



OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship	Official No.	Port of Registry	Registered Tonnage		Name of Master	No. of his Certificate if any
			Gross	Net		
<div>P.M.S. "DARWIN" PORT OF REGISTRY - FORT STANLEY FALKLAND ISLANDS. SHIP No. 129204 GROSS TONS 1782-88 NET TONS 758-88 M.N.R. 144</div>					Frederick William White.	F/G 8/s. 52805

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port... Stanley Falkland Is. Date... 3-1-64	FALKLAND ISLANDS AND SOUTH AMERICA	Port... Stanley Falkland Is. Date... -1. JUL. 1964

Delivered to the Superintendent of the Mercantile Marine Office at the Stanley
Port of... Falkland Is. on... day of... -1. JUL. 1964 19...

Countersigned

..... Superintendent. F.W. White Master

Darwin Shipping Limited
Stanley, Falkland Is.

..... Address

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
1	Frederick White.	Master.			
2	Nigel Miller.	1 st Mate			
3	Peter Thain	2 nd "			31.
4	Neal Jennings	3 rd "			
5	Kenneth Halliday	R/O.			
6	Gerald Jennings	Lamp & AB.			
7	William Hills	A.B.			
8	Bernard Peck.	D.H.U.			28-29.
9	Leslie Alagia.	D.H.U.			
10	Kenneth Thompson.	J.O.S.			30-31.
11	Fred Baults.	S.O.S.	-	-	28.
12	Barry Neilson.	J.O.S.			
13	William Sutherland.	J.O.S.	VG.	VG.	29.
14	Arthur Cole.	Chief Engineer.			
15	Malcolm Binnie.	2 nd Engineer.			29.
16	Dennis Larsen.	3 rd "			
17	Anthony Pugh.	4 th "	VG.	VG.	28.
18	Severo Ampuero.	Fireman.			
19	Dennis Tasker.	"	VG.	VG.	28.
20	Dennis MacLeod.	"			
21	Richard Hills.	"			
22	George Harris.	Chief Steward.			
23	William Rowlands	book.			
24	Rubelindo Boldini.	2 nd Steward.			
25	Jose Seron.	Steward.			

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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
26	Ulysses Barria.	Steward.			29.
27	Luis Gallardo	"			
28	Marcelino Navarro.	"			
29	James Biggs.	"			28.
30	James MacKenzie	2 nd book.			
31	David Stewart	Fireman.	VG.	VG.	29.
32	Delano Jennings.	J.O.S.			
33	Rowland Watson.	J.O.S.			28-30-31.
34	Klema White.	Sup'g.	VG.	VG.	29.
35	Guillermo Barria.	"	VG.	VG.	
36	Harry Hansen.	Fireman.			29.
37	Keith Whitney.	J.O.S.			
38	Dennis Tasker.	Fireman.			30.
39	May Cole.	Sup'g.			30.
40	Tony McNullen.	J.O.S.			31.
41	William H. Goss.	2 nd Mate.			31.
42					
43					
44					
45					
46					
47					
48					
49					
50					

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
51					
52					
53					
54					
55					
56					
57					
58					
59					
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61					
62					
63					
64					
65					
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List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
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97					
98					
99					
100					

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
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124					
125					

MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

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

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

Signature of Officiating Clergyman.

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

BIRTHS

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

DEATHS

[illegible]

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

(See Instructions on previous page)

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

Signature of Master _____

and that if such ceremony is performed by them the marriage will not be a legal one.

(See Instructions on previous page)

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

(See Instructions on previous page)

[illegible]

be recorded in the column for "Rank or Rating, Profession, or Occupation". In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

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

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances	Nature of Drill or Muster*	Nature of the Examination of the Life-Saving Appliances, and the condition in which they were found	Date of Entry	Signatures of Master and Mate
11.1.64	No drills held this week; vessel in port and coastwise.		11.1.64	F. W. White. R. Miller
18.1.64	No drills held this week; vessel in port and coastwise.		18.1.64	F. W. White. R. Miller
20.1.64	Passengers and crew mustered at stations. Both lifeboats lowered to embarkation level and returned to stowed position.		20.1.64	F. W. White. R. Miller
27.1.64	Fire alarm zones, water tight door, hand steering gear tested and found in good order. Lifeboat engine run on test satisfactorily. Passengers and crew mustered at stations. Both lifeboats lowered to embarkation level and returned to stowed position. All equipment in good order.		27.1.64	F. W. White. R. Miller
8.2.64	No drills carried out this week; vessel in port and coastwise.		8.2.64	F. W. White. R. Miller
15.2.64	No drills carried out this week; vessel in port. Port water lifeboat falls renewed.		15.2.64	F. W. White. R. Miller
22.2.64	No drills carried out this week; vessel in port and coastwise.		22.2.64	F. W. White. R. Miller
29.2.64	No drills carried out this week; vessel in port and coastwise.		29.2.64	F. W. White. R. Miller
2.3.64	Passengers & crew mustered at boat stations. Both lifeboats lowered to embarkation level and returned to stowed position.		2.3.64	F. W. White. R. Miller
10.3.64	Fire alarm zones key tested; W/T door, hand steering gear tested & found in good order. Lifeboat drill carried out, both boats lowered to embarkation level & returned. All equipment in good order.		10.3.64	F. W. White. R. Miller
21.3.64	No drills carried out this week; vessel in port.		21.3.64	F. W. White. R. Miller
28.3.64	No drills carried out this week; vessel in port.		28.3.64	F. W. White. R. Miller
30.3.64	Passengers & crew mustered at 'Boat Stations'. Both lifeboats lowered to embarkation level and returned to stowed position.		30.3.64	F. W. White. R. Miller

* 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 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
7.4.64	Fire alarm zones key tested; W/T door, emergency hand steering, tested. Lifeboat drill carried out both boats lowered to embarkation level and returned. All equipment in good order.		7.4.64	F. W. White. R. Miller
18.4.64	No drills carried out this week; vessel in port and coastwise.		18.4.64	F. W. White. R. Miller
20.4.64	Passengers & crew mustered at boat stations. Both lifeboats swung out and lowered to embarkation level and returned to stowed position.		20.4.64	F. W. White. R. Miller
27.4.64	Fire alarm zones key tested; W/T door, emergency hand steering, tested. Lifeboat drill carried out both boats lowered to embarkation level and returned. All equipment in good order.		27.4.64	F. W. White. R. Miller
9.5.64	No drills carried out. Vessel in port & coastwise.		9.5.64	F. W. White. R. Miller
11.5.64	Passengers & crew mustered at boat stations. Both boats lowered to embarkation level and returned. All equipment in good order.		11.5.64	F. W. White. R. Miller
18.5.64	Fire alarm zones key tested; W/T door and emergency hand steering tested. Lifeboat drill carried out both boats lowered to embarkation level & returned. All equipment in good order.		18/5/64	F. W. White. R. Miller
30.5.64	No drills carried out. Vessel in port and coastwise.		30/5/64	F. W. White. R. Miller
6.6.64	No drills carried out, except fire drill on 4/6/64. Weather unsuitable.		6.6.64	F. W. White. R. Miller
8.6.64	Fire alarm zones key tested; W/T door, emergency steering gear tested & found in order. Boat drill carried out; both boats lowered to embarkation level & returned. All equipment in good order.		8.6.64	F. W. White. R. Miller
21.6.64	Passengers & crew mustered at lifeboat stations. Lifeboats lowered to embarkation level and returned to stowed position.		21.6.64	F. W. White. R. Miller

* 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.

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.)

* 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.

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.)

* 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.)

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

**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
5. 1. 64 1100	F. W. White, Master. N. Miller, 1 st Mate. G. Harris, 6th Steward	None.	5. 1. 64	F. W. White. N. Miller.
12. 1. 64 1100	" "	"	12. 1. 64	F. W. White. N. Miller.
19. 1. 64 1100	" "	"	19. 1. 64	F. W. White. N. Miller.
26. 1. 64 1100	" "	"	26. 1. 64	F. W. White. N. Miller.
2. 2. 64 1100	" "	"	2. 2. 64	F. W. White. N. Miller.
9. 2. 64 1100	" "	"	9. 2. 64	F. W. White. N. Miller.
16. 2. 64 1100	" "	"	16. 2. 64	F. W. White. N. Miller.
23. 2. 64 1100	" "	"	23. 2. 64	F. W. White. N. Miller.
1. 3. 64 1100	" "	"	1. 3. 64	F. W. White. N. Miller.
8. 3. 64	" "	"	8. 3. 64	F. W. White. N. Miller.
15. 3. 64	" "	"	15. 3. 64	F. W. White. N. Miller.
22. 3. 64	" "	"	22. 3. 64	F. W. White. N. Miller.
29. 3. 64	" "	"	29. 3. 64	F. W. White. N. Miller.
5. 4. 64	" "	"	5. 4. 64	F. W. White. N. Miller.
12. 4. 64	" "	"	12. 4. 64	F. W. White. N. Miller.

MERCHANT SHIPPING (CREW ACCOMMODATION)				
Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
19.4.64	F. White, Master N. Miller, 1st Mate G. Harris, 2nd Steward	None.	19.4.64	F. White N. Miller
26.4.64	" "	"	26.4.64	F. White N. Miller
3.5.64	" "	"	3/5/64	F. White N. Miller
10.5.64	" "	"	10.5.64	F. White N. Miller
17.5.64	" "	"	17.5.64	F. White N. Miller
24.5.64	" "	"	24.5.64	F. White N. Miller
31.5.64	" "	"	31.5.64	F. White N. Miller
7.6.64	" "	"	7.6.64	F. White N. Miller
14.6.64	" "	"	14.6.64	F. White N. Miller
21.6.64	" "	"	21.6.64	F. White N. Miller
28.6.64	" "	"	28.6.64	F. White N. Miller

[illegible]

[illegible]

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

[illegible]

[illegible][illegible]

[illegible]

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

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

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

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

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

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

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

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

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

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.)

(18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey	£1 15 0	(34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts	s. d. 14 0
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Note.—Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from deck line.

Load Line.

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

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

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

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

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

Maximum draught of water in summer..... 13 feet. 06 1/2 inches.

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

NOTES

1.—The above particulars, and particulars of depth of loading as demiled on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.

2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.

3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour, or place. The date and time of posting the Notice is to be entered in column 15.

4.—In case of a home trade ship, columns 9-15 need not be filled in.

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

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

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

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

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

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD AMIDSHIPS*			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.
20-1-64 17.00	Stanley.	7-10	14-00	6-07 $\frac{3}{8}$	6-07 $\frac{3}{8}$	6-07 $\frac{3}{8}$	1025	-	-	-	-	-
27-1-64 19.00	Montevideo.	11-03	13-00	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	1010	2	-	-	-	-
2-3-64 17.00	Stanley.	7-07	14-05	6-06 $\frac{3}{8}$	6-06 $\frac{3}{8}$	6-06 $\frac{3}{8}$	1025	-	-	-	-	-
10-3-64 21.45	Montevideo.	11-06	14-01	4-09 $\frac{3}{8}$	4-09 $\frac{3}{8}$	4-09 $\frac{3}{8}$	1010	2	-	-	-	-
30-3-64 17.00	Stanley.	9-00	12-06	6-09 $\frac{3}{8}$	6-09 $\frac{3}{8}$	6-09 $\frac{3}{8}$	1025	-	-	-	-	-
7-4-64 10.18	Montevideo.	11-06	12-08	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	1010	2	-	-	-	-
20-4-64 17.00	Stanley.	9-09	14-04	5-06 $\frac{3}{8}$	5-06 $\frac{3}{8}$	5-06 $\frac{3}{8}$	1025	-	-	-	-	-
27-4-64 17.30	Montevideo.	10-04	13-03	5-09 $\frac{3}{8}$	5-09 $\frac{3}{8}$	5-09 $\frac{3}{8}$	1010	2	-	-	-	-
11-5-64 16.30	Stanley.	8-03	14-00	6-05 $\frac{3}{8}$	6-05 $\frac{3}{8}$	6-05 $\frac{3}{8}$	1025	-	-	-	-	-
18-5-64 17.00	Montevideo.	9-10	14-00	5-07 $\frac{3}{8}$	5-07 $\frac{3}{8}$	5-07 $\frac{3}{8}$	1010	2	-	-	-	-
1-6-64 17.00	Stanley.	7-09	15-03	6-00 $\frac{3}{8}$	6-00 $\frac{3}{8}$	6-00 $\frac{3}{8}$	1025	-	-	-	-	-
8-6-64 16.00	Montevideo.	9-08	14-06	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	5-05 $\frac{3}{8}$	1010	2	-	-	-	-
21-6-64 10.00	Stanley.	8-10	14-04	5-11 $\frac{3}{8}$	5-11 $\frac{3}{8}$	5-11 $\frac{3}{8}$	1025	-	-	-	-	-
27-6-64 14.30	Gyftiken, So. Georgia.	8-06	14-00	6-03 $\frac{3}{8}$	6-03 $\frac{3}{8}$	6-03 $\frac{3}{8}$	1025	-	-	-	-	-

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

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

See Notes on page 23

				SIGNATURES		ARRIVALS	
Total Allowances (12)	Mean Draught in salt water as calculated after making the appropriate allowances (13)	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances (14)	Date and time of Posting the Notice (Notice L.L. 14A or 14B) (15)	MASTER (16)	MATE (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place (19)
Ins.	Ft. Ins.	Ft. Ins.					
-	10-11	6-07 $\frac{3}{8}$		F.W. White.	R.M. Miller	24-1-64 07.30	Montevideo.
2	11-11 $\frac{1}{2}$	5-07 $\frac{3}{8}$		F.W. White.	R.M. Miller	31-1-64 11.30	Stanley.
-	11-00	6-06 $\frac{3}{8}$		F.W. White.	R.M. Miller	6-3-64 07.30	Montevideo.
2	12-07 $\frac{1}{2}$	4-11 $\frac{3}{8}$		F.W. White.	R.M. Miller	15-3-64 01.20	Stanley.
-	10-09	6-09 $\frac{3}{8}$		F.W. White.	R.M. Miller	3-4-64 14.00	Montevideo.
2	11-11	5-07 $\frac{3}{8}$		F.W. White.	R.M. Miller	11-4-64 03.30	Stanley.
-	12-00 $\frac{1}{2}$	5-06 $\frac{3}{8}$		F.W. White.	R.M. Miller	24-4-64 14.30	Montevideo.
2	11-07 $\frac{1}{2}$	5-11 $\frac{3}{8}$		F.W. White.	R.M. Miller	1-5-64 16.45	Stanley.
-	11-01 $\frac{1}{2}$	6-05 $\frac{3}{8}$		F.W. White.	R.M. Miller	15-5-64 21.00	Montevideo.
2	11-09	5-09 $\frac{3}{8}$		F.W. White.	R.M. Miller	22-5-64 13.30	Stanley.
-	11-06	6-00 $\frac{3}{8}$		F.W. White.	R.M. Miller	5-6-64 11.00	Montevideo.
2	11-11	5-07 $\frac{3}{8}$		F.W. White.	R.M. Miller	12-6-64 13.00	Stanley.
-	11-07	5-11 $\frac{3}{8}$		F.W. White.	R.M. Miller	24-6-64 15.30	Gyftiken, So. Georgia.
-	11-03	6-03 $\frac{3}{8}$		F.W. White.	R.M. Miller		

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

[illegible]

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
the
OF THE SHIP'S PROCEEDING TO SEA.

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4-1-64 0700	Stanley.	4-1-64	F. Boult, S.O.S., failed to join vessel. F.W. White Master. R.M. Miller Mate.	
9-1-64 10-00	Stanley.	9-1-64	D. Jennings, T.O.S., signed Articles and joined vessel. F.W. White Master.	
24-1-64 1100	Montevideo	24-1-64	A. Pugh, 4th Engineer, signed off Articles, at his own request, at British Consulate. F.W. White Master. R.M. Miller Mate.	
24-1-64 1530	Montevideo	24-1-64	J. Biggs, Steward, drunk and absent from duty without permission. He forfeits one day's pay and is fined one day's pay for each of these offences, making a total of 3 days pay @ £41-2-6 p. mth. = £12-2-3 F.W. White Master. G. Harris 2nd Steward.	
25-1-64 12-30	Montevideo.	25-1-64	J. Biggs, Steward, drunk and absent from duty without permission. He forfeits one day's pay and is fined two days pay for each of these offences, being second offences, making a total of 5 days pay @ £41-2-6 p. mth. = £20-17-1 F.W. White Master. G. Harris 2nd Steward.	
27-1-64 0700	Montevideo.	28-1-64	B. Peck, DHU, absent from duty without permission. He forfeits one day's pay and is hereby fined one day's pay, making a total of 2 days pay at £37-7-6 p. mth. = £2-9-10 F.W. White Master. R.M. Miller Mate.	
28-1-64 1000	38° 00'S 56° 25'W.	28-1-64	The foregoing entries read over to J. Biggs, Steward, and B. Peck, DHU., neither of whom had anything to say. The fine and forfeiture inflicted upon B. Peck, DHU., is being held in suspension and will only be inflicted should there be any further misbehaviour during currency of these Articles. F.W. White Master. R.M. Miller Mate.	
31-1-64 1600	Stanley.	1-2-64	R. Tasker, Fireman, signed off Articles and left vessel. F.W. White Master. R.M. Miller Mate.	
3-2-64 10-00	Stanley.	3-2-64	R. Watson, T.O.S., signed Articles and joined vessel. F.W. White Master. R.M. Miller Mate.	

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

OFFICIAL LOG of the from

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towards

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

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
27-2-64 06-45	Stanley.	28-2-64	W. Sutherland, T.O.S., night watchman found asleep in his bunk, while supposed to be on duty, by Mr P. Thain, 2nd Mate. Sutherland had nothing to say. 2nd Mate called hands. F.W. White Master. R.M. Miller Mate.	
29-2-64 10-00	Stanley.	29-2-64	The foregoing entry read over to W. Sutherland, T.O.S., who had nothing to say. This being a second offence Sutherland is being fined 2 day's pay & will forfeit 1 day's pay. When so informed he had nothing to say. F.W. White Master. R.M. Miller Mate.	£2-10-3
2-3-64 1630	Stanley.	3-3-64	Klema White, Sup'y; Guillermo Barria, Sup'y signed Articles. F.W. White Master. R.M. Miller Mate.	
15-3-64	Stanley.	15-3-64	G. Barria, Sup'y, signed off Articles. F.W. White Master. R.M. Miller Mate.	
18-3-64	Goose Green, F.I.	19-3-64	H. Hansen, Fireman, signed Articles. F.W. White Master. R.M. Miller Mate.	
23-3-64 1200 F.W.	Stanley.	24-3-64	Mr. Binnie, 2nd Eng'r, off duty and receiving medical attention at home for boils in ear. F.W. White Master. R.M. Miller Mate.	
30-3-64 0700	Stanley.	30-3-64	Mr. Binnie, 2nd Eng'r, resumed duty. F.W. White Master. R.M. Miller Mate.	
3-4-64 0900 F.W.	Montevideo	4-4-64	Mr. Binnie, 2nd Eng'r, attended British Hospital for further treatment of ear condition. F.W. White Master. R.M. Miller Mate.	
4-4-64 0900	Montevideo.	4-4-64	Mr. Binnie, 2nd Eng'r attended British Hospital for treatment. F.W. White Master. R.M. Miller Mate.	
6-4-64 1000	Montevideo.	6-4-64	Mr. Binnie, 2nd Eng'r, attended British Hospital for treatment. F.W. White Master. R.M. Miller Mate.	
6-4-64 0700	Montevideo.	6-4-64	B. Peck, DHU., absent from duty without leave. F.W. White Master. R.M. Miller Mate.	
7-4-64 0900	Montevideo	7-4-64	Mr. Binnie, 2nd Eng'r, to British Hospital for treatment. F.W. White Master. R.M. Miller Mate.	
7-4-64 0930	Montevideo.	7-4-64	The foregoing entry read over to B. Peck, DHU., who had nothing to say. Peck was informed that he would be fined 2 day's pay for a second offence. F.W. White Master. R.M. Miller Mate.	
11-4-64 1000	Stanley.	11-4-64	Klema White, Sup'y, signed off Articles; Keith Whitney, T.O.S., signed on. F.W. White Master. R.M. Miller Mate.	
19-4-64 2039	Stanley.	19-4-64	R. Stewart, Fireman, signed off Articles. F.W. White Master. R.M. Miller Mate.	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
20-4-64 1600	Stanley.	20-4-64	R. Tasker, Kremen, May Cole, Sup'g, signed Articles. F. White Mate	
22-5-64 1600	Stanley.	22-5-64	M. M. Cole, Sup'g, signed off Articles. F. White Master	
30-5-64 1315	East Jetty, Stanley.	31-5-64	K. Thompson, SOS; R. J. Watson, JOS; lines 11, 34 respectively, fell into harbour between ship and jetty whilst returning from shore. Thompson rescued from water at 13.30 by members of ship's crew, but no trace could be found of Watson. Search for Watson continued under jetty where last seen. F. White MASTER	
30-5-64 13-40	East Jetty, Stanley.	31-5-64	Thompson examined medically by Dr. R. S. Slesser, S.M.O., Falkland Islands, and pronounced perfectly fit. F. White MASTER	
30-5-64 13-50	East Jetty, Stanley.	31-5-64	Thompson gave statement to Mr. K. W. Gray, Superintendent of Police, in Master's cabin, Master in attendance. Search for Watson continued throughout, using two dinghies under jetty. F. White MASTER	
30-5-64 14-45	East Jetty, Stanley.	31-5-64	Thompson completed statement & sent to rest on board. Statements from various crew members and members of public taken by Superintendent of Police in Master's cabin. Search for Watson continues. F. White MASTER	
30-5-64 17-30	East Jetty, Stanley.	31-5-64	Search for Watson unsuccessful and now, in view of darkness, suspended for night. Thompson found going ashore in direct contravention of Master's orders and ordered to return on board. On questioning Thompson he stated he was going to Globe Hotel for a few drinks. Later he stated he wished to go on shore to sleep at his grandmother's house. Permission for this granted, but strict instructions given to him that, in view of his alcoholic condition at time of accident, he was not to go into public houses. This he agreed and went to his grandmother's with an escort. F. White MASTER	

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Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
31-5-64 09-25	East Jetty, Stanley.	31-5-64	Body of R. J. Watson, JOS., line 34, recovered from bottom of harbour in 14 feet of water under East Jetty, and sent to Montevideo; Mr. K. W. Gray, Superintendent of Police, in attendance. F. White MASTER	
31-5-64 10-30	East Jetty, Stanley.	31-5-64	Further statement taken from K. Thompson, SOS., line 11, by Mr. K. W. Gray, Superintendent of Police. F. White MASTER	
31-5-64 Noon	Stanley.	31-5-64	Personal effects of R. J. Watson, JOS., line 34, gathered together, listed, and packed by G. Harris, Chief Steward, and N. Jennings, 3 rd Mate. F. White MASTER	
1-6-64 1100	Stanley.	1-6-64	Personal effects of R. J. Watson, JOS., line 34, handed to Mr. W. J. Grierson, Colonial Shipping Master, by G. Harris, Chief Steward, and list of same attached hereto. Balance of wages to be handed to Mr. Grierson on vessel's return from voyage to Montevideo. F. White MASTER	
1-6-64 1630	Stanley.	1-6-64	Report (copy) received of Mr. K. W. Gray's findings, addressed to The Magistrate, The Supreme Court, Stanley. Submission being death was misadventure by drowning and that a formal inquest be dispensed with. F. White MASTER	
5-6-64 1500	Montevideo.	6-6-64	P. S. Thain, 2 nd Mate, signed off Articles at British Consulate, purpose:—leave. A. J. Cole, Chief Engineer, attended British Hospital for examination of throat in respect of bronchial cold. F. White MASTER	
21-6-64 0930	Stanley	21-6-64	W. H. Goss, 2 nd Mate and T. McMullen, JOS., signed Articles. F. White MASTER	

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Eng.

(50 Men)

[Executed in Fourteen Pages.]

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

The term "Foreign-going Ship" includes every Ship employed in trading or going between some place or places in the United Kingdom and some place or places situate beyond the following limits: the coasts of the United Kingdom, the Channel Islands, and Isle of Man, and the continent of Europe between the River Elbe and Brest inclusive. For this purpose the term "the United Kingdom" is to be construed as including the Republic of Ireland.

Name of Ship ¹	Official No.	Port of Registry	Port No. and Date of Register.	Registered Tonnage		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross	Net	
SS DARWIN	156384	STANLEY, FALKLAND IS.	2-1957	1792.86	738.53	1144 1150 920
REGISTERED MANAGING OWNER OR MANAGER.						
Name.	Address (State No. of House, Street and Town)		No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER ³		
DARWIN SHIPPING LIMITED	STANLEY, FALKLAND ISLANDS		29			

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

Voyage between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ended 30th June, 1964 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

- Should any of the crew fail to join at the time specified or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform No 1. and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages.
- The crew shall individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officer deputed by him, and also to leave them clean and tidy on termination of the Agreement, under a penalty of £1 for each case of neglect.
- The crew shall be complete with thirty hands all told of whom not less than five shall be sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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

Signed by F. W. White Master
on the 2nd day of January 1964.

Date of Commencement of Voyage.	Port at which Voyage commenced.	These columns to be filled up at the end of the Voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	
3 JAN. 1964	PORT STANLEY FALKLAND IS.	-1. JUL. 1964	Stanley Falkland Is.	-1. JUL. 1964	<u>F. W. White</u> Master.

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
3. There are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which the parties agree to adopt.
6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or sheets should be obtained and used.

ADDITIONAL CLAUSES.

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

Mattress
Pillow
Pillow 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	Allowance per week
Water	28 quarts	Milk	14 oz.
Soft Bread	7 lbs.	Condensed or Dried or Homogenised	6 oz.
Smoked Ham or Bacon	12 oz.	Butter	1 1/2 lbs.
Fresh Meat—See Note 1 below	7 lbs. 4 oz.	Suet	10 1/2 oz.
Fresh Fish	See Note 1 below and paragraphs 5 and 6 of Conditions and Exceptions.	Cooking Fat or Oil (other than Suet) or Margarine	4 oz.
Eggs	12	Marmalade, Jam or Syrup	8 oz.
Potatoes	7 lbs.	Cheese	5 oz.
Peas, Split or Lentils	1 lb.	Pickles	3 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1 1/2 lb.	Bottled Sauces	2 oz.
Flour	1 lb.	Onions	8 oz.
Rice	6 oz.	Dried Fruit	3 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	6 oz.
Tea	4 1/2 oz.	Fine Salt	2 oz.
Coffee (containing not more than 25% Chicory)	2 oz.	Mustard	1 oz.
Cocoa (or chocolate)	3 oz.	Pepper	1 oz.
Sugar	1 1/2 lb.	Curry Powder	1 oz.

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

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

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

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

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

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

4. **Meat.** The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 1/2 lb. of salt meat or 1/4 lb. of preserved meat for 1 lb. of fresh meat.

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

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

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

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

Fresh fish up to an amount not exceeding 1 1/2 lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

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

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

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

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

8. **Dried Milk.** Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool dry place, for the period during which it may be required.

9. **Vegetables.** Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when 1/2 lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

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

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

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

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

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

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

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

POSITIONS OF THE DECK LINE AND LOAD LINES.

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

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

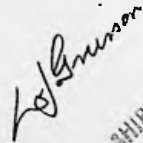
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, 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).	 SHIPPING MASTER
2	Bringing or having on board intoxicating liquors.	
3	Drunkenness.	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument.	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted).	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs.	
<p>Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.</p>		

Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion.

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

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in school ships or training ships specially authorised by the Ministry of Transport 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.

[illegible]

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

Name of

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
1		M. Fisher	29/10	So. Shields	(1) W. Kline (2) G. Darwin Shipping Ltd.	Same.	3/1/64	Stanley
2		R. S. 90610	1/10	Falkland Islands	(1) W. EIRAYS (2) G. Darwin Shipping Ltd.	Same.	- do -	- do -
3		P. S. Khan F. 169	1/10	Abendun	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
4		N. J. J. F. 130	8/10	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
5		H. J. J. N.P.	12/10	Falkland Is.	(1) F. John (2) " "	- do -	- do -	- do -
6					(1) " " (2) " "	- do -	- do -	- do -
7		F. 131.	29/10	Falkland Is.	(1) M. Dora (2) " "	Same.	- do -	- do -
8		F. 198	11/10	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
9		F. 192.	5/10	Falkland Is.	(1) F. EIRAYS (2) " "	- do -	- do -	- do -
10		L. S. Alvin	5/10	Falkland Is.	(1) F. EIRAYS (2) " "	- do -	- do -	- do -
11		K. Thompson	25/10	Falkland Is.	(1) F. EIRAYS (2) " "	- do -	- do -	- do -
12		J. E. J. J.	11/10	Falkland Is.	(1) S. EIRAYS (2) " "	John Biscoe	- do -	- do -
13		B. E. J. J.	5/10	Falkland Is.	(1) F. (skip) Leslie Biscoe (2) " "	First	- do -	- do -
14		W. E. J. J.	21/10	Falkland Is.	(1) M. Margaret (2) " "	"	- do -	- do -
15		R. 1108701	14/10	Portsmouth	(1) W. EIRAYS (2) " "	Same.	- do -	- do -
16		F. 159.	12/10	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
17		F. 123	29/10	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
18		F. 193	19/10	Falkland Is.	(1) F. EIRAYS (2) " "	- do -	- do -	- do -
19		F. 206	30/10	Falkland Is.	(1) M. EIRAYS (2) " "	- do -	- do -	- do -
20		F. 202	17/10	Falkland Is.	(1) M. EIRAYS (2) " "	- do -	- do -	- do -
21		F. 176	20/10	Falkland Is.	(1) L. EIRAYS (2) " "	- do -	- do -	- do -
22		F. 117	22/10	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
23		F. 120	1/11	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
24		F. 119.	2/11	Falkland Is.	(1) W. EIRAYS (2) " "	- do -	- do -	- do -
25					(1) " " (2) " "	- do -	- do -	- do -

The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cable Boys, not merely as Boys.

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

If the advance of wages is not conditional on going to sea, 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." seafarers are given in Leaflet N.1. 24, issued by the Ministry of Pensions and National Insurance.

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

Ship

OF ENGAGEMENT

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.	Amount of Wages per Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allowment.	Signature of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE			Number of weeks for which National Insurance Contributions are payable.
							Date.	Place.	Cause.	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Signature of Member of the Crew on which he signed in Col. 1.)	
1	52805	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	1
2	1	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	2
3	2	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	3
4	3	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	4
5	4	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	5
6	5	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	6
7	6	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	7
8	7	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	8
9	8	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	9
10	9	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	10
11	10	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	11
12	11	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	12
13	12	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	13
14	13	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	14
15	14	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	15
16	15	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	16
17	16	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	17
18	17	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	18
19	18	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	19
20	19	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	20
21	20	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	21
22	21	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	22
23	22	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	23
24	23	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	24
25	24	1/11/64	Onn	1/11/64	1/11/64	1/11/64	1/11/64	Stanley	T.A.	-	F. W. White.	1/11/64	1/11/64	25

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

Cable Boys, not merely as Boys.

If the advance of wages is not conditional on going to sea, 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." seafarers are given in Leaflet N.1. 24, issued by the Ministry of Pensions and National Insurance.

Name of Ship

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British, state birthplace)	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship with Official No. of Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
26		<i>[Signature]</i> F. 204	41/2	White	(1) F. Jose	<i>[Signature]</i>	3/1/64	Stanley
27		<i>[Signature]</i> F. 166	10/11	White	(1) M. Emma	- do -	- do -	- do -
28		<i>[Signature]</i> F. R. 4	14/11	White	(1) W. Joyce	- do -	- do -	- do -
29		<i>[Signature]</i>	11/11	White	(1) F. Branceloro	- do -	- do -	- do -
30		<i>[Signature]</i> F. 177.	20/11	Falkland Is.	(1) "	- do -	- do -	- do -
31		<i>[Signature]</i> F. 205	12/11	Tain	(1) F. George	- do -	- do -	- do -
32		<i>[Signature]</i> F. 211.	23/11	Falkland Is.	(1) F. Daniel	- do -	- do -	- do -
33		<i>[Signature]</i>	14/11	"	(1) M. Sarah	"John Biscoe"	9/1/64	- do -
34		<i>[Signature]</i>	24/11	"	(1) F. Lewis James	Same.	3/2/64	"
35		E. J. White	25/11	White.	(1) H. Frederick	"	2/3/64	"
36		<i>[Signature]</i>	5/12	White.	(1) F. Francisco	First.	2/3/64	"
37		<i>[Signature]</i>	13/12	Dryase, Denmark.	(1) F. Hans	m/v "Alfa" (Danish)	18/3/64	Barwin
38		<i>[Signature]</i>	17/12	Falkland Is.	(1) M. Agnes	First.	11/4/64	Stanley
39		<i>[Signature]</i> F. 206	17/11	Falkland Is.	(1) W. Eric	Same	20/4/64	- do -
40		<i>[Signature]</i>	9/12	ENGLAND	(1) G/O	- do -	- do -	- do -
41		<i>[Signature]</i>	23/12	White.	(1) J. H. Daniel	First	21/6/64	- do -
42		<i>[Signature]</i>	27/12	Falkland Is.	(1) W. Grace	Same	- do -	- do -
43					(1)			
44					(1)			
45					(1)			
46					(1)			
47					(1)			
48					(1)			
49					(1)			
50					(1)			

OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Duration of any Member of his Crew.				RELEASE		Number of weeks for which National Insurance Contributions are payable
In what capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
8.	9.	10.	11.	12.	13.	14.	Date.	Place.	Cause.	18.	19.	20.	21.
Steward	-	at Ona 38	-	-	-	LS	17/64	Stanley	T.A.	-	John M. [Signature]	LS	26
"	-	- do -	42 10	-	-	LS	- do -	- do -	- do -	-	W. [Signature]	LS	27
"	-	- do -	40 10	-	-	LS	- do -	- do -	- do -	-	L. [Signature]	LS	28
- do -	-	- do -	16	-	-	LS	- do -	- do -	- do -	-	P. [Signature]	LS	29
- do -	-	- do -	41 2 6	-	-	LS	- do -	- do -	- do -	-	A. Briggs	LS	30
2 nd Cook	-	- do -	39 10	-	-	LS	- do -	- do -	- do -	-	G. M. [Signature]	LS	31
Fireman	-	- do -	39 10	-	-	LS	19/11/64	Stanley	M.C.	-	D. Stewart	LS	32
J.O.S.	-	- do -	25 2 6	-	-	LS	17/64	- do -	T.A.	-	D. [Signature]	LS	33
J.O.S.	-	- do -	25 2 6	-	-	LS	30/5/64	Stanley	Dis.	-	[Signature]	LS	34
Sup'y	-	"	1	-	-	LS	11/64	-	M.C.	-	Not available.	LS	35
Sup'y	-	"	1	-	-	LS	19/3/64	-	M.C.	-	Not available.	LS	36
Fireman	-	"	39 10	-	-	LS	17/64	- do -	T.A.	-	Worm Hansen	LS	37
J.O.S.	-	"	25 2 6	-	-	LS	- do -	- do -	T.A.	-	K. Whitney	LS	38
Fireman	-	"	39 10	-	-	LS	- do -	- do -	T.A.	-	Z. [Signature]	LS	39
Sup'y	-	"	1	-	-	LS	22/5/64	Stanley	Dis.	-	Not available.	LS	40
J.O.S.	-	"	26 15	-	-	LS	17/64	- do -	T.A.	-	T. [Signature]	LS	41
2 nd Mate	-	"	71 15	-	-	LS	- do -	- do -	- do -	-	W. [Signature]	LS	42
													43
													44
													45
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													50

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys, not merely as Boys.

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

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

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

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

Signature.

Date.

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

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

{Fourteen Pages.

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of 5*l.*, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

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

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

Young Persons and Children.

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

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.

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

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

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

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 10*l.*

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

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

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

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

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

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

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