Arenas	27-2-62	J. Seron, Bay, S. Ampuero, Freeman, signed Articles at British Consulate. <i>White</i> <i>H. Anderson mate</i>	
28-2-62	Punta Arenas	28-2-62	B. Stewart, 2 nd Cook, transferred to J.O.S. taking rate of pay £24-2-6 p.m. J. McKenzie, Baker, transferred to 2 nd Cook taking rate of pay £37-0-0 p.m., both changes effective today. <i>White</i> <i>H. Anderson mate</i>	
1-3-62 0900	Punta Arenas	1-3-62	D. Stewart, J.O.S., absent without leave and failed to report for duty. <i>White</i> <i>H. Anderson mate</i>	
2-3-62 0900	Punta Arenas	2-3-62	D. Stewart, J.O.S., reported for duty. <i>White</i> <i>H. Anderson mate</i>	
2-3-62 1000	Punta Arenas	2-3-62	D. Stewart, J.O.S., interviewed by Master + 1 st Mate concerning his absence on 1-3-62. He had nothing to say and was informed that this being a second offence he would be fined 2 days pay. He had nothing further to say. <i>White</i> <i>H. Anderson mate</i>	
24-3-62 1000	Port Stanley	24-3-62	G.K. Archibald promoted Master: All ship's papers and instruments taken over—Loadline Cert.: Passenger Cert.: Wireless Cert.: Anchor & Cable Roving House Cert.: Medical St. Cert.: Smoke detecting Cert.: Compass Cert.: Builders Cert.: and name entered in Registry. <i>White</i> <i>H. Anderson mate</i>	
26-3-62 2000	Port Stanley	26-3-62	H. Anderson signed articles: 1 st Mate T. Holliday, J.O.S., signed articles. <i>White</i> <i>H. Anderson mate</i>	
9-4-62 1030	Port Stanley	9-4-62 1030	J. McKenzie (2 nd Cook) signed off articles. W.J. Rawlands (Chief Cook) signed off. R. Banner reverts back to 2 nd Cook. <i>White</i> <i>H. Anderson mate</i>	
16-4-62 1130	Port Stanley	16-4-62 1130	William H. Yoss (1 st Mate) signed on: Hector Anderson reverts back to 2 nd Mate: Joseph E. Clifton signed off articles. <i>White</i> <i>H. Anderson mate</i>	
21-4-62 1700	Portevideo	21-4-62	J. Lang (Deckhand) to Dentist for extraction. <i>White</i> <i>H. Anderson mate</i>	

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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
23.4.62 1800	Montevideo	23.4.62	P. Thain to British Hospital for ear examination and drops. J. P. Chibald Master	
24.4.62 0830	Montevideo	24.4.62	H. Anderson examined at British Hospital for rash. J. P. Chibald Master	
25.4.62 1000	Montevideo	25.4.62	P. Thain to British Hospital for a further ear examination. J. P. Chibald Master	
4.3.62 1900	Stanley	4.5.62 1000	Superannuaries Arthur and Dorothy Burton went signed off articles. J. P. Chibald Master	
1130 12.5.62	Stanley	12.5.62	B. Prior, Greaser, signed off articles. J. McKennie Greaser, signed on articles for Greaser and Fireman! J. P. Chibald Master	
1000 18.5.62	Montevideo	18.5.62	Sell: H. Anderson & D. Lensen attended British Hospital for examination. J. P. Chibald Master	
1000 19.5.62	Montevideo	19.5.62	H. Anderson, 2nd Mate, attended British Hospital for on I. Reg D. Lensen, 3rd Eng., examined for suspected ulcers. J. P. Chibald Master	
1000 19.5.62	Montevideo	19.5.62	R. Bonner, 2nd Cook, absent without leave throughout 18th May and failed to report for duty before 0730 hrs. 19.5.62. He is thereby fined 2 days pay in respect of offence entered 28.4.62. When interviewed, Bonner had nothing to say. J. P. Chibald Master	£2 9/4d
1600 19.5.62	Montevideo	19.5.62	R. Hills, Fireman, absent without leave on 0400-0800 hrs. watch. The offence concerned, will not be dealt with by a fine on this occasion but will act as a warning. When interviewed, Hills had nothing to say. J. P. Chibald Master	

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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
21.5.62 0800	Montevideo	22.5.62	W. Hills, AB, absent without leave, he failed to report for duty until 0800 hrs. 21.5.62. The offence concerned will not be dealt with by a fine on this occasion but will act as a warning. Any subsequent offence against discipline will be treated as a second offence as far as fines are concerned. When interviewed Hills had nothing to say. J. P. Chibald Master	
21.5.62 0800	Montevideo	22.5.62	A. Chisholm, S.O.S., was reported to be asleep in No 3 Hatch while on cargo watch. He could not be roused! Chisholm is consequently fined one day's pay for a 1st offence. When interviewed, he had nothing to say. J. P. Chibald Master	FINE-18s 10d.
21.5.62 1230	Montevideo	22.5.62	T. Halliday, J.O.S., absent without leave on Departure day, he failed to report for duty until 1230 hrs. He is consequently fined one day's pay for a 1st offence. When interviewed, he had nothing to say, other than to suggest that his fine be paid to a Hospital. J. P. Chibald Master	FINE-16s 1d
21.5.62 1500	Montevideo	22.5.62	D. Lensen, 3rd Eng., signed off on ENB.2A form which was handed to the ship's agent! Lensen is being held at the British Hospital for observation regarding stomach ulcers. J. P. Chibald Master	
26.5.62 1200	Stanley	2.6.62	R. Bonner, signed off articles. T.M. Fullerton, Fireman, signed on by J. P. Chibald Master. J. McKennie, Fireman, signed on by J. P. Chibald Master.	
9.6.62 0730	Montevideo	10.6.62	A. Chisholm, S.O.S., could not be roused for duty and is consequently fined two days pay for a 2nd offence. When interviewed Chisholm had nothing to say. J. P. Chibald Master	Fine-£1-17s-8d
10.6.62 0100	Montevideo	11.6.62	T.M. Fullerton, Fireman, was found asleep on watch with the safety valves operating and could not be roused! He was cautioned at the serious nature of this offence by the Chief Engineer during the day. J. P. Chibald 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.

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

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towards

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Eng. 1.

(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 Kingdom" is to be construed as including the Republic of Ireland.

Name of Ship ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross	Net	
DARWIN	156384	Port Stanley, Falklands	2 in 1957	1742.86	738.55	144 1150 940
REGISTERED MANAGING OWNER OR MANAGER.						
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER ³		
				Name.	Address	
Falklands Trading Co. Ltd.	120 Port Stanley, Falklands		29.			

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom Five 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 1962, or the first arrival at Stanley after this date the consequent discharge of cargo on that date or earlier at the option of the Master.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

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

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be derated.

And it is also agreed, that additional clauses on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered⁵

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

And it is also agreed, that⁶

(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 good 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 tidy 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.

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

(h) The crew shall be complete with thirty hands all 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 or inefficiency or by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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

Signed by J. W. White Master
on the 5th day of January 1962.

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.
5. 1. 62.	Port Stanley.	5. 7. 62	PORT STANLEY	5. 7. 62.	<u>[Signature]</u> Master.

- These columns to be filled up at the end of the Voyage.
- Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
 - Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
 - Here are to be inserted the name and address of any person who has chartered the ship and appointed the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
 - Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
 - Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which the parties agree to adopt.
 - Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
 - This Form must not be mutilated. 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 more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or sheets should be obtained and used.

ADDITIONAL CLAUSES.

(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	} Cost price.
Blankets	
Sheets	
Pillows	
TOWELS	

(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 ratings, 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 BACK 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.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1957, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article	Allowance per week	Article	Allowance per week
Water	28 quarts	Milk	Condensed or Dried or Homogenised 14 oz.
Soft Bread	7 lbs.	Butter	1 1/2 lbs.
Smoked Ham or Bacon	12 oz.	Suet	2 oz.
Fresh Meat—See Note 1 below	7 lbs. 4 oz.	Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Fresh Fish	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Marmalade, Jam or Syrup	8 oz.
Eggs	12 oz.	Cheese	5 oz.
Potatoes	7 lbs.	Pickles	3 oz.
Peas, Split or Lentils	1 1/2 lb.	Bottled Sauces	2 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 1/2 lb.	Onions	8 oz.
Flour	1 lb.	Dried Fruit	3 oz.
Rice	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Oatmeal, Rolled Oats or breakfast cereals	4 1/2 oz.	Fine Salt	2 oz.
Tea	2 oz.	Mustard	1 oz.
Coffee (containing not more than 25% Chicory)	3 oz.	Pepper	1 oz.
Cocoa (or chocolate)	1 1/2 lb.	Curry Powder	1 oz.
Sugar	1 1/2 lb.		

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. General. The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.

2. Bread. The issue of soft bread under the scale shall not be required:-

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

(b) if rough weather or illness, or absence of cook, or force majeure renders the baking of bread impracticable;

but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.

3. Smoked Ham or Bacon. If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines shall be substituted in the proportion of 1 1/2 lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.

4. Meat. The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 1 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 1/2 lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

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

6. Eggs. Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1 1/2 oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

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

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 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 lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool dry place, for the period during which it may be required.

9. Vegetables. Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when 1/2 lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

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

13. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

Note.—In any case where tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

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

Salt Meat	1 lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	} To be considered equal.
Preserved Meat	1 lb.		Jam	1 lb.	
Coffee	1 oz.		Syrup	1 lb.	
Cocoa or Chocolate	1 1/2 oz.		Butter	1 lb.	
Tea	1 lb.		Cheese	1 lb.	} To be considered equal.
Flour	1 lb.		Condensed Milk	9 1/2 oz.	
Biscuit	1 lb.		Dried Milk	4 oz.	} To be considered equal.
Rice	1 lb.		Mustard		
Oatmeal, Rolled Oats or breakfast cereals	1 lb.		Curry Powder		
Split Peas	1 lb.				
Flour	1 lb.				
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				

OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Dejection of any Member of his Crew.				RELEASE		Number of weeks for which National Insurance Contributions are payable	
In what capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or J.V.2. (if any).	Date and Hour at which he is on board.	Amount of Wages per Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allowance.	Signature of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage. Signatures of Crew each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.	20.	21.	22.
Master	52805	Dec 1961	£12.00				24/3/62	Stanton			Indisposed	1/5/62		1
1st Mate	Permit	-do-	£17.6				24/3/62	Stanley	Leave		do. Anderson	1/5/62		2
2nd Mate	Permit	-do-	£15.0				15/1/62	MONTVIDEO	ILLNESS		P. R. Thain	15/1/62		3
3rd Mate	Permit	-do-	£12.6				14/2/62	Stanley	Dis		J. R. Thain	1/5/62		4
4th Mate	2nd Mate	-do-	£12.6				15/1/62	-do-	T.A.		M. Lyse	1/5/62		5
R.O.	1/57 0765	-do-	£12.6				22/3/62	Stanley	Dis		G. W. Lead	1/5/62		6
Boiler Room		-do-	£12.6				15/1/62	-do-	T.A.		G. C. Short	1/5/62		7
1st A.B.		-do-	£12.6				-do-	-do-	T.A.		P. R. Hill	1/5/62		8
2nd A.B.		-do-	£12.6				-do-	-do-	T.A.		J. Long	1/5/62		9
Deck Hand		-do-	£12.6				15/1/62	Stanley	M.C.		G. R. R. R.	1/5/62		10
S.O.S.		-do-	£12.6				29/1/62	Stanley	Good		Not available for signature	1/5/62		11
J.O.S.		-do-	£12.6				5/7/62	-do-	T.A.		H. C. R. R.	1/5/62		12
J.O.S.		-do-	£12.6				-do-	-do-	T.A.		C. Hill	1/5/62		13
Deck Boy		-do-	£12.6				5/3/62	Stanley	Dis		D. Stewart	1/5/62		14
Chief Engineer	96427	-do-	£12.6				5/7/62	-do-	T.A.		G. R. R. R.	1/5/62		15
2nd Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		16
3rd Engineer		-do-	£12.6				21/5/62	MONTVIDEO	ILLNESS		Not available for signature	1/5/62		17
4th Engineer		-do-	£12.6				5/7/62	Stanley	T.A.		G. R. R. R.	1/5/62		18
5th Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		19
6th Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		20
7th Engineer		-do-	£12.6				12/3/62	Stanley	Dis		G. R. R. R.	1/5/62		21
8th Engineer		-do-	£12.6				5/7/62	-do-	T.A.		G. R. R. R.	1/5/62		22
9th Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		23
10th Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		24
11th Engineer		-do-	£12.6				-do-	-do-	T.A.		G. R. R. R.	1/5/62		25

Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards are to be included under Cabin Boys, not merely as Boys.

The words "not conditional" should be inserted above the entry of the amount. This Ship's thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died," etc.

Searfers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

Name of Ship

PARTICULARS

Reference No.	Inmate Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	Nationality (If British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement. Date. Place.
26		<i>F. 184</i> <i>E. J. L. L. L.</i>	14/1/39	Chile	(1) F. Louis (2) 66 F.I.T. Co Ltd	Same	6/1/62 Stanley
27		<i>N. 1</i> <i>Harry Samney</i>	30/1/30	Tahiti	(1) S. J. B. Barnes (2) 60 F.I.T. Co. Ltd	-do-	-do-
28		<i>R. Barnes</i>	5/3/30	Tahiti	(1) W. Hagel (2) 60 F.I.T. Co. Ltd	-do-	-do-
29		<i>J. M'Kenzie</i>	13/1/32	Tain	(1) F. B. B. B. (2) 60 F.I.T. Co. Ltd	First	-do-
30		<i>W. J. Anderson</i>	7/1/31	Tahiti	(1) H. H. H. (2) 60 F.I.T. Co. Ltd	Same	9/1/62 -do-
31		<i>H. Duncan</i>	25/1/30	Tahiti	(1) M. H. H. (2) 60 F.I.T. Co. Ltd	First	9/1/62 -do-
32		<i>Black</i>	9/1/30	Tahiti	(1) F. B. B. (2) 60 F.I.T. Co. Ltd	First	9/1/62 -do-
33		<i>F. 169.</i> <i>P. J. H. H.</i>	1/6/30	Urua	(1) W. B. B. (2) 3 J. B. B. Stanley Tahiti	Same	12/2/62 MONTVIDEO
34		<i>F. 191.</i> <i>P. H. H.</i>	1/4/30	Balklands	(1) M. B. B. (2) 60 F.I.T. Co. Ltd	Same	19/2/62 Stanley.
35		<i>R. 516002.</i> <i>P. H. H.</i>	1/5/33	Liverpool	(1) F. G. ARCHIBALD, 58, DUNCHURCH ROAD (2) LIVERPOOL 14.	Shackleton	22/2/62 Stanley
36		<i>C. B. B.</i>	8/5/31	London	(1) W. B. B. (2) 60 F.I.T. Co. Ltd	First	22/2/62 do
37		<i>D. B. B.</i>	23/1/30	Tahiti	(1) H. B. B. (2) 60 F.I.T. Co. Ltd	do	22/2/62 do
38		<i>F. J. B.</i>	4/2/30	Chile	(1) F. B. B. (2) Rio Seco, Punta Arenas, Chile	'do.	27/2/62 Punta Arenas, Chile
39		<i>R. 516002.</i> <i>P. H. H.</i>	30/3/30	Chile	(1) M. B. B. (2) Quenchi, Chile, Chile	Same	do do
40		<i>P. H. H.</i>	24/1/30	Liverpool	(1) F. G. ARCHIBALD, 58, DUNCHURCH ROAD (2) LIVERPOOL 14.	Same	24/3/62 Stanley
41		<i>K. B. B.</i>	1/1/30	Tahiti	(1) W. B. B. (2) 60 F.I.T. Co. Ltd	Same	26/3/62 Stanley
42		<i>J. M. B.</i>	1/1/30	Tahiti	(1) M. I. H. SIMPSON 19, 44 MOORE WAY (2) BOOTLE STN. CUMBERLAND U.K.	First	26/3/62 Stanley
43		<i>W. J. B. B.</i>	4/2/30	Tahiti	(1) W. B. B. (2) 60 F.I.T. Co. Ltd	Same	9/1/62 Stanley
44		<i>F. 101</i> <i>P. H. H.</i>	27/1/30	Tahiti	(1) W. B. B. (2) 60 F.I.T. Co. Ltd	Same	14/4/62 Stanley
45		<i>J. M'Kenzie</i>	13/1/32	Tain	(1) F. B. B. (2) 60 F.I.T. Co. Ltd	Same	12/7/62 Stanley
46		<i>F. 158.</i> <i>P. H. H.</i>	2/2/30	Tahiti	(1) M. B. B. (2) 60 F.I.T. Co. Ltd	John B. B.	26/8/62 -do-
47							
48							
49							
50							

† 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, Donkeymen, Cabin Boys, not merely as Boys.

‡ If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving".

§ If the advance of wages is not conditional on going to sea this Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

OF ENGAGEMENT

Discharge of any Member of his Crew.														Number of weeks for which National Insurance Contributions are payable		Reference No.
In what capacity engaged†	No. of Certificate (if any), and No. of P.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Calendar Month.	Amount of Wages Advanced upon per at the time of Engagement. 1	Amount of Weekly, Half-monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.			
							Date.	Place.	Cause.‡		19.	20.				
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.		20.	21.		
Steward		20 Onu	37 10 -	- - -	- - -	1/5	5 1/2	Stanley	T.A.	- - -	J. Halliday		1/5	26		
-do-		-do-	36 10 -	- - -	- - -	1/5	24 1/2	Stanley	Di	46 R. 4	A. B. Burrell		1/5	27		
Ship Book		-do-	47 10 -	- - -	- - -	1/5	9 1/4	Stanley	Di	- - -	J. McKenzie		1/5	28		
Steward		-do-	36 10 -	- - -	- - -	1/5	5 1/2	-do-	T.A.	- - -	J. L. Sweeney		1/5	29		
Ship Book		-do-	1 -	- - -	- - -	1/5	29 1/2	Stanley	Di	- - -	J. L. Sweeney		1/5	30		
Deck Boy		-do-	15 7 6	- - -	- - -	1/5	5 1/2	-do-	T.A.	- - -	H. Duncan		1/5	31		
UDH		-do-	35 -	- - -	- - -	1/5	-do-	-do-	T.A.	- - -	B. Beck		1/5	32		
2nd Mate		-do-	53 15 -	- - -	- - -	1/5	-do-	-do-	T.A.	- - -	J. S. Thain		1/5	33		
J.O.S.		do	24 2 6			1/5	-do-	-do-	T.A.	- - -	J. Halliday		1/5	34		
1st Mate	MASTER 83726	do	46 10 10			1/5	24 1/2	Stanley	Di	- - -	J. B. Burrell		1/5	35		
Suppy		do	1 -			1/5	4 1/2	Stanley	Di	- - -	A. B. Burrell		1/5	36		
Suppy		do	1 -			1/5	-do-	-do-	-do-	- - -	L. J. Burrell		1/5	37		
Boy		do	15 7 6			1/5	5 1/2	-do-	T.A.	- - -	J. L. Sweeney		1/5	38		
Ironman		do	38 -			1/5	5 1/2	-do-	T.A.	- - -	J. L. Sweeney		1/5	39		
Ironman	MASTER 83726	-do-	46 10 10			1/5	-do-	-do-	T.A.	- - -	J. L. Sweeney		1/5	40		
1st Mate	Permit	-do-	56 17 6			1/5	5 1/2	-do-	T.A.	- - -	J. B. Burrell		1/5	41		
J.O.S.		-do-	24 2 6			1/5	-do-	-do-	T.A.	- - -	J. Halliday		1/5	42		
Ship Book	30046	-do-	58 -			1/5	-do-	-do-	T.A.	- - -	J. B. Burrell		1/5	43		
1st Mate	69474	-do-	77 10 -			1/5	-do-	-do-	T.A.	- - -	J. L. Sweeney		1/5	44		
Ironman		-do-	36 10 -			1/5	-do-	-do-	T.A.	- - -	J. L. Sweeney		1/5	45		
Ironman		-do-	36 10 -			1/5	-do-	-do-	T.A.	- - -	J. L. Sweeney		1/5	46		
														47		
														48		
														49		
														50		

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

seafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law.		Services required by parties interested.	
	In all countries. £ s. d.		In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman	4 6	(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew: for each man	3 0
N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £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.		with a minimum of	1 10 0
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6 0 0	and a maximum of	4 10 0
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	4 6	(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	10 6
(13) Certifying desertions of seamen: for each seaman	6 0	N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	6 0		
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39)	10 6		

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

L. J. Grison
SHIPPING MASTER,
STANLEY, FALKLAND IS.
6. 1. 62.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 13/1/1962
Agreement deposited 15/1/1962
- do - returned 16. 1. 62
Average rate of exchange \$ 30.85 = £
(for conversion of seamen's wages only)



H. B. M. Consul
H. B. M. CONSUL



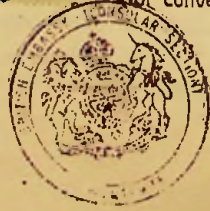
I hereby certify that the Seaman on line three has been discharged at this port with my sanction on the ground of Illness and that the sum of being wages due to has been paid and that his have been delivered to him and his effects, Dis. A. and Insurance Card has been delivered to me.



H. B. M. Consul
H. B. M. CONSUL

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 9/2/1962
Agreement deposited 12/2/1962
- do - returned 13/2/62
Average rate of exchange \$ 30.90 = £
(for conversion of seamen's wages only)



H. B. M. Consul
H. B. M. CONSUL

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



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

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



H. B. M. Consul
H. B. M. Vice-Consul

I hereby certify that the Seaman whose name appears on line 2, 6 and 10 were discharged at this port with my sanction.

L. J. Grison
22. 2. 62.

I hereby certify that I have this day sanctioned the engagement of the seaman whose name appears on line 35 of the within Agreement signed in my presence, and that the same has been made as required by the Merchant Shipping Act. Discharge book No R 516002 handed to the Master.

L. J. Grison
22. February, 1962.

BRITISH CONSULATE
SANTA ADELA - CHILE

Vessel arrived Feb. 26th. 1962.
Agreement deposited Feb. 26th. 1962.
- do - returned March 2nd. 1962.
Average rate of exchange \$ 39.20 = £
(for conversion of seamen's wages only)

I hereby certify that I have this day sanctioned the engagement of the seaman whose names appear on lines 38 and 39.

John B. Robinson
British Consul



I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on 35 of the within Agreement.

L. J. Grison
Shipping Master

I further certify that the change of Master has been correctly recorded on the Ship's Certificate of Registry.

L. J. Grison
Shipping Master
26th March 1962



BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 30/3/1962
Agreement deposited 2/4/1962
- do - returned 3/4/1962
Average rate of exchange \$ 30.87 = £
(for conversion of seamen's wages only)



H. B. M. Consul
H. B. M. Vice-Consul

I hereby certify that I have this day sanctioned the engagement of the seaman whose name appears on line 44, and that the same has been made as required by the Merchant Shipping Act. Discharge Book F 101 has been handed to the Master.

L. J. Grison
Shipping Master
16th April 1962

I hereby certify that I have sanctioned the discharge of the seaman whose name appears on line 4 of the within Agreement.

L. J. Grison
Shipping Master
16th April, 1962

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 20/4/1962
 Agreement deposited 23/4/1962
 - do - returned 25.4.62
 Average rate of exchange \$ 30.90 = £
 (for conversion of seamen's wages only)



E. B. M.
 E. B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 17.5.62
 Agreement deposited 17.5.62
 - do - returned 21.5.62
 Average rate of exchange \$ 30.90 = £
 (for conversion of seamen's wages only)



E. B. M.
 E. B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 8/6/1962
 Agreement deposited 11/6/1962
 - do - returned 12.6.62
 Average rate of exchange \$ 30.80 = £
 (for conversion of seamen's wages only)



E. B. M.
 E. B. M. Vice-Consul

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

Signature.

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.

[Fourteen Pages.]

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of 5*l.*, 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.

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

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

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

13. The Master of a foreign-going Ship incurs a Penalty of 5*l.* if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

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

22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act. 1906. (See page 7, cols. 19 and 20.)