No. of his Certificate if any



Name of Ship

Official

No.

OFFICIAL LOG-BOOK

Name of Master

(O 3) (For 125 Men)

Registered Tonnage

Gross | Net

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Port of Registry

R.M.S. "DARWIN" FORT OF REGISTRY:- FORT STANLEY FALKLAND "SLANDS. OFF NO. 156394 GROSS TONS 1792"36 NET TONS 728-66 N.H.P. 144		Frederick William White. Marker. F.G 5/2 52805
Port at which and Date when voyage commenced Port Stanley Date 6/7/63	Nature of the Voyage or Employmen FALKLAND ISLANDS AND SOUTH	t Port at which and Date when voyage terminated Stonley Port
	Superintendent of the Mercan	
Countersigned		F. W. White : Master
Su	perintendent.	Stanley Folkland Is. Address Darwin Shipping Limited Stanley, Falkland Is.

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

of each member of the Crew In white charges For Ability For General Conduct Proced in India colum opposite his name Proceding the column opposite his name I friedrick W. White. Read In Mark. Read Jennings Read Jennings Read Jennings Read Boosian. V.G. D.R. Read Jennings Read Boosian. V.G. D.R. Read Jennings Read Boosian. Read Boosi		N 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
2 William H. Gros. 15 Mak. 31. 3 Rkn S. Rain. 24 " 4 Heat Jennings. 86. 6 G. Refred. Rosin. V.G. D.R. 28. 7 Gersel Jennings Lamptimen. 86. 8 William Hill. AB. 9 James Lang. DHU. 10 Brund leck. DHU. 11 Keank Halliday. 505. 29.30-31. 12 Kes Alagia. 565. 38. 13 Kennek Rompson. Jos. 28.29. 14 To Renie Romeson. 35. 16 Natcolin Binnie. 25 . 31. 17 Renie Raisen. 35 . 31. 18 Anking Pagl. 44 . 31. 19 Richard Hills. Fireman. 35. 20 Renie Taske	No.	Name and Surname of each member of the Crew		For Ability		be noted in this column
2 brilliam H. Gros. 15 mak. 31. 3 Rkn S. Thain. 24 " 4 Head Jennings. Rbo. 29.30" 5 Markham Lya. Rbo. Bosim. V.G. D.R. 28. 7 Gersel Jennings Lamphinam. V.G. D.R. 28. 8 brilliam Hills. RB. 9 James Lang. DHU. 10 Brund Peck. DHU. 29.30-31. 11 Kernek Halliday. Sos. 29.30-31. 12 ks alagia. Sos. 28.29. 13 Kennek Thompson. Jos. 28.29. 14 15 Arkin Bole. Bleif Lugina. 27.30-31. 16 Malcolin Brinne. 25 . 31. 17 Dennis farcon. 35 . 31. 18 Ankony Pugl. 4" " 19 Richard Hills. Fireman. 31. 20 Dennis Taske. " 21 Danie Taske. " 22 Bennis Taske. " 23 George Hamis. Elsief Steward. Land. Soule. Bens Steward. Soule. Soule	1	Frederick W. White.	Master.			2.
Real Jennings. Heal Jennings. Molecular Lya. Rho. Graff Jena. Rho. Bosium. N.G. D.R. Be. James Lang. James Lang. DHU. Kennek Holliday. Sos. Kennek Holliday. Sos. Rho. 29.30.31. Kennek Holliday. Sos. Rho. DHU. AB. DHU. Real Jennings. Rho. DHU. Sos. Rho. 29.30.31. Reaned Jennings. Blue Reagio. Sos. Rho. 29.30.31. Reaned Jennings. Sos. Rho. Rho. Rho. DR. Rho. DR. Reaned Jennings. Reaned Jennings. Reaned Jennings. Rho. Blue Harginess. Rho. Blue Harginess. Rho. Blue Harginess. Rho. Blue Harginess. Rho. Rho. Blue Harginess. Rho. R			1ª male.			-
Heat Jennings. Heat Jennings. Rlo. 29.30.	3	Peter S. Thain.	24 "			
6 G. Mylood. Bossim. V.G. D.R. 28. 7 Gerald Jewings Lamphimum. 8 William Hills. AB. 9 James Lang. DHU 10 Burnet Peck. DHU. 11 Kerneth Holliday. 505. 12 Les alagia. So5. 13 Kenneth Thompson. To5. 14 Los Alagia. So5. 15 Outhin bole. Bhig trigines. 31. 16 Malcolin Binnie. 2r. 31. 17 Manio faccus. 3r. 31. 18 Outhony Righ. 4r. 31. 19 Richard Hills. Fireman. 20 Dennis Mylood. " 21 David Stewart. " 22 Dennis Tasker. " 23 George Hanis. Chief Steward. 24 William Rowlands. Bask	4	Heal Jennings.	31.0			
6 G. Refred. 7 Gerold Jennings Lamphiman. 8 William Hills. 9 James Lang. 10 Brund Peck. 11 Kernek Halliday. 12 fes Alagia. 13 Kennek Thompson. 14 Is Antin bole. 15 Arkin bole. 16 Relectin Binnie. 17 Dennis Paren. 18 Antony Pugh. 19 Richard Hills. 19 Richard Hills. 10 Armis Areas. 20 Dennis Tasker. 21 David Stewart. 22 Dennis Tasker. 23 George Hanis. 24 William Rowlands. 26 Dark 27 Social Steward. 28 Jennis Tasker. 29 George Hanis. 20 Mileton Rowlands. 20 Mileton Rowlands. 21 Dark 22 William Rowlands. 24 William Rowlands. 24 William Rowlands.	5	Martham byse.	R/o.			29.30-
7 Gerold Jewings Lamphimen. 8 William Hills. AB. 9 James Lang. DHU 10 Bund Peck. DHU. 11 Kernek Holliday. Sos. 29.36.31. 12 fes Alogia. Sos. 13 Kennek Thompson. Jos. 14 15 Arkin Bole. Bhief Enginesa 27.30.81. 16 Malcolin Binnie. 22. 31. 17 Dranio feren. 32. 31. 18 Ankony Pugh. 42. 31. 19 Richard Hills. Fireman 20 Dranio Nafrod. " 21 David Stewart. " 22 Dranio Tasku. " 23 George Hanio. thief Steward. 24 William Rowlands. hook	6	G. Theywood.	Bos'un.	V.G.	D . R.	28-
8 William Hills. AB. 9 James Lang. DHU 10 Bund Peck. DHU. 11 Kernek Holliday. SOS. 12 fes Alagia. SOS. 13 Kennek Thompson. JOS. 14 15 Ackin bole. Bhief brigina. 31. 16 Malcolin Binnie. Dr. 31. 17 Deanis farsen. 3r. 31. 18 Ankony Pugh. 4r 19 Richard Hills. Fireman. 20 Dennis Mefeod 21 David Stewart 22 Dennis Tacker 23 George Hanis. thief Steward. 24 William Rowlands. book	7	1 -	Comptimen.			
James Lang. 10 Burned Peck. 11 Kennek Halliday: 505. 12 Les Alagia. 13 Kennek Thompson. 14 Is Achin bole. 15 Achin bole. 16 Malcolin Birmis. 17 Dranio Resear. 18 Ankony Pugh. 19 Richard Hills. 19 Richard Hills. 20 Dranis hefrod. 21 David Stewart. 22 Dranis Tasker. 23 George Hanis. 24 William Rawlands. 24 William Rawlands. 26 Dranis Rawlands. 27 Dranis Tasker. 28 George Hanis. 29 Dranis Rawlands. 20 Dranis Tasker. 20 Dranis Tasker. 21 Dranis Tasker. 22 Dranis Tasker. 23 George Hanis. 24 William Rawlands. 26 Dranis Rawlands.	8		AB.			
10 Burned Peck. 11 Kennek Holliday. 12 Les Alagia. 13 Kennek Thompson. 14 Tos. 15 Achim bole. 16 Malcolin Binnie. 17 Dianio Lausen. 18 Ankony Pugh. 19 Richard Hills. 20 Dennis helpod. 21 David Stewart. 22 Dennis Tasker. 23 George Hanio. 24 William Rawlands. 25 Dennis Lausen. 26 Dennis Tasker. 27 Dennis Tasker. 28 George Hanio. 29 Lausen Rawlands. 20 Dennis Rawlands. 20 Dennis Rawlands. 21 Dennis Tasker. 22 Dennis Tasker. 23 George Hanio. 24 William Rawlands. 26 Dennis Rawlands. 27 Dennis Rawlands.	9	James Lang.	Д НЦ			
Leaneth Halliday: 505. 12 fes Alagia. 565. 13 Kenneth Thompson. Jos. 28.29. 14 15 Achin bole. Bhief brigina. 29.30.31. 16 Phalcolin Binnie. 25. 17 Deanio faran. 35. 18 Ankony Pugh. 42. 19 Richard Hills. Fireman 20 Dennio hefeod. 21 David Stewart. 22 Dennio Tasker. 23 George Hanis. Chief Steward 24 William Rowlands. Shop	10		рни.			
12 Les Alagia. 13 Kennek Thompson. 14 15 Achin bole. 16 Malcolin Binnie. 17 Dennio Reser. 18 Ankony Righ. 19 Richard Hills. 20 Dennio Neglod. 21 David Stewart. 22 Dennio Taaker. 23 George Hanio. 24 William Rowlands. 24 William Rowlands. 25 Dennio Rowlands. 26 Dennio Rowlands. 27 Dennio Taaker. 28 Dennio Taaker. 29 Dennio Taaker. 20 Dennio Taaker. 20 Dennio Taaker. 21 Dennio Taaker. 22 Dennio Taaker. 23 George Hanio. 24 William Rowlands.	11	Kerneth Halliday.	Sos.	* * * * * * * * * * * * * * * * * * * *		29 - 36 - 31 ·
13 Kennek Thompson. 14 15 Authin Bole. Blief brigina. 29.30.31. 16 Malcolin Binnie. 29. 17 Dranio faren. 31. 18 Authory Prigh. 19 Richard Hills. Fireman. 20 Dranio Method. 21 David Stewart. 22 Dennio Tarker. 23 George Hanio. Chief Steward. 24 William Rawlands. Chapt	12		S65.	20.		
15 Ackin bole. Bhief bruginer. 27.30.31. 16 Malcolin Binnie. 25	13	T .	Jos.			28-29-
16 Malcolin Binnie. 25. 31. 17 Dennis Parens. 35. 31. 18 Ankony Pugh. 4 19 Richard Hills. Fineman 20 Dennis Mifeod 21 David Stewart 22 Dennis Tasker 23 George Hanis. thief Steward 24 William Rawlands. book	14					
17 Deanis Ravan. 34 31. 18 Aukony Pugh. 4	15	arken bole.	Blief Lugius	A.		29-30-31-
18 Aukony Pugh. 19 Richard Hills. 20 Dennis hufeod. 21 David Stewart. 22 Dennis Tasker. 23 George Hanis. Chief Steward	16	Malcolin Birmie.	مين	*		31-
18 Aukony Pugh. 4" " 19 Richard Hills. Fireman 20 Dennis hufead. " 21 David Stewart. " 22 Dennis Tasker. " 23 George Hanis. Blief Steward 24 William Rawlands. Dock	17	Dennis faron.	٠. يود			31-
20 Dennis hefeod. 21 David Stewart. 22 Dennis Tasker. 23 George Hanis. 4 William Rawlands. 5 Fireware " 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	18	aukony Pugh.	4" .			
20 Dennis hufeod. " 21 David Stewart. " 22 Dennis Tasker. " 23 George Hanis. Elief Steward 24 William Rawlands. Doop	19	Richard Hills.	Fireman			
21 David Stewart. " 22 Dennis Tasker. " 23 George Hanis. thief Steward 24 William Rawlands. book	$-\alpha \wedge$					
22 Dennis Tasker. 23 George Hanis. 24 William Rowlands. book	91		•			``
23 George Hanis. Chief Steward 24 William Rowlands. Sook	99		-			
Lilliam Rawlands. book	23	George Hanis.	Chief Stown			
25 Rubelinds Boldini 2 4	24	William Rewlands.				
~ AMMIGAG.	25	Rubelindo Boldrini.	2 Staward.			

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	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 General Conduct		entry is to be found should l be noted in this column		
26	Ulysses Barria.	Steward				
27	James Biggs.	•			28 -	
28	Jose Seron.	•				
29	Harry Sarvey.					
30	James MKengie.	2 book.				
31	Marcelino Navaus.	Bay.			28.31.	
32	Eleva White.	Supernumerary				
33		J.o.s.				
34	may bole.	Supernumera	1.			
35		3rd Lugineer				
36	William Poole.	JoS.				
	Patrick Short.	J.o.S.				
00		Chief Enginee			31-	
39		Deck Boy.				
40	Nigel Miller.	1º Make.			31 -	
41	Marcelino Navario.	Party Boy.			31	
42	Mary Jennings.	Supernemeron				
43	Eleva Whik	•				
44	Joseph Book	•				
45	May bole	**				
16	Severa auguera	Fireway.				
17						
18						
19						
50						

5

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List of Crew and Report of Character—Continued.

	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
No.	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
51					
52					
53					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour

List of Crew and Report of Character-Continued.

No. Name and Surname of each member of the Crew	Name and Surname	Capacity	Report of	Character	If there is any entry in the Official Log relating to a member of the Crew, the
	of each member of the Crew	Capacity in which engaged	For Ability	For General Conduct	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
76					
77					
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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	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	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						
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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.

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.

Date of Marria		Nam (Surnam	e first in b	Parties lock let	ters)			Age	Single, Widower
Signature	e of Officiating Clerg	yman Master	s are remine	led that	t they have	no pov	wer to perfo	orm the	marriage cerem BIRTH
Date of Birth	Name (if any) of Child	Sex	Father's (Surname in block l	e first	Father's Professio Occupa	n or	Mother's (Surname in block l	e first	Mother's Maiden Surname
									DEATHS
Date of Death	Place of Death (If at sea give latitude and longitude)	Name of (Surname block l	e first in	Sex	Age	Rank Pro Occ	or Rating fession or cupation*	(Sta	Nationality ting Birthplace
							Membe	ers of	the Crew (otl
									Lasca
							P	ersons	s who were r
	f an Infant or Child, the								

** 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 of Occupation	r		Fati Surname	her's Na in block		ters)		r's Profession Occupation
and that if such ceren							ne.	
Further Particu		1	er Particu Mother	lars of		Signature of	Signature of †Master and	To be completed by Office to whom Return is made
Nationality Stating Birthplace)	Last Place of Abode	Nationa (Stating Bir	lity	Last Plast Plast of Abo		Father or Mother	Mate or other Member of Crew	Port at which Report is made and Signature and Title of Officer to whom reported
(Sec Instructions	on previous	page)						To be completed by Offic to whom Return is ma-
Last Place of Abo	de (see ins	e of Death structions on ious page)	Signat †Ma	ture of ster	or	nature of Mate other Member of the Crew	Signature of Surgeon of Medi- cal Practitioner (if any)	
than Lascars**) in	cluding Ma	nsters						
(see footnote**)					+			
					-			
Members of the (Crew				-			
					-			
					1			

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.)

(Section 2 (3)	of the Merchant Shipping (Safety Convention	n) 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
3.7.63	No dills carried out this	week; vessel in port.	18.7.63	Ferenkik.
5-7-63	Passengers and crew muste lawered to embarkation les position. The dull carries good order.	red at stations. Both social and returned to stame a cut. All equipment in	d 15.7.63	Fewerkire.
22-7-63	Lassengers I crew hustered at Embarkation level and rete dull coured out. Emergens tern under load. Fire alone steering tested; W.T. door o	stations books lowered to uned & stawed position . F y generator, and fire pure of somes key-tested; hand parted . Vall egusarini in	good ader.	Ferenshike.
3-8-63	No drillo carried out the		3.8.63	F. W. Whire
o-8-63	No deille carried out the Vessel in part.	is week.	10.8.63	F. W. White
17-8-63	No dills coursed out to	tis week.	17-8-63	F. Wishik
8-8-63	Passengers & crew Renstered lowered to embarkation. Stowed position. Equip.	d at stations. Both boat loved and returned to ment in good order.	18.8.63	F. Weshite
2u ·8· 63	Fire alarm zones key test a tested; W/T door observed good order 7 condition.		24.8.68	F. W. White
25-8-63	Passengers Y crew muster lawered to embarkation & stowed position. Equipe	ed at stations. Books but and leturned to ment in good order.	25.8.63	1 www.ir
6.9.63	lawred to embarkation stowed position. Equipment	level and returned to		F. W. White
3.9.63	Fire alarm zones key-tester door operated. Passengers to boat's lowered to embarks to stowed position. All	d; hand steering and W. I crew huntered at state tion level and return Lappenent in road and	us 13.9.63	F. w. White
21.9.63	Ho dills carried out to Vessel in part.	is week.	21.9.63	F. W. Whe
	Passengers & crew purchered fire practice deill corried Eurogeory generator les	all equipment in good	29.9.63	Fw. white
4-10-63	Fire aloun zones key traved Passengers of cum unstrud larsend to embarktion has Ott expirement in good at should be made of the type of drill or must	hand steering & W/T door at boat stations, both book and returned.	opuskd.	F. www.ic.

* 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.)

Date of Drill r Muster and 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
10-63	Vessel in port. No drills carried out to	is week.	12-10-63	F. WWhite.
7.10.63	Yessel in part. No drills carried out The	is week.	19.10.63	F. W. White
6· 10 · 63	Passenges of Crew nuster Both book swang out, I and returned to stawed		26.10.63 level,	F. WWW.
2-11-63	Fire alarm zones key tes doors operated. Parsung stations; lifebook lowers chund to stowed position		_ 	F. W. White
	No drills carried out the		9.11.63	F. w. white
16-11-63	" "	"	16.11.63	F. W. white
23·//·63	6 4	á 4	23.11.63	F.W. Wai
30-11-63	No drills carried out		30:11.63	FWWW
12.63 6 9.12.63	all lifesaving and so surveyed by M. Rogers for purposes of Passey No drills carried and	fly equipment complete on, floyd's Surveyor, Mi ger bertificate; bestific t; ressel in part.	de lkorange and issued on 28.12.63	F. W. W.
				Jan Marie

^{*} 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 (Selecty Convention) Act. 1949.)

Date of Drill or Muster and of Examination the Life-Saving Appliances	e reasons should be entered in the fi the Merchant Shipping (Safety Conve- 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
		r		

^{*} 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.

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Date of Drill or Muster and i 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
				,

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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 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 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
54	94			
		-		
* An entry el	rould be made of the transfer	r muster held, i.e., whether boots were		

^{*} 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		nks of Persons E 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
7-7-63	W.H. Goss.	Master. 1º Mate. 6h. Stewart.	Nove.	7-7-63	Fwwhik.
14-7.63				14-7-63	Fwwhit.
				7.65	houses
21-7-63	٠,		•	21-7-63	Fewerite.
28-7-63		**	•	28-7-63	Flowhite lotofus
4-8-63	••		•	4-8-63	F. W. White.
N-8-63	•	,	,,	11-8-63	F. W. While
18-8-63			4	/8-8-63	F. W. White
25-8-63		•	4	25- 8- 63	F. www.
1-9-63	•	•	•	1-9-63	F. www.
8-9-63			•	8-9-63	F. W. white
15-9-63		•	•	15-9-63	F. W. White
22.9.63	•	•	•	22.9.63	F. W. Will
29-9-63		•	4	29.9.63	F. Wilhire
6-10-6	3 *	٩	•	6-10-63	FWWAIR
13.10.63	3			/3-10-63	Ph The

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

	MERCHANT	SHIPPING	G (CREW ACCOMMODITE		
Time and Date of Inspection	Names & Ranks making the In		Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
20-10-63	F. W. White. P. S. Thair. G. Harris. &	1st hote		20-10-63	Phylia.
27 · 10 · 63	F.W. White. N. Neillen. G. Harris . L	Masker 1th Make		27-10-6	F. W. White.
3 - 11 - 63			•	3-11-63	F. Wwhite
10-11-63	*		••	10-11-63	F. W. White.
17. 11. 63	•	•	•	17-11-63	F. www.ke.
24-11-63	**		,	2411.63	F. Wwhite.
1-12-63	•	••	•	1.12.63	F. W. White.
3·12·63 6 17·12·63			Vessel dydocked. No inspection	a	F. Wwhite
22.12.63	"	,	Nane	22-12-63	F. Wwhite
29.12.63	"	4	4	29.12.63	RIMBS F. W. White RIMBS

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

	T.	(CREW ACCOMMODATION) REGULA		
ime 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
		4		
<u> </u>				

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

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate

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

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

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

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

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

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

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

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

		OR 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
				
		*		
-				
			-	
			ļ	

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
	a			
	-			

EMPLOYMENT OF LASCARS

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

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

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

Voyage	Deck	Engine	STEWARDS' DEPARTMENT		Total
VOINGE		DEPARTMENT	Certd. Ship's Cook	Others	TOTAL
From the United Kingdom					
To the United Kingdom					

Under Deck Department, include all Lascars onder Deek 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 a (The number which precedes each fee is that	render show	red l	by Consular Officers, in connection with the Official Lot the Foreign Service Fees Order in Council, 1951.)	.og :—
			(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if	s. d
addition to the cost of survey	ξ1 15	0	such entry is not required by the Merchant Shipping Acts	14 (

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 f	rom deck line.		Load Line.
Tropical	4feet	Oo3/s inches.	(T) inches above S.
	4fcet		(S) Upper edge of line through centre of disc.
Winter	4	00 ¾ inches.	(W)inches below S.
Winter North Atlantic	fcet	00 ¾ inches.	(WNA) inches below S.
(if assigned) Allowance for fresh water	for all freeboards:	31/2	inches.
		neasured is	
above the top of the		shed upper.	
	(Above particula	rs to be taken from Load Line Certificate.	
Maximum draught of war	ter in summer	/3feet	06/2 inches.
(The maximum draught of loaded that the upper edg	f water in summer is the draught of water we ge of the summer load line were on the sur	thich would be shown on the scale of feet on face of the water and the ship were upright	the stem and stern post of the ship if she were so on an even keel.)

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 DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

Date	Dock, Wharf,	ACTUAL I OF W			AMIDSHIPS		Density	ALLOWANCE				
and Hour of Departure	Harbour or Other Place	Forward	Aft (4)	Port (5)	Star- board	Mean (7)	of Water (8)	For Density of Water* (9)	For Asha Rubbi	sh*	For Fuel, of be consum Stretch of Water (11)	ed or Inland r
5-7-63		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins
	Stanley.	6.06	14.08	6-11%	6-11%	6.11%	1025	_	_	-	-	-
	Montevideo.	10.08	13-10	5.03%	5.03%	5.038	1015	11/2	-	-		-
1600 1600	Stanley.	8-02	14.02	6.04%	6.048	6.048	1025		-	-		
25·8·63 1030	Moutevides.	10-00	14-10	5.01%	5.018	5-01%	1015	11/2	-	•		
6-9-63	Stanley.	8.04	14.01	6.04%	6.048	6.04%	1025	-		-	-	-
13.9.63	montevideo.	10-03	14-03	5-03%	5 03%	5 03%	1015	1/2	-	-		
27·9·63 1800	Stavley.	8-04	14.02	6.03/8	6.038	6.03%	1025	-	-	-	-	-
4-10-63 1900	Moutevideo.	9.06	15.06	5.008	5.008	5.00%	1015	1/2	-	-	_	
25·10·63	Stanley.	8-06	13-10	6.048	6.04%	6.048	1025	-	-	-		
2-11-63 1100	Montevides	10.02	15:00	4-118	4-118	4-118	1015	11/2	-	-	-	-
1700	Stanley	8-03	13.01	6.10%	6 10 8	6.10%	1025	-		-		-
1700	Montevideo	11-00	14-08	4-08	4.08%	4.08/	1015	11/2	-	-		-
			ļ	1								
								1		*		
				ļ								

Note.—Masters of Ships when engaged on a Home-Trade Voyage arc 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

OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

				SIGNATU	JRES	AR	RIVALS
Total Allowances	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.	Ft. Ins.		Fewerhite.	dojus.	19-7-63	Montevidee
11/2	12.01/2	5. 05%		Fwwhite.	stopers	26 7 63	Stanley
-	11:02	6.04%		F. WWhite.	defors.	22.8-63 /300	Manterideo
11/2	12.03%	5.03%		F. www.it.	401.45	29.8.63	Stanly.
-	11.02/2	6.04%		F.W. White	Hoposs	1430	Manterideo
11/2	12.01%	5 65%		F. W. while.	15/045	18 9 63	Stanley.
-	11.03	6.03%		F.w. White.	Hogues	1·10·63 13·00	Montevide
11/2	15-04/2	5. 02%		F. W. White.	Hopers	8·10·63 2330	Stanley.
6-	11.02	6.04%		F. W. White.	RUMAL	29-10-63	Markeridu
11/2	12.051/2	5 01 %		F. W. White.	RIME	6-11-63	Stauley
-	10.08	6-10%		F. Wwhite.	RIME	29 11 63	Mouteurd
1/2	12.08%	4 -10 %		F.W. White.	amille	23-12-63	Stanley.
		-		(-			

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

					DEPART							
Date	Dool: What	ACTUAL I	ORAUGHT ATER*	Аст	JAL FREE Amidship	BOARD S*	Density		A	LLOW		
and Hour of Departure	Dock, Wharf, Harbour or Other Place	Forward (3)	Aft (4)	Port (5)	Star- board	Mean (7)	of Water (8)	For Density of Water* (9)	For Ash Rubb	ish*	For Fuel, of be consum Stretch of Water (11)	etc., to ed or Inland
		Ft. Ins.			Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins
		-				 						
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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

See Notes on page 23

OF THE SHIP'S PROCEEDING TO SEA.

	ı———			SIGNATU	JRES	AI	RRIVALS
Total Illowances	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.	Ft. Ins.					
					1	1	

OFFICIAL LOG of the

20.7.63

Montevideo

from	Note.—The entries re	egarding wat	towards ertight doors, etc., on Passenger Steamers, as required under Section	19 of the
Date and Hour of the Occurrence	Place of the Occurrence,	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfesture inflicted
5.7.63	Stanley.	5 - 7 - 63		ine 6.7
	Ü		before bolowial Shipping Master.	
			Thanker. Thank	
0900	Stanley.	6.7.63	J. Biggs, Steward, about from duly without.	leave
1100	Stauley.	6-7-63.	G. hegeod, Bos'un, signed articles.	
7-7-63	4		UNA MED.	
1.7.63	Stauley.	7-1-63	He had rothing to say and was informed	That he
			He had nothing to say and was informed would be fined one day's pay and forfit or harder.	days
8·7·63 /63a	Stanley.	8-7-63		1
			J. Biggs, Steward, brought one bottle of reem on be interviewed he had nothing to Lay and rum was Further River	confine
2·7·63 /5#5	Stanky.	12-7-63	G. Mcfeod, Bosium, deunk and incapable of	Caranin a
			his duties properly. McLood has been semi-the day since 8.7.63 and is now discharged	wek sac
			heen instructed to report on board at 0930, sign of articles.	
			Flowwhite. Inali.	
1000	Stauly.	/3 - 7 - 63	G. Myeod, Bos'um, failed to upon an board of freshite. Thanks.	t sign c
5.7.63	Stanly.	15.7.63		bolow
	ď		Shipping master. In view of hecheod's couder report is being given to him you goweral cond	et no
			Twenter whopes	
0930	Manteridea	20.7.63	R. Navarro, batering Boy, allended British Hosp Keatment to nose.	otal fo
			Frester. Ablock.	

20.7.63 K. Thompson, Jos., found to be bringing

Frewhile waster

on board. Thompson allowed to retain same, but

warred that he was committing an offence

OFFICIAL LOG of the

Marchant	Shipping (Safet C		towards
метспапт	Surpping (Safety Convent)	on) Act, 194	9, 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 Sca	Date of Entry	Entries required by Act of Parliament Fine or Forfesture inflicted
20-7-63 1405	Moutevideo.	20.7.63	K. Thompson, Tos., found asleep in hold whilst an cary watching duties. Thompson suspended how dut-
			watching duties. Thompson suspended from duty.
			have that
21-7-63	Montevides.	21-7-63	The foregoing acties read over to K. Thompson, Jos., who had nothing to say. No fines are being inflicted on this
			occasion, but Thompson has been told that these entries a to he heated by him as a warning.
			Fw. While . Logoffer &
5-9-63	Stanley	5-9-63	A. J. Coie, bhief Lugineer, of duly with severe chest
			attended by H. J. Ashmore.
4.			F. Wwhite http:
1000	Stanley.	6-9-63	Dr. Ashmore attended M. A. J. Cole, thing Kngineer, at
			home. It His more stated that the cole his to proce
			to sea, but on the shirt understanding that he rem off duly and confined to cabin out of deaths, etc
			to sea, but on the shirt understanding that he rem off duly and confined to cabin out of deaths, etc
			be sea, but on the shirt understanding that he rem off duly and confined to cabin out of drafts, etc becision whether the proceed or not lift to TNC Co who did in fact soil with vessel this day. That
	Ska to		to sea, but on the shirt understanding that he rem off duly and confined to cabin out of deaths, etc becision whether the proceed or not lift to one co who did in fact soil with vessel this day.
	Sk-d-y		to sea, but on the shirt understanding that he rem off duly and confined to cabin out of deaths, etc becision whether the proceed or not life to the Co who did in fact soil with vessel this day. That
6·9·63	51. 30.5 57°. 40'W.		be sea, but on the shirt understanding that he rem off duly and confined to cabin out of drafts, etc becision whether the proceed or not lift to that co toho did in fact soil with vessel this day. That that F. www.
6 · 9 · 63			M. Lyse, Radio Officer, drunk and incapable of duty.
6 · 9 · 63		6.9.63	M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty.
6.9.63	57°. 40'W.	6.9.63	M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, drunk and incapable of duty.
6.9.63	57°. 40'W.	6.9.63	to sea, but on the shirt understanding that he rem off duly and confined to cabin out of drafts, etc. becision whether the proceed or not lift to TNC Co. who did in fact soil with vessel this day. That the think First. First. M. Lyse, Radio Officer, drunk and incapable of duty.
6·9·63 /830	57°. 40'W.	6.9.63	M. Lyse, Radio Officer, drunk and incapable of duty. F. W. White. M. Lyse, Radio Officer, drunk and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty. M. Lyse, Radio Officer, supering from effects of score aleoholism and incapable of duty.
7.9.63 7.9.63	57°. 40'W. 48°. 19'S. 57°. 18W.	6.9.63	M. Lyse. Radio Officer, Surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. Lyse confined to hed and small dosages of alcoholism administration.
7.9.63 7280	57°. 40'W. 48°. 19'S. 57°. 18W.	6.9.63	M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date. M. Lyse, Radio Officer, suffering from effects of severe alcoholism and incapable of date, Lyse confined to had and small dosage of date, Lyse confined to had and small dosage of alcohol adentificant intervals. K. Halliday, J.O.S., Carrying and Radio
7.9.63 7200	57°. 40'W. 48°. 19'S. 57°. 18W.	6.9.63	M. Lyse. Radio Officer, Surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. M. Lyse, Radio Officer, surgering from effects of Severe alcoholism and incapable of duty. Lyse confined to hed and small dosages of alcoholism administration.

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 Scaman 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 Scaman who enters Her Majesty's Service must be signed by the Master and by the Scaman or by the Officer authorised to receive the Scaman into such Service.

April. 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.

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

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

OFFICIAL LOG of the from

towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
9-9-63	39 31 S 56° 38 W.	9-9-63	M. Lyse, Radio officer, recovering and out of	bed, bu
			doseage of alcohol ceased this day. F. W. White Golford. Traster.	and
			F. W. Whete Golfot.	
1200	35° 14's. 56° 13'W.	10-9-63	M. Lyse, Radio Officer, remains of derly se	were
			tremors of limbs rendering him judapath lyse on hormal diet, but all alcohol of piohibited. K. Halliday, J.O.S., Continues as temporary Radio officer.	duties
			F. Wwhite the	
11.9.63	Montevideo.	11-9-63	M. A. J. Cole, they Engineer, attended Be	itish
			Hospital for exderination of bronchial Mr bole detained in hospital.	condit
			F. W. White . hale gays	-
13.9.63	Montevideo.	13.9.63	Mr. A. J. Cole, Shief Figureer, unfit to re-	lou sh
			to sail and signed of articles on town	ENG.2
			Traster broker.	
14.9.63	37° 30′ S. 56° 34′ W.	14.9.63	M. Lyse, Redio Officer, carrying out now	unal du
		ouly,	and instructing K. Halliday, J.O.S., in A duties. F. wwwise. Master.	adio
			Master. Timbe.	
1700	Stanley.		M. Lyse, Radio Officer, signed of articles.	
			K. Halliday J.O.S., promoted Radio Officer from 19.9163, rate of pay \$30.0.0 per F. WWhile	with eff
		+	Masker Just	
2600	Stanley.	24.9.63	A. R. S. Slesson S.M.O., reported to Masker	that
	•		M. Lyse, ex Radio Officer, had been adm K. E. M. Hospital suffering from pulmona Kuberculosis, and that it would be A	Ted 15
			In entre skin's OverDound 10 have the	OF X RE.
_			F. W. white . Lotofors head	-
26 -9-63 59 00	Stauly.	24.9.63	Ship's company attended K.E.M. Hospital	e for
			F. W White Thate.	
			- Masieu. Miller.	

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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.

OFFICIAL LOG of the

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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 Entries required by Act of Parliament Fine or Forfesture inflicted
25-9-63	Stanley.	25 9 63	Dispusation received from Falkland Alands
			Government in respect of following appointments:
			M. Birnie, Acting Blief Engineer. A. farsen. Acting 2 Engineer. K. Halliday, Radio officer.
			Master. Inali
1200	48-338. 57-12 W.	28-9-63	M. Navano, Boy, reported pain, sulling, and discolors
			of the of right foot. apparent cause reported as being the to * excessively right shoes.
			F. W. White Hopes.
2.10.63	Montevideo.	2.10.63	M. Havano, Boy, attended British Hospital in examine
			and treatment of toe of right foot.
			Master. This.
3-10-63	Mouterian.	3.10.63	M. Navarro, Boy, alkended British Hospital for keatner
			of right foot. F. www.ite. wotofield
			Master Thato.
3-10-63 1000	Marterdeo.	3.10.63	A.J. Cole, Chief Rugiuses, signed articles and re-jain
			ressel. F. wwwite atoget
4.10.63	Montevideo.	4.10.63	M. Mararo, Boy detained in British Hospital for
			further heatment of right foot. Navano signed off for Form ENG2A. F. White Market.
9.10.63		9-10-63	
/e-eo	Stanly.	7.75.55	promoted 1: Mate; N. Jenning F Maky pomoted 2" Ne
14-10-63	1.	14.10.63	F. www.
22.10.63	Stanley.		H. Stewart, week By signed articles. Fly 16 19
1000	Stanley.	2210 60	N. Miller, 15 Mak, signed articles: P. Tham resents to 20 Make.
			Flowbile Andes
29-10-63	Manterade a	29-10-63	4
/600	Management.		Auties Sworth
			1. W. Wall
29-10-63	Montendeo.		M. Navara, Panting Boy, re-joined vessel and red

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(50 Men)

[Executed in Fourteen Pages.] **AGREEME** AND LIST OF



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.

View of Chief	Official No.	Port	of Registry	Port No. and	Registere	d Tonnage.	Horse	Power of	
Name of Ship ¹	Oliciai No.	Tore	or Regulay	Date of Register.	rt No. and (if any) of Register. Gross. Net. N.H.P. I.H.P. B.H.I. N.H.P. I.H.P. I.H.P. B.H.I. N.H.P. I.H.P. I.H.P. I.H.P. B.H.I. N.H.P. I.H.P.	в.н.р :			
DARWIN	156384	Stooler	Falkland I's	2 : 1937	1792.86	738.55	ILL	1120	980
REGISTERED MA	NAGING OWNER OR MANAGER.	1	No of	Seamen and		CHARTERE	R 3		
Name.	Address (State No. of House, Street as	nd Town)	Apprent	ices for which ation is certified.	Name .			ldress	
Folkbad K Tradina Co Ly	120 PALL HALL LONDO	1.612 m	2	9			4		

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 31st December, 1963 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 til or times appointed by the Master he may ship substitutes at once.

(h) The crew shall work overtime when and where ired.

The crew shall work coal, cargo and stores and where required except in Port Stanley

e only stores may be worked. No cash shall be advanced or liberty granted r than at the discretion of the Master. The crew shall wear the Company's uniform

and working uniform when and where required. in the event of the uniform not being returned ,ood condition (fair wear and tear excepted) the t price of such uniform will be deducted from es. The crew shall individually and collectively

ree to keep their quarters clean and tidy and in ₹adiness for inspection by the Master or Officer Seputed 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 crew shall be complete with thirty hands all told of whom not less than five shall be sailors. (h) 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 fo discharge only.



In Coliffic 9 whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by		Flowbute.	Master
on the	day of	6 JUL 1963	196

		1	These colu	mas to be filled up at th	e end of the Voyage.
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.
6 JUL 1963	Post Stanley. F. K.				F. Www. Master.

Place S.S. before name if a Strambly, and M.S. if a Motor Ship.

Delete inapplicable letters. N.H.P. should always be instruct here if given in the certificate of registry.

Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control for the control of the inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the control of the inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the name and address of any person and person of any person 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 rourte page hereof, which the parties agree and which are not contrary to law.

Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.

This Form must not be unstitleded. No leaves may be taken out of it, and none may be added or substituted. Cree should be taken at the law of convergence that a sufficiently large

re any other superstance and the control of the sufficient part of t

ADDITIONAL CLAUSES.

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

Mattress Pillow Pillew Case Sheets Blankets Towels Soap.

(j) 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 remain 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.

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 purpose of this Agreement: -

In Falkland Island 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 Years 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 Allow	
Water			28 quarts	Condensed 14 oz.	
Soft Bread	** **		7 lbs.	or	
Smoked Ham or Bacon			12 oz.	Milk Dried 6 oz.	
Fresh Meat-See Note I below			7 lbs. 4 oz.	Or Homogenised	J
Fresh Fish See Note I below and parag	graphs 5 and	d 6 of Con-			
Eggs ditions and Exceptions.	_			Suet	
Potatoes	19. 10		7 lbs.	Cooking Fat or Oil (other than Suet) or Margarine . 4 oz.	
Peas, Split or Lentils			1 lb.	Marmalade, Jam or Syrup Soz.	
Green Peas, Haricot Beans, Butter Beans or	Dried or	Compressed	1	Cheese	
Vegetables		44 1	. Il lb.	Pickles	
Flour			1 lb.	Bottled Sauces	
Rice			6 oz.		
Oatmeal. Rolled Oats or breakfast cereals			. 6 oz .		
			. 41 oz.		
			2 oz.		
,					
			3 oz .		
Rice Oatmeal, Rolled Oats or breakfast cereals Tea Coffee (containing not more than 25% Chicory) or Cocoa (or chocolate)			6 oz. 6 oz. 4 j oz.	Onions	

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 scaled tins shall be issued instead.

 3. Smoked Ham or Bacon. If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines
- shall be substituted in the proportion of 1½ lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- 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 I lb. per week, as the equivalent of fresh meat in the proportion of I 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.
 - on which it stakes on board.

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

 Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its
- weight of fresh meat. In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards
- In any week in which less than 8 oz. of fresh fish is issued there shall be issued and is a sarty type, such as kippers or finited sation, herrings, pitchards 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, pitchards 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 $\frac{1}{2}$ oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pitchards 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 the leaving a port, within the heavest trade limits at any time between the last day of Soprember and the first day of May and at any other time when they can
- 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. of bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.
- 8. Dried Milk. Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good
- condition, in a cool dry place, for the period during which it may be required.

 9. Vegetables. Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.
- On each day when \(\frac{1}{2} \) lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
 - Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables. 10. Dried Fruits. Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Fresh Fruit should not be supplied if it is likely to be injurious to health. 12. Onlons. 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	STIT	UTES A	AND EQUIVALENTS-NOT TO	BE USED	WI	THOU	TR	EASO	NABL	E C	AUSE.	
Salt Meat Preserved Meat Coffee		-	**		::	lb. lb. loz.	To be considered equal to 1 lb. Fresh Meat.	Marmalade Jam Syrup	:	1	• •				1 lb. 1 lb. 1 lb.	To be considered equal.
Cocoa or Chocola Tea	te	**	**	3.0		1½ oz.	To be considered equal.	Butter Cheese		**		::	::		lb.	J
Flour Biscuit	**	2.5	1.8	4.		1 lb.	To be considered equal.	Condensed Dried Milk		14	::			::	9∦ oz. 4 oz.	To be considered equal.
Rice Oatmeal, Rolled	Oats	r break	klast ce	reals	-	1 lb. 1 lb. 1 lb.	{	Mustard Curry Power	ler	**						To be considered equal.
Split Peas Flour Green Peas, Hari	cot or	Butter	Beans	++		lb.	To be considered equal when issued with meat									
Rice						∄ lb.	rations.									[Fourteen Pages.

4

POSITIONS OF THE DECK LINE AND LOAD LINES.

Fre	eboard from d	eck line.		Lo	ad Line.
Tropical	<i>H</i>	feet	3/8 inches	(T)	inches above S
Summer	L	fcet	3/8 inches.	(S) Upper edge	of line through centre of disc
Winter	- 4	feet	1/8 inches.	(W)	inches below S
Winter North Atlantic (if assigned)	- 4	fcet	3/8 inches.	(WNA)	inches below S.
Allowance for fres	sh water for all	freeboards:	3/2i	nches.	
The upper edge o	f the deck line	from which	these freeboards	are measured is	inches above
the top of the	STE	EL I	Upper	Load Line Certifica	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 1, and the following copy of these Regulations must be made to correspond with the Agreement by deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before whom the Agreement is made must be placed opposite such of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, 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 Fine must be deducted from the Offender's wages, and be paid over to the Officer.

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

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

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.

Name in C.	Date of	Nationality (if British, state birthplace).	Constitu	If A Particular	apprentice s of Indentures.	Date of	To be for	ticulars of Leaving illed up by the Master, ing it should be stated.	Initials of Official was grants Certificate
Name in full.	Birth.	birthplace).	Capacity.	Date.	Place of Signing.	joining for the voyage.	Date	Cause of Leaving.	Certificate respecting a Apprentice is behind abrea
1. Young Per	rsons unde	r 18 years of age i	ncluding Ap	prentices.					
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2. Appre	entic es over	18 years of age.							
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If any member of the Crow enters Her Majerty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of

** NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

Ship

OF EN	GAGEMENT									To be filled	in by the Maste Desertion of any	OF DISCHARG Tupon the Dische Member of his C	rge, Des	uh, or	RELEASE	Number		
In what capacity engaged †	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	per C M	ount of	Advi	unt of unced son tithe se of sage-nt. ;	Am W Half	ount of feekly. Importally Monthly Otment	Signa- ture or Initials of Official before whom the Ses- man is engaged	Date.	and Cause of lea or of Death. Place.	Cause §	Rala; of Wr paid Drecht	en urge.	We the undersigned Members of the Crew of this Ship, and observed release this Ship, and Gwart endered, trom all Claims for Wages or otherwise in respect this Voyage, and I, the Master, ale hereby release the said undersigned Members of the Crew tren all Claims in respect of the said Signatures of Crew (each to be on the time on which he signed in Col. 1.)	Signature of Initials of Official hefore whom the balance of Wages was	for which National Insur- ance Contri- butions	Pelerene N.
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Refrigerating Regineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.

the words "not conditional" should be inserted above the entry of the amount.

the words "not conditional" should be inserted above the entry of the amount.

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."

the Words "not conditional" should be inserted. scafarers are given in Leaflet N.I. 24, issued by the Ministry of Pensions and National Insurance.

PARTICULARS

			1		ADDRESSES OF MASTER AND CREW	News of last Ship adth	Date ar	nd Place of Signing Agreement
Reference No.	Income Tar Code,	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, 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
		1.	2.	3,	4.	5,	6.	UL 1963.
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† The capacities of Engineers not employed on the Propelling Engines and Boilers about be described bere and in the Certificate of Discharge as Engine Drivers. Donkeyment of the Crew anters 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 Leavied NATIONAL INSURANCE.—Details of the National Insurance Schemes as they affect

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE	Numb	er
In what capacity consaged †	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per West Calend Month,	or at the time of Engage-ment.	Amount of Weekly, Haltmouthly or Monthly Allotment.	Signa- ture or Initials of Official before whom the Sta- man is engaged	Date, Place	e and Cause of le or of Death. Place.	Cause. §	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Slius, and the Matter and Corner of Counter thereof, from all this Younge, and J. the Master, do hereby telease the said underslighed Members of the Crew from all Claims in respect of the said voyare. Signatures of Crew (each to be on the line on which he agened in Col. 1)	Signature of which initiate of Namer Official before whom the balance of Control Wages with	dh nail a r- 2
8.	9.	10.	11.	12.	13.	14.	2/,,	16.	17.	16.	19.	20. 21.	1
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Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed to connection with the work of Cooks and Stewards Cablus Boys, not merely as Boys the works "bott conditional" should be inserted above the entry of the amount. The works "bott conditional" should be inserted above the entry of the amount. 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." this Ship" thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Sick and Stewards 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.

 ac sho	an in the Poteign Service Pees Order in Council, 1991.						
Services required by Law.							
(10)	Sanctioning the engagement of seamen: for each seaman	Ę	s. 4	d. 6			
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.						
(11)	Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of	6		0			
(12)	Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)		4	6			
(13)	Certifying desertions of seamen: for each seaman		6	0			
(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			

Services required by parties interested. 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 1 10 0 with a minimum of and a maximum of (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 N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereny pertify that I have sanctioned the. Agreement and that the seamen whose names appe therein on lines numbered from One 10 this on. both inclusive, were engaged before me and signed to said Agreement in my presence, and that the same h been made as required by the Merchant Shipping Acts.

The discharge books of the mon engaged have be relivered to the winstor, exempt in cases where it is stated no discharge books . Dis. A : have been produce

> SHIPPING MASTER STANLEY, FALKLAND IS

Thuk with the I have ranctioned the region or within the agreement the name of the renomen affecting or hims

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

lessel arrived 19/7/1963 Rareemant deposited 19/7/1963 -do - returned 22. 4 63

Average rate of exchange \$ 46 10

(for conversion of seamen's wages only)

Domes M. Vice-Consul



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Jessel arrived 22/8/1963 Agreement deposited 2/8/1963 - do - returned 23/8/1963

Average rate of exchange \$ 50, 20

for conversion of seamen's wages only)





BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 10/9/1963 Agreement deposited/1/9/1963. -do - returned 12. 9. 63

Average rate of exchange \$ 53.50 (for conversion of seamen's wages only)



Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



certify that I have sanctioned the engagement of the Scam an on line thinky fine on the terms of this agreement which he has signed in my prosence

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



BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel orrived 1/10/1963 Agreement deposited 1/10/1963 - do - returned 4/10/1963

Average rate of exchange \$ 49.35 =£ (for conversion of seamen's wages only)



henchy certify that I have sanctioned the engagement of the Seaman on line thirty eight on the terms of this agreement which he has signed in my

Dis. A ha boen dollvored to the Master except where it is otherwise stated



wormer. IL B. M. Vice-Consul

BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO



Vessel arrived 29/10/1963 Agreement deposited 30/10/1963 -do - returned 1. 11 63 Average rate of exchange \$ 50.75 = £

(for conversion of seamen's wages only)





, hearly certify that I have sanctioned the engagement of the Seamun on line - to-the one on the terms of this agreement which he has signed in my

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





BRITISH EMBASSY CONSULAR SECTION MONTEVIDEO

Vessel arrived 29/x1/1963 Agreement deposited 20/x1/1963

-do - returned 19/X11/1963 Average rate of exchange \$ 48.25

(for conversion of seamen's wages only)



11-ourteen Pages

Ship_

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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 2S (12b)†

and those with reference Numbers

under Section 28 (12c)†

_Signature.

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

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

INSTRUCTIONS TO MASTERS.

Agreements.

- 1. The Merchant Shipping Acts require the Master of every Ship, except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom, to enter into an Agreement with every Seaman whom he carries to sea as one of his crew. The term "Seaman" includes every person except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.
- 2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of 5l., 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 100l., 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.

- 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.
- 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 5l.
- 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 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 101.
- 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 5l. 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.)