



OFFICIAL LOG BOOK

(0 1) (24 Pages. For 25 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.		
M.V. "PHILOMEL"	M.F.V. 1185	NOT REGISTERED	-	-	DENIS JOHN SOLLIS.	/

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port: Stanley Is. Date: 1:11:52	Stanley - Chile & return to Stanley for the period 1 st Nov. 1952 to arrival at Stanley on end of voyage.	Port: Date:

Delivered to the Superintendent of the Mercantile Marine Office at the
Port of on day of 19.....

Countersigned

..... Master.
Superintendent.

..... Address

NOTE.—In the case of a Foreign-going Ship, the Official Log Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship of less than 200 Tons Gross the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within 21 days after the 30th of June or the 31st of December. The Official Log-Book for a Home Trade vessel of 200 tons or more Gross Tonnage is to be delivered to the Superintendent before whom the Crew is discharged.

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					
2	J. Jones.	Mate	V. G.	V. G.	
3	R. Ross	Engineer	V. G.	V. G.	
4	S. Jacobsen.	Engineer	V. G.	V. G.	
5	G. Thompson.	Seaman	V. G.	V. G.	
6	J. Plummer.	Boat	V. G.	V. G.	
7	S. Osborne.	C. Seaman	V. G.	V. G.	
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					

EMPLOYMENT OF LASCARS.

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

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

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

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

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

NOTE.—The death of a Lascar member of the crew should be recorded in the space provided on pages 6 and 7, 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 Consular Fees Orders in Council).

(18) For Examination of Provisions or Water to be paid by the party who proves to be in default, in addition to costs of survey ...	£1 5 0	(34) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts ...	s. d. 10 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.....feetinches.	(T).....inches above S.
Summer.....feetinches.	(S) Upper edge of line through centre of disc.
Winter.....feetinches.	(W).....inches below S.
Winter North Atlantic (if assigned).....feetinches.	(WNA).....inches below S.
Allowance for fresh water for all freeboards.....inches		
The upper edge of the deck line from which these freeboards are measured is.....inches above the top of the.....deck at side.		(Above particulars to be taken from Load Line Certificate).
Maximum draught of water in summer.....feet.....inches.		
(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.		

NOTES.

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1911, 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.	Aft.	Port.	Star-board.	Mean.		For Density of Water.* (9)	For Ashes and Rubbish.* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)	
		(3)	(4)	(5)	(6)	(7)		(9)	(10)	(11)	(12)
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.
15.30 8 th November	Kill Lane West. Falklands.	7' 0"	9' 0"	3" 9"	3" 9"	3' 10"					
09.30 9 th November	Punta Arenas										
14.20 11 th November	Punta Arenas	7' 0"	9' 0"	3" 9"	3" 9"	3' 10"					
14.45 15 th November	Natalia	7' 0"	9' 0"	3" 9"	3" 9"	3' 10"					
04.45 19 th November	Punta Arenas	7' 0"	9' 0"	3" 9"	3" 9"	3' 10"					

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 3.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 3

				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.					
	7' 11"	3' 10"		<i>W. G. S. S.</i>	<i>J. F. L. Jones</i>	09.30 9 th November	Punta Arenas
	7' 11"	3' 10"				14.15 13 th November	Natalia
	7' 11"	3' 10"				08.00 18 November	Punta Arenas
	7' 11"	3' 10"				05.15 25 November	Stanley

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:—

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254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the

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 a 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 requirement of this section, he shall be liable for each offence to a fine not exceeding five pounds.

MARRI

Date when married. 1	Names and Surnames of both Parties. 2	Age. 3	Whether Single, Widow, or Widower. 4

BIR

Columns to be filled in by

Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Rank, Profession, or Occupation of Father.	Name and Surname of Mother.	Maiden Surname of Mother.

DEA

Columns to be filled in by

Date of Death.	Place of Death. (See Instructions printed above).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality. (stating Birthplace).
						Members of the Crew (other
						Lascars**
						Persons who were not

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

3

board, which have occurred during the voyage.

Spaces are provided below for the entry of all particulars required by the Eighth Schedule before-mentioned. The facts should be carefully entered under the appropriate headings; and upon the next arrival of the ship in port (except when the log-book itself is surrendered at the end of the voyage or termination of the Agreement), a true copy of the entries must be delivered on a 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" below, the Master should be careful to add in the body of the official log-book, full particulars of all the circumstances attending the death, more particularly in the case of murder, disappearance or suicide.

If a death occurs in a port the name of the port should be given, and it should be stated whether the death occurred on board or in hospital.

If a seaman dies on shore from an accident which happened, or from a disease which developed while he was a member of the crew it is desirable that an entry of the death should be made.

When reporting the required particulars upon a Form B. & D.1, the Master is also, if so required, to give an account of any moneys due to a deceased seaman or apprentice, of any deductions from his wages, and of his clothes and effects, on the relevant Form W. & E.1, C.15, or C.C.15. The Forms required will be furnished by the Superintendent or Consular Officer, upon application.

AGES

Profession or Occupation. 5	Father's Name and Surname. 6	Profession or Occupation of Father. 7

(Signed) _____ Officiating Clergyman. _____ Master or Officer in Command.

THIS (See Instructions above).

the Officer in Command.

Father.		Mother.		Signature of Father or Mother.	Signature of Master and Mate or other Member of the Crew.	Port at which Report is made and Signa- ture and Title of Officer to whom reported.
Nationality. (stating Birthplace).	Last place of Abode.	Nationality. (stating Birthplace).	Last place of Abode.			

THIS (See Instructions above).

the Officer in Command.

Last place of Abode.	Cause of Death. (See instructions printed above).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practit- ioner, if any.	Port at which Report is made and Signa- ture and Title of Officer to whom reported.
than Lascars**) including Masters.					
See footnote).					
Members of the Crew.					

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

* 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.

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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 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

[illegible]

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[illegible][illegible]

[illegible][illegible]

DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938.

(See page 3 of Cover).

(1) In column headed Batteries, state *daily* while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.

(2) In column headed Auto-alarm, state *daily* while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours. Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

[illegible][illegible]

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[illegible][illegible]

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 scale 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 His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 223 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

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Eng. I.

(20 Men)

SHI/LOG/PH#2

(Executed in Ten Pages.)

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.



ISSUED BY THE
MINISTRY OF TRANSPORT
in pursuance of
57 & 58 Vict. ch. 60.

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 Eire.

Name of Ship.	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.*
M.V. "PHILOMEL"	MEV. 1185	NOT REGISTERED	-	Gross.	Net.	80
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified		CHARTERER.	
Name.	Address (State No. of House, Street and Town).		Name.		Address.	
Philomel Is. Govt.	Government House, Stanley, I. Is.		-		-	

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom 2 are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from

Stanley - Chile and return to Stanley, for the period 1st November, 1952 to arrival at Stanley on end of voyage.

And it is also agreed, that⁶

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

The crew shall work coal, cargo and stores when and where required.

No cash shall be advanced or liberty granted other than at the pleasure of the Master.

Seamen and Engineer ratings shall keep their respective forecastles clean and shall leave them so at the termination of the voyage under a penalty of five shillings for each case of neglect.

The seamen and Engineer ratings shall mutually assist each other in the general duties of the ship.

The crew shall be deemed to be complete with 7 hands all told of whom not less than 2 shall be sailors.

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 to 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 disrated.

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Ministry of Transport 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.

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

Signed by [Signature] Master
on the 1st day of November, 1952.

Date of Commencement of First Voyage	Port at which First Voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
1/11/52	Stanley, Falkland Islands.	25/11/52	Stanley	25/11/52	<u>[Signature]</u> Owner.

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. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport 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, an additional Form Eng 1 should be obtained and used.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1900, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1945, AND BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) (AMENDMENT) ORDER, 1946, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article	Allowance per week.	Article	Allowance per week.
Water	28 quarts	Milk { Condensed or Dried	9½ ozs.
Soft Bread	7 lbs.	Milk for Cooking { Condensed or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	4 lbs. 11 ozs.	Butter	2 ozs.
Smoked Ham or Bacon	8 ozs.	Suet	10½ ozs.
Fresh Fish	1 lb. 8 ozs.	Cooking Fat (other than suet) or Margarine	4 ozs.
Eggs	2 No.	Marmalade, Jam or Syrup	8 ozs.
Potatoes	7 lbs.	Cheese	4 ozs.
Dried or Compressed Vegetables	8 ozs.	Pickles	½ pint
Split Peas	4 ozs.	Onions	6 ozs.
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Dried Fruits	5 ozs.
Flour	2 lbs.	Fine Salt	2 ozs.
Rice	6 ozs.	Mustard	½ oz.
Oatmeal, Rolled Oats or similar cereal	6 ozs.	Pepper	½ oz.
Tea	3 ozs.	Curry Powder	½ oz.
Coffee (containing not more than 25 per cent. Chicory)	2 ozs.		
Cocoa or Chocolate	3 ozs.		
Sugar	1 lb. 6 ozs.		

Note.—There is no entitlement under the above Scale to additional quantities of sugar, butter, margarine, suet or cooking fat for use in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 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.
- Bread.—The issue of soft bread under the scale shall not be required —
 - in a ship of less than 1,000 tons gross registered tonnage; or
 - if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;
 but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.
- 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 ½ lb. of salt meat or ¼ 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. 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.
- Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of 2½ lbs. of dried fish or 1½ lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Fish.—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- 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. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13½ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- 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 8 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.
- Rice.—If rice is not procurable semolina may be carried as a substitute.
- 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.
- Vegetables.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.
- 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	½ lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	
Preserved Meat	½ lb.		Jam	1 lb.	
Coffee	1 oz.		Syrup	1 lb.	To be considered equal.
Cocoa or Chocolate	1½ ozs.	To be considered equal.	Butter	½ lb.	
Tea	1 lb.		Cheese	½ lb.	
Flour	1 lb.		Condensed Milk	9½ ozs.	To be considered equal.
Biscuit	1 lb.	To be considered equal.	Dried Milk	4 ozs.	
Rice	1 lb.		Mustard		To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder		
Split Peas	½ lb.	To be considered equal when issued with meat rations.			
Flour	½ lb.				
Green Peas, Haricot or Butter Beans	½ lb.				
Rice	½ lb.				

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from deck line. Load Line.

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

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

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

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

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 IN PURSUANCE OF S. 115 (2) OF THE
MERCHANT SHIPPING ACT, 1894.

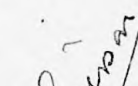
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally 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 shown 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.	Amount of Fine for a first offence.	Amount of Fine for a second or subsequent offence	Signature of Superintendent or Consular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (If not otherwise prosecuted)	Ten Shillings.	One Pound.	 SHIPPING MASTER, STANLEY, FALKLAND ISLANDS.
2	Drinking or having on board intoxicating liquors	Ten Shillings.	One Pound.	
3	Drunkennes	Ten Shillings.	One Pound.	
4	Taking on board and keeping possession of any firearm, 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	Ten Shillings.	One Pound.	
5	Insolent or contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	Ten Shillings.	One Pound.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound.	

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

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

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

This summary must be included in every agreement with the crew

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

[illegible]

† If a British subject, state town or country of birth, and if born in a foreign country, state if a natural-born British subject or naturalised.
* In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. (Dis. A's).	Age	Nationality (If British, state birthplace—see footnote).	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		<i>J. P. Ellis</i> Master to sign first.	36	British	(1) W. Hand. (2) 20 Dune St. Stanley	Lalonia	1/11/52	Stanley
2		<i>J. F. Jones</i> Dis. A	54	do.	(3) S. P. P. P. (4) "Stanley Arms Works" Stanley	Philonel	do	do.
3		<i>W. H. Ross</i> Dis. A	38	Scotland	(5) W. E. E. E. (6) 5 Brandon St. Stanley	John Biscoe	do	do.
4		<i>C. J. J. J.</i> Dis. A	33	do.	(7) F. F. F. F. (8) 106 Davis St. Stanley	Yusek	do	do.
5		<i>P. J. J. J.</i> Dis. A	17	do.	(9) H. H. H. H. (10) 90 Davis St. Stanley	John Biscoe	do	do.
6		<i>J. H. Thompson</i> Dis. A	31	do.	(11) H. H. H. H. (12) 102 Davis St. Stanley	Yusek	do	do.
7		<i>P. H. P. H.</i> Dis. A	43	British	(13) J. J. J. J. (F.A.I.C.P.) (14) 16 Portland St. Stanley	Yusek	5/11/52	Wise Bone
8					(15)			
9					(16)			
10					(17)			
11					(18)			
12					(19)			
13					(20)			
14					(21)			
15					(22)			
16					(23)			
17					(24)			
18					(25)			
19					(26)			
20					(27)			

† 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.

** NATIONAL INSURANCE.—The Master and all members of the crew are insurable under the National Insurance Acts, 1946. Masters should ensure that issued by the Ministry of National Insurance.

OF ENGAGEMENT

In what Capacity engaged.	No. of Certificate (If any), and No. of R.N.R. Commission or R.V.C. (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 up to or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, etc. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE			Return No.
							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 if, 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.	** Number of weeks for which National Insurance Contributions are payable
Master	Nil.	As Once					1/11/52	Stanley	6 days		<i>J. P. Ellis</i>	<i>J. P.</i>	1
mate	—	do.	As per agreement				—	—	— do —		<i>J. F. Jones</i>	<i>J. F.</i>	2
Chief Eng.	—	do.	do.				—	—	— do —		<i>W. H. Ross</i>	<i>W. H.</i>	3
2nd Eng.	—	do.	do.				—	—	— do —		<i>C. J. J. J.</i>	<i>C. J.</i>	4
B.S.	—	do.	do.				—	—	— do —		<i>P. J. J. J.</i>	<i>P. J.</i>	5
Sanman	—	do.	do.				—	—	— do —		<i>J. H. Thompson</i>	<i>J. H.</i>	6
Boat	—	do.	do.				—	—	— do —		<i>P. H. P. H.</i>	<i>P. H.</i>	7
													8
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country, state if a natural born British subject or naturalised.
Refrigerating Engineers, 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.
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."

National Insurance numbers are shown on seafarers' insurance cards. Details of the National Insurance Schemes as they affect seafarers are given in Leaflet N.I. 24,

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Services required by Law.

Services required by parties interested.

(88.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—

In Countries other than China—

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/8 for each additional man—
maximum £2 10s. 0d.

In China—

2/- for each man with minimum of £1 and
maximum of £3 0s. 0d.

(48.) For inspecting ship's papers when their production 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 in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval)

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 83, 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.

Or Endorsements made by Consular Officers or Superintendents.

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

SHIPPING MASTER.
STANLEY, FALKLAND IS.

101-4552
I hereby certify that I have
this day witnessed the engage-
ment of the seaman whose name
appears on line 7, and that the
same has been made as required
by the Merchant Shipping Act
H R Harding
Justice of the Peace
Bill Cove
November 6th 1952

BRITISH CONSULATE

PUNTA ARENAS, CHILE

Vessel arrived 9th November 1952
Articles deposited 9th " "
Articles returned 18th " "
buying
Average rate of Exchange £360.- = £1.
(for conversion of seamen's wages only)

Sven B. Rohm

British Consul



NOTE.—If further space is required for Certificates or Endorsements, an additional form Eng. 4 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

and those with reference Numbers are exempt under Section 28 (12b) +

under Section 28 (12c)†

.....Signature

.....Date

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

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

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*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 His 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 5). The employment of children under the age of 14 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 Certificates 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 Board of Trade and Ministry of Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5*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.)