

OFFICIAL LOG BOOK

ISSUED BY THE MINISTRY OF TRANSFORT IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(38 Pages. For 125 Men.)

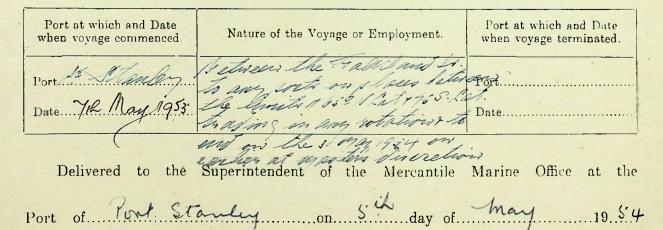
FOR EITHER

(03)

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A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Regis Ton	ngo.	Name of Master.	No. of his Certificate
			Gross.	Net.		if any.
M/1 "John Basese	1819 <i>0</i> 6	At Stanley Fallilund Islando.	899.97	410.12	Wins. Johnstow	(2.S.S. 3 3 016



Countersigned

SHIPPING MASTER, STANLEY, FALKLAND

s lon Master

.....Address

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.

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

2

List of Crew and Report of Character

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Cor
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
1	Win Johnston	Master			
2	H. M. Prelle	th. on	V-9.	V. 4.	
3	N. R. Brown	1 mate	V. S.	V. 9.	
4	F. 4.S. Bryonsed	Ind mate	U. G.	V.G.	
5	1. A. Mischan	W. Graton	V. 4.	V. 4	VA
6	N. 9 Somoan	Basun	U.Y.	V.G	28
7	A. B. Me Pac	hipt.	V.9.	V.G.	29
8	N. Halliett	A. 13.	U.G.	V. G.	28
10	N. Hennielison	A. 13.	U.G.	V.G	9
10	5. H. Thompson	A. 13.	V.5.	D. R.	29.30
12	1. T. V Manson	R.13.	U.S.	V.G.	
13	1. g Contra	1.9.	. v. b.	V.G.	
14	- ferre	1.5.	U.G.	V. G.	
15	9 h M. and	Ch. Eng.	v.G.	V.G.	
16	1.9 Hickandson	1 m Eng.	V. G.	U.S.	
17	1. Hillout	3th Eng.	U.G.	V.G.	
18	5. 112 arran	Elect.	V. S.	V.S.	
19	1's and alle	millen man	V.G.	U.G.	
20	P.M.	heaven	v. S.	V.S.	
21	1. 1. A	fuerer	V. 9.	V. 4.	
22	2. Stant	Elesen	V. 4.	V.S.	
23	it. A. S. have	Leaven	V. S.	V.G.	
24	2. Strat	L.S. Coward	V. S.	V.S.	
25	1.9 1 :59	an Starge	JV.G.	V.G.	28
	- white a	M. A. Ban	V.G.	V. 9.	

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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of oharacter, 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.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	of each Member of the Crew.	Capacity in which ongaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
26	A. Harrios	M.R. Ban	V.9.	V. 9	
27	S. Newman	limi.	V.S.	V.S.	
28	1. Ram	Res lord.	V.S.	V.S.	29
29	1. 11: Blurants	1.1. 911.	V.G.	V. 4.	¥8.
30	R.E. Short	0.5!	V.G.	V. G.	~8
31	h. thyn	Superimen	V. 9.	V. 4	28
32	a. J. m. antle		V. 9.	V. 9.	28
33	R.a. Lenton	2,	V. G.	V.G.	28
34	W. H. F. Lang	-	U.G.	V.G.	28
35	h. Petto		V. G.	V. G.	28
36	a. w. mans field		U. G.	V.4.	28
37	B.D. Hunt.		V. G.	V. G.	28
38	W. Ethinsday		V.G.	U.G.	48
39	[V. S.	V.S	Je and Je
40	a. Watt		U.G.	U. G.	28
41	6 mc barthy		U.S.	V.G.	28
42	W. Pearson	A.B.	V.G.	v.G.	
43	J. E. merry	mess Boy	V. S.	V. 4.	mercule and the
44	L. Winship	mess Buy	V.S.	U. G.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
45	J. Bradley	ast. Cook	V.S.	U.G.	no in the second
46	R.A. Lenton	W. T. O.	V. S.	V. 4	10000
47	W. Turner	medical OH.	v. G	VG	125
48	A. F. Lewis	Superninery	V. 9.	U.G.	10
49	E. M. Salmon	-1	V. G.	V.G	74 h
50	n.a. Leppard	•1	v.g.	V. G.	. 8

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

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List of Crew and Report of Character-Continued

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
51	R. H. Watton	Supernum	VY.	V-4	
52	R.R. Kenney	15	V. 9.	V.G.	
53	4. B. Davis	ı,	V. 4.	V. G.	
54	J. A. Barber	4	V.G.	V. G.	
55	G.C. Rumsey	4	V.G.	V.4.	
56	P.A. Cordall	1,	U. G.	V.G.	
57	B. Wecks	4	V. 9.	V.G.	
58	9. E. Raymond		v. y.	v.g.	
59	H.g. Buckman	1,	V 5.	V.S.	and the second second
60	the b. S. timeford	•	V. 9.	V.G.	
61	A. Precious	-	V.G.	V. 5	100 18 302 St 19
62	R. H. w. halder	4	V. G.	V. G.	1.12 105 1
	A. m. Swain	4	V. S.	V.9.	and the second
64 0	R.J. F. Jaylor	~	V.G.	V. G.	
65	R. m. Gill	D.S	V. 4	v. y.	and the second
	w.J. boutts	D.S.	V.G.	U.G.	
67	R.g. Hansen	0. S	V.4.	V.G	
68	A. Goodwin	A.B.	V.G.	V. 4,	
69	J. Llamosa	AB.	U.G	U.G	
70	P. w. Hing	W.T.O	U-9.	V-G.	
71	0 Jones	0.5.	V.g	V.g.	
72				0.1.	
73					
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character-Continued.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crow the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official Log relating to a member of the Crow, the page or pages where the entry is to be found should be noted in this column opposite his name
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																										Name and Surname of each Member of the Crew	
																										Capacity in which engaged.	
																										For Ability.	Report of
																										For General Conduct.	Character.
									08															3		page or pages where the entry is to be found should be noted in this column opposite his name	If there is any entry in the Official Log relating to a member of the thing to a

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MARRIAGES, BIRTHS, AND DEATHS of Members of the Crew, and other persons on board, which have occurred during the voyage.

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

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

- 254.-(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
 - (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Ministry of Transport may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Ministry of Transport 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 each ship of 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 (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 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 be careful to add in the body of the official log-book. full particulars of

			MA	RRIAGES		
Date when married. 1	Names and Surnames of both , Parties. 2	Age. 3	Whether Single, Widow or Widower. 4	Profession or Occupation. 5	Father's Name and Surname. 6	Profession or Occupation of Father. 7

all the circumstances attending death. more particularly in e of murder, disappearance or cide.

f death occurs in a port the -1 me of the port should be given, l it should be stated whether death occurred on board or hospital.

f a soaman dies on shore from accident which happened, or m a disease which developed,

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CAUTION.-Section

130

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the same to be false, he shall in respect

the Merchant Shipping Act, 1894, provides that if

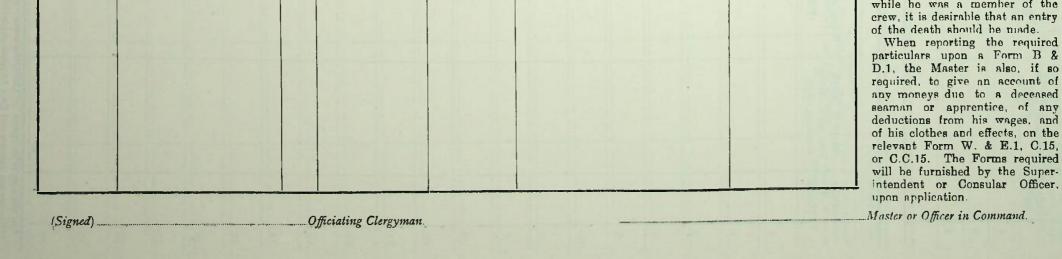
of each

offence be guilty of a misdemeanour.

any person makes a faise report

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character, knowing



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(See Instructions on previous

Officer in Command	1.					To be filled in by Official to whom Report is made
Father.		Mother.	OF T	Signature of	Signature of	Port at which Repo
Nationality stating Birthplace).	Last place of abode.	Nationality (stating Birthplace).	Last place of abode.	Master and Mate or other Member of the Crew.	Father or Mother.	is made and Signatur and Title of Officer whom reported.
I						
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(See Instructions on previous page).

Officer in Command.			A REAL PROPERTY OF	A Designer Marin	To be filled in by Official to whom Report is made
Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medi- cal Practitioner, if any.	Port at which Repor is made and Signatur and Title of Officer t whom reported
I Masters.					
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see tootnote**)					
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Members of the Crew. 4					
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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.

						be filled in by th
Dat Bir	e of Name (if an th. of Child.	y) Sex.	Name and Surname of Father.	Rank, Profession or Occupation of Father.	Name and Surname of Mother.	Maiden Surnar of Mother.
I				-		
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	And and the second					

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DEATHS

BIRTHS

				2 at all			DEATHS
		Construction of the second				Column	ns to be filled in by the
	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
I							Members of Crew (other than Lascars**) including
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*1	the case of	for the	and the second sec	-			1 t t

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

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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 1932.

LIFE SAVING APPLIANCES AS RECOMMENDED at the set of the

Description Data of the Examination of the Labor Data of the Examination of the Labor Data of Early Summary interventions Summary interventions Data of Early Summary interventions Application Burner of the Examination of the Labor Burner of the Examination of the Labor Data of Early Summary interventions Summary interventinterventions Summary interventions <th></th> <th>Rules.</th> <th>1933.)</th> <th></th> <th></th> <th></th>		Rules.	1933.)			
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9. 5' 53 Jine drill increased of formed in good order 9. 5' 53 Jine drill increased of formed in good order 9. 5' 53 Jine drill increased of formed in good order 9. 5' 53 Jine drill increase of the formed in good order 9. 5' 53 Jine drill 30/9/53 bessel undergoing right of Gruedon-flip the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 3. 10. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 53 Jine drill exercise of the formed in good order 4. 11. 11. 11. 11. 11. 11. 11. 11. 11.			R . musting at Boat	- all life saving .		W Johnstein
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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 DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, 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 Rule 5 (3) of the Merchant Shipping (Musters) Rules 1933)

Rules	1933.)	Line Conventions) Act, 1932, and Rule 5 (3)	of the Merchant Ship	ping (Musters)
Date of Drill or Muster and of Examination of the Life-Savin Appliances.	Naturo of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Dato of Entry.	Signatures of Master and Mate.
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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

LIFE SAVING APPLIANCES AS RECOMMEND by 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 Rule 5 (3) of the Merchant Shipping (Musters)

Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Merchant Shipping (Safety and Load 3.) Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
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• 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 1932.

Note .- If in the case of a passenger steamer boat drill or mustors are not held in any week, 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 Rule 5 (3) of the Merchant Shipping (Musters)

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

* An entry should be made of the type of drill or muster held, i.e., whother boats were swung out and manned, etc., whether the passengers or crow 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 1982.

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LIFE SAVING APPLIANCES AS REQUIRED BY THE statement of the reasons should be entered in the first three columns of the table.
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Date of Drill or Muster and of Examination f the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
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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.

15 RECORD OR INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF

TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

		Data of Entry	Signatures of Master and Mate
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	Crew & officers accommodation	3	W. Johns Lon
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

			AND ONLY STRUES, 1801).
Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
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RECORD OR INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1987).

Date of Inspection	Results of Inspection		Date of Entry	Signatures of Master and Mate
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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. From the United	Deck Department.	Engine Department	OEPARTMENT.	Total.	Under Deck Department, include all Lascurs 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.
Kingdom. To the United Kingdom.					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.

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).

(17) For Examination of Provisions or Water to be paid by the party who proves to be in

default, in addition to costs of survey-In all countries

50

(43) For affixing Consular Seal or Signature s. d. to any entry in the Official Log-Book of a British Vessel, if such entry is not required ... £1 5 0 by the Merchant Shipping Acts-In all countries except China 9 6 ... In China 10 0

Note.-Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc. POSITIONS OF THE DECK LINE AND LOAD

Freeboard from deck line. Load Line. Troplcal. 3 feet 5 inches. (T) inches above 5. Summer. 3 feet 9.14 inches. (T) inches above 5. Summer. 3 feet 9.14 inches. (T) inches above 5. Winter 4 feet 112 inches. (S) Upper edge of line through centre of disc. Winter North 4 feet 112 inches. (W) 44.44 Atlantic 4 feet 3.12 inches. (W) 6.14 inches below 5. Allowance for fresh water for all freeboards. 44.14 inches inches inches The upper edge of the deck line from which these freeboards are measured is Mile Mile inches above the top of the 5 6 14 inches inches (Above particulars to be taken from Load Line Certificate). deck at side. inches		TOSITIONS OF	THE DECK LINE A.	ND LOAD LINE	3.	
Summer. 3 .feet 9.14 .inches. (S) Upper edge of line through centre of disc. Winter 4 .feet 112 .inches. (W). 4444 .inches below S. Winter North Atlantic (if assigned) 4 .feet 312 .inches. (WNA). 6144 .inches below S. Allowance for fresh water for all freeboards. 4444 .inches. .inches .inches The upper edge of the deck line from which these freeboards are measured is. 1.11 .inches .inches above the top of the. Stude Upper .deck at side. .inches	0	n deck line.			Load Line.	
Summer. 3 .feet 9.14 .inches. (S) Upper edge of line through centre of disc. Winter 4 .feet 112 .inches. (W). 4444 .inches below S. Winter North Atlantic (if assigned) 4 .feet 312 .inches. (WNA). 6144 .inches below S. Allowance for fresh water for all freeboards. 4444 .inches. .inches .inches The upper edge of the deck line from which these freeboards are measured is. 1.11 .inches .inches above the top of the. Stude Upper .deck at side. .inches	Tropical	feet	5	inches.	(T)inches al	ove S.
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The upper edge of the deck line from which these freeboards are measured is	Atlantic (if assigned)		31/2	tnches.		elow S.
above the top of the	Allowance for fresh water f	or all freeboards	4	14	inches	
						inches
	above the top of the	Stul M.	per		deck at side.	
Maximum draught of water in summer		(Above particula	ars to be taken from Lo	ad Line Certifica	te). 7	

(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 shipboard measured charter and stated 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 treeboard

6.-11, 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, 1932, 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.-Penulty.-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. .

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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

Date mark Date Where, Barries, Data P. Accres Energy A. Description Description Barries, Data P. Accres Energy A. Description For Pack (North State) Description Barries, Data P. Barries, Data P. Barries, Data P. Description For Pack (North State) For						DEPAR	TURES.						
$\begin{array}{c c c c c c c c c c c c c c c c c c c $			ACTUAL	DRAUGHT	Аотт	AL FREE	BOARD			A	LLOWA	NCE.	
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4 P.M. Port Stanley 10. 6 14.6 8.11 8 11 8 11 1025 1715/153 10 Am. Montwicho 11. 0 14.6 8.8 8.8 8.8 1025 10 Am. Montwicho 11. 0 14.6 8.8 8.8 8.8 1025 10 Am. Montwicho 10.9 15.0 8.62 8.62 1025 10 10/53 St. Vincent. C.V 10.9 15. 0 8.62 8.62 1025 11 10/53 Southanglon 15.6 13.6 6.11 6.11 6.11 1025 12 10/53 St. Vincent. Cl 15.6 13.6 6.11 6.11 6.11 1025 12 100 St. Vincent. Cl 15.6 13.6 6.11 6.11 6.11 1025 12 100 St. Vincent. Cl 15.6 13.6 6.11 6.11 6.11 1025 10 00 Montwideo 16. 0 14.0 6.5 6.5 6.5 1025 91 11/53 Port Stanley 15.6 13.2 7.1 7.1 7.1 1025		(2)								Weight.	Ins.		Ins.
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37.m. Southampton 15.6 13.6 6.11 6.11 6.11 1025 9/10/53 1600 St. Vincent. Cl. 15.6 13.6 6.11 6.11 6.11 1025 	hoon		1.5						-	-			
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3/+ / 5+ 9 9 00 South Georgin / 2.6 / 4.6 7.1/ 7.1/ 7.1/ 7.1/ 1015	9/1/54	Port Stanley	15.9	13.9	6.8	6.8	6.8	1025				-	
	0900	South George	12.6	14.6	7.11	7.11	7.11	1025					
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1 to 8 and 16 to 19. *Sce Notes on page 19.

DOCK, WHARF, HARBOUR OR OTHER PLACE

the OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 19

				SIGNA	TURES.	AR	RIVALS
Total Allowances.	Mean Draught in sait water as calculated after making the appropriate allowances.	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice L.L. 14A or 14B).	MASTER.	Мате.	Date and Hour of Arrival	Dock, Wharf. Harbour or Other Place.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft. Ins.		- 1	110	15/5/53	
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_	12.10%	8 62		W. Johnston	Ambreces	11/6/53 10.30 Am	Southanplon
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	14.4	7.1		& Johnston	Shuthere	12/1/54	South Georgia
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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		Aor	MIDSHI	EOARD	Density		A	LLOW	ANCE.	
Date and Hour of Departure. (1)		Forward.	Aft. (4)	Port. (5)	Star- board. (6)	Mean. (7)	0f Water. (8)	For Density of Water.* (9)	For Ash Rubbi	sh.*	For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
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Norte 1 to 8 and 1												

23

DOCK, WHARF, HARBOUR OR OTHER PLACE the

OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 19

				SIGN	ATURES.	ARRIVALS		
Total Mowances. (12)	Mean Draught in solt water as calculated after making the appropriate allowances. (13)	Mean Preeboard Autidships In sait water as calculated after making the appropriate allowances. (14)	Date and time of Posting the Notice. (Notice L.L. 14A or 14B). (15)	Мактюр. (16)	Mate. (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place. (19)	
Ins.	Ft. Ins.			()				
1/18.	rt. ms.	r. 1118.			1			
245								
							-1-1 - P-1-2-3	
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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.

Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
11053	Yes.		RAJ.		12/12/53	yes		Red.	
2110/53	yes.	1	RAL.		13/12/53	yes		KAZ.	
3110/53	yes		RAJ.		14/12/53	yes	Constant Service	Rol.	
4/10/53	yes	1	Rol.		15/12/53	yes	1	RAL	
5/10/53	412		Rel.		16/12/53	415		AAL.	
6/10/53	yes		RAL		17/12/53	lus		RAL	
7/10/53	yes		KIL		18/12/53	yes		RAL.	1
8/10/53	- yes	F	RAJ.		19/12/53	yes	to	KAL.	E.
9/10/53	yes	4	RA	<u> </u>	20/12/53	yes	X	RAL.	·
10/10/53	yes .		RAL.	<u> </u>	21/12/53	yes		RAL.	
11/10/53	yes	-47	RAL,		22/12/53	yes	212	RAL	2
12/10/53	410	- t.	Røf		23/12/53	yes.	2	RAL.	
13/10/53	yes	6	RAL		4.1.52	yes	d'	P.W K	
14/10/53	yes	-6	KAL.	8	5.1.54	yes	14	PWK	
15/10/53	yus	2	RAL		6.1.54	yes	R	CWK	
16/10/53	ys_		RAI		711.54	yes	1	PWR	
17/10/53	yn		RAL.		8.1.54	yes	-	PWK	
18/10/53	yes -		KAL.		9.1.54	yes		PWR	
19110/53	yes		RAL.	1	10.154	yes		PWKi	
20/10/53	yis		RAL.		11.1.54	yes		PWK	
4/10/53	yes	-	RRL		12.1.52	yes Ges		PMK	
2110153	yes_	1	RAL.		13.1.54	ges	1 3	PMYK	
13/10/53	yas		RAL.		14.1.54	yes		PWK	
+110153	yes_		Raj. Raj.		15.1.54	yes		PMK	
7110153	yis _		KAL.		16.1.52	yes		PN JE	
-8/10/53	yes		RAT		17.1.54	yes.		pwze	
9/10/53	yes		RAL.		29.1.54	nes		PNK	
30/10/53	ijes		KRL.		30.1.54	yes		PWZ	
-				. *		0	,		,

2111-11-2	14		DM		31.2.54	nes		Pur K.	
31/10/53	- yro		Rg1. KM		1.2.54			PWK	
9/11/53	yes yes		NWT		2.2.54	- yes		PWK	
	yes-		RAT.		3.9.54	yes		PWK	
11/11/53	415		RAI		4.2.54	1		PWX	
12/11/53	440		RAL		5.2.54	1		PWK	
13/11/53	yes		RAI		6 7.52	1		PWX	
14/11/53	Yes		RAI		7.1.56			PWK	
15/11/53	410		RAL		8 1.54	1		PWK	
	Jus		Ran		9.2.52	yes		e w K	
17/11/53 18/11/53	us .	(Dat		10.2.52	ne		CW X	3
	Yes	2	RA RA RA	7	11.2:54	yes	7	PM K	
19/11/53	yes	3	RHI		10 2.52	1100	9	PWK	V
21/11/53	ins		RAI	0 1	13.2.54	nes	+	PWK	9
22/11/53	440		RAI	ł	14.9.52	yes		PWK	
23/11/53	yes	75	RA	B	15.2.56	Nes		PWK	
24/11/53	in	ć.	RAL	8	16.2.54	yes	A	PNK	
25/11/53	yes	2	RAL	0	17.254	MOD	2	PWZ	8
2611,153	110	0	KAL	6	18.2.54	yes	4	PWZ	
27/11/153	les		RAL	3	19.2.54	1.00	0	PWH	
28/11/153	Yes		RAL		20.2.52	yes	h	FW K	
29 11/153	yes_		RAL		21.2.54	yes		PMK	
30/11/53	yes		RA		22.2.54	yes		PWR	
1/12/53	Yes		RAT.		23.1.52	yes		PWK	
2/12/53	HLS		RAN		24.2.52	0		PWZ	1
3112152	yes	1 1	RA		25.9.54	mes		PMX	
4/12/53	yes		RA		26.2.54	que		PNZ	
5/12/53	lus		RAL. RAL		27.2.54	yes_		PANK	
6/12/53	yes		RPL		28.2.52	nen		PW 72	
7/12/53	ijus		KAL		24.2 7	yer	-	PATT	
8/12/53	lus		RAL RAL.		1.3.57	Tes		PANK	
9/12/53			RIAL.		2.3.54	ges		PWK	25
10/12/53	yes		RAL.		3.3.54	nes		PMSR	
11/12/53	yes		Rith.		4.3.54	nes		PAN 1/2	

The Designation of the local division of the local division of the local division of the local division of the		Entr	ded Auto-alarm, state <i>daily</i> while at sea ies to be signed as indicated. Details a	regarding the entries in this I	log to be put in Wi	ireless log by the l	Radio Officer.	ery twelve hours.	
Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
5.3.9	yes		PWZ.						
6. 3.52	yes		PWX						
7.3.54	yes		PWX	1					
8.3.54	yes		PWK)					
9: 3.54	yes	-	PNK						
0.3.54	yes	Server Constant	CW X						
1.3.54	nes	2	PNK	5		1			
2.3.52	yes	0	PW-R	C					
13.3.54	yes		PWH						
14 3-54	yes		Purk	e e					
15.3.54	yes		PINGE	t					
6. 3.54	yes	-11	PWH	{					
17.3.54	yes.	H	PWK	9					
16.3.52	yes	-	PWH	(Pi					
9. 3.54	yes	7	PW H	5					
0.3.57	yes	T	PW H						
1.3.54	yes	9	Purk			A REAL PRIME			
1 3,52	yes		Purk						
3 . 3 52	us		PW K.						
-3.54	nes		PWK						
.3.52	yes		PINK						
-3.54	Nes		PW2e						
.3.54	yes		pw ya						
. 7.54	400		PW X						
3.5%	nes		PNY						
.3.52	Mes		PWK						
.3.54	nes		PW H						
. 4.52	Nes		PWK					-	

1. 6.54	1100	1	PW K		Jt		r		
5.1.54	men		PWH.						
6.4.54			PWZ						
7.4.54	nes		PNK	3					
8-4.56	yes		P.W. YK	1					
4.4.54	yes		PMK	te				B 7 LEAD	
10.6.56	ne		PUK	A					
. 11. 6.54	nes		PWK	1					
12.4.54	yes		PMYK	8					
13.4.56	Mes		PWH	6					
14.4.54	reas		PWK	9,					
15.4.56			PAV 42	5					
	0								
									11.
						2	 		
125							 		
									27
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OFFICIAL LOG of the S.V. JOHN. BISCOE towards SOUTHAMPTON from PORT STANLEY Note .-- The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 22 of the Amount of Fine or Forfeiture inflicted Date and Place of the Occurrence Entries required by Act of Parliament. or situation by Latitude and Longitude at Sea. Date of Hour of the Entry. Öccurrence. I were this do 715153 P. Stanley 7/5/53 articles of .agreemen 1 to 29 and crew has the mate master. 11/5/53 P. Stanley hos 30 to 38 and 40,941 were this day 11 5/53 in the presence no 41 master disch TO: this lon Amilage mastra. Mate. 5.4 11/6/53 Southampton 11/6/53 hos, 31 to 38 and ho 40 day droch a mash Amplece Mate. mashi 20/6/53 Southamption 20/6/53 hos 6 and 26 Applele. mate. Southa phin 30/6/5 hos Anheece mas Mate

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 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 overy entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters 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 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.

fro			towards Act. 1932, are to be made in a
Date and Hour of the Occurrence.		Date of Entry.	Entries requir
1/10/53	Southamption	1/10/33	b. Perry ho 28.
			transfired for
	a the section		asst Steward
	and the second second		12. Johns
-	- Auto		mas
1/10/53	Southampli	1/10/53	hos #2 to 64.
[/			ingaged befor
			w.Johnsl
			mast
3/11/53	Port Stanley	3/11/53	hos 7, 9,13, + 30
			discharged by
	a state and see a		of the Shipp
			W. Johns l
			mash
9/11/52	Port Stanley	9/11/53	hor. 65' lo 68
11			engaged befor
			1. Johnsto
		100 MS - 10	mose
23/12/53	Port Stanley	23/12/53	hos 48 to 58 an
-1	and the second second		day discharged
	· 200		W. Johnsto In ash
14 11 154	ar. Sea.	14/1/54	G. Thompson A
· -[drunk and in
			vissel at sea
			W. Johnston
			Mash.

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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 of the Crew, and every entry of illness, injury or doath must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters 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 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.

Amount of Fine or Forfeiture inflicted ed by Act of Parliament. was this day m asst look to Amperce Loi in mate . were this day e the Shipping mastin Shubecce ión i Mate. . were this day M.C. in the presence ing mastin Anhelles mate were this day of the Shipping mastin Anthece n Mate. in. nd 60 to 64 were this before the Shipping mas Shihelee male . B. was this day capable of duty. South Lorgia Shuhelce mate.

special Supplementary Log Book. Form O 10

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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
11/54	ar. Sea	15/1/54	The foregoing offence was this day	
	an Anis		read to G. Thompson, who admit	id
			the offence and had nothing to sa	Y
	a superiorantes		w.Johnston Shuthere	
			Mashi. Mate.	
1/54	Port Stamly	26/1/34	hos 69, 70, 471. were dis day engaged	
1 *	a manual and	and the second second second second	and ho 65 was discharged in the	
	Contraction Providence		presence of the Shipping masin.	
			w.Johnston Mukeece	
	Sector Parts	413	W.Johnston Mukelce Mashi. Mate.	
. 4 . 54	Port Stanly	27/4/54	G. Thompson A.B. did This day	
		/	report for duly as nightwalchin an	
			in a drunken condition and	
			was discharged.	
			W.Johnston Stuffeece	
	And the second		W.Johnston Stubleece Mastri. Mate.	
5. 54	Port. Stanley	5/5/54	brew were this day discharged in	
			the passence of the Shipping masin	
			and articles of agreement closed.	
			W. Johnston Master. Master Mate.	
	1000			

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31 **OFFICIAL LOG** of the from towards

51

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
				-

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OFFICIAL LOG of the

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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 Forleiture inflicted
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Dute and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
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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 o Fine or Forfciture inflicted
ceurrence.				
1	*			
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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 of the every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Master and by the Master and by the Seaman or Apprentice who has died must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service. (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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Date and Hour of the Occurrence,	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries require

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An:ount of Fine of Forleiture inflicted

OFFICIAL LOG of the from

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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 o Fine or Forfeitur inflicted
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	<u>.</u>		• *	
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OFFICIAL LOG of the

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Amount of Fine or Forleiture inflicted Date and Place of the Occurrence or situation by Latitude and Longitude at Sea. Entries required by Act of Parliament. Hour of the Date of Occurronce. Entry. .

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 of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters 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.

OFFICIAL LOG of the

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38

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

SHI/LOG/JO#6 Eng. 1. (120 Men). (Executed in Twenty-Four 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 ISSUED BY THE MINISTRY OF TRANSPORT 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. 57 & 58 Vict. ch. 60. Horse Power of Engines Registored Tonnage. Port No. and Date of Register Name of Ship. Official No. Port of Registry (if any) N-H-P-I-H-P. B.H.P. Groaa. Not anlen Fr. V. I iseal. 899.97 Am 181806 948 720 110.13 REGISTERED MANAGING OWNER OR MANAGER. CHARTERER No. of Soamen and Approntices for which ccommodation is certified. Address (State No. of House, Street and Town). Name Name Address. 1 Ac 1. host. bot. House. Stenler and it is also agreed, that, (a) the seamen and greasers shall mutually assist The Several Persons whose names are hereto subscribed, and each other in the general duties of the ship. whose descriptions are contained herein, and of whom..... (b) The crew individually collectively agree to keep their quarters clean and tidy and in readyare engaged as Sailors, hereby agree to serve on board the said Ship, in the ness for inspection by the Master or Officers several capacities expressed against their respective names on a voyage from4 deputed by him. Further it is agreed that at any time when the crew or any individual member finally leaves the ship at the termination of the Yoyages from the Falkland Islands to any ports or places between the limits of 65 degrees North latitude and 75 degr. contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the South latitude, trading in any rotation Master or authorised deputy. For each breach of the and to end on 31 st, May, 1954, or earlier at foregoing, the Master at his entire discretion, impose on each member of the crew concerned, a fine the option of the master. 13. not exceeding 2 days pay. (c) All stores and provisions issued to the crew are only for use and consumption on board ship and the property in any unused stores and provisions remains in the shipowner. Any member of the crew taking achore, selling, destroying or giving away any such stores or provisions renders himself liable to prosecution. (d) The crew shall wear uniform when and where required. (c) No overtime will be paid-all rates of pay 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, being inclusive. 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 (f) Should any member of the crew fail to join at the specified time or times appointed by the Master he may ship substitutes at once. (g) No cash shall be advanced or liberty granted other than at the pleasure of the Master. 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. (h) Bed and bedding will be supplied, in the event 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 of same not being returned in good condition (fair wear and tear excepted) the following amounts will be deducted from wages. for which he is incompetent he is liable to be disrated. Mattress And it is also agreed, that the additional clauses on pages 2 to 4 and the Blankets Cost price Regulations authorized by the Ministry of Transport which are printed Pildows herein and numbered⁶ 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 In allituress whereof the said Parties have subscribed their Names 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 herein, on the days mentioned against their respective signatures. represent the same to the Master of Officer in charge of the Ship in a quiet and orderly mauner, 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. Lon Signed by Moster on the May These columns to be filled up at the end of the Vovage Date of Commencement of Voyage Date of Termination of Voyage. Port at which Voyage commenced. Port at which Voyage terminated. Date of Delivery of Lists to Superintendent. I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc. Stanley Stanley 5 may 1904 7 Mar mastin 5/may 1932 1 andOwner. .6.13. Place S.S. before name if a Steamship, and M.S. if a Motor Ship. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the slip. 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. are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and printed on the Sixth page hereof, which the parties agree to

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 Sixth page hereof, which the parties agree to adopt. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law. 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. Wt.35381/7913 2,500 12/48 R.I.Co.Ltd. Gp.778 (107).

ADDITIONAL CLAUSES.

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ADDITIONAL CLAUSES.

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ADDITIONAL CLAUSES.

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SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, 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	Alle	100 BCB
Vater						par week.	t attala	week.
						28 operta	(Condensed	9) oz4.
of Bread						7 lbs.	Milk or	91 0Z4.
reab Meat (including any fresh offal a	or fresh	sausago)				4 lbs. 11 gzs.	Drind	
Lacate Had of Daton						8 048.	i Condensed	4 OZS.
reah Fish						1 1b. 8 oza.		13 oz .
228					•••	2 No.	Milk for Cooking or	
otaloes		***		••••			Dried we are the set of and	3 OZA.
fried or Compressed Vegetables		***				7 lbs.		10] oza.
			***		***	B oze.	Suel	15 wee
then live Main In the					***	4 OZE.	Cooking Fat (other than suct) or Murgarine	d oze.
feen Peas, Haricot Beans or Butter I	Beane					I 1b. 4 oz.	Marmalade, Jam or Byrup	8 07.8.
			••••			2 lbs.	Cheeso	4 OZ4.
				***		G GZE.	Pickles	1 pint
atmeal, Rolled Oats or similar cereal						G oza.	Unione	6
és						8 023.	Dried Fruits	5 ozs.
offee (containing not more than 25 p	er cent.	Chicory)				2 oza.	King Salt	
10							Mustand	2 CZ4.
ocoa or Chocolate						3 ozs.		2 oz.
lifar						1 lb, 5 ozs.	Pepper	2 02.
		***	•••		4.40	1 10, 0 021.	Curry Powder	2 02.

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

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,

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

(b) it fough watther or inness, or source of cook, or force inspore renders the insking of orear impracticable, but where soft bread is not issued, an equivalent amount of biscuit stored in scaled tins shall be issued instead.
3. 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, solt or preserved meat may be substituted in the proportion of 2 lb. of sult meat or 1 lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat Note.-In ships with no refrigerator it is undesirable that reliance should be placed on fresh most keeping in good condition for more than 15 days from the date on which it is taken on board.

4. Smoked Ham or Bacon.---If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardinos shall be substituted in the proportion of 2½ lbs, of dried fish or 1½ lbs, of kippers or tinned fish to 1 lb, of sneked ham or bacon.

5. 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 1] oxe. of dried fish or 1 oz. of kippers or tinned figh to 2 ors. of freeh fish.

6. Eggs .- Not loss 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 tish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 134 oze, of dried fish or 9 ora, 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, yoms, 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 i lb. of fresh potatoes, must be issued in their place.

Rice .- If rice is not procurable semolina may be carried as a substitute. 8.

9. 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. 10. Yegatables.-Fresh vegetubles should be supplied as often as possible when they can be produced at a reasonable cost and are not likely to be injurious to health.

On each day when \$10. 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 press, haricot or butter beans. 11. Dried Fruits.—Dried fruits issued under the above scale must be raising, sultanus, currants, figs, prunes, apples, pears, peaches, apricots or

deles. 12. Onlons .- The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 or. to 3 lb. of fresh onions must be issued.

13. The stokehold hands are to roceive sufficient catmeal and one quart of water extra daily while under steam. Note. In any case where tinned provisions are issued, the weight theroof shall be calculated exclusive of the container

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

						 3 lb.	To be considered equal	Marmalade
Sall Meat	***	***				iπ.	to 1 lb. Fresh Meat.	×
Preserved &	leat			***	***	 	1 to I ID. Frend meas.	
Coffee					1.45	 1 0%.	la i la	Syrup
Cocoa or Ch	ocolate					 1 ozs.	To be considered equal.	Butter
Tes						 g 02.	1	('heesa
						 L ib.	1	Condensed Mill
Flour	***					 I lb.		Dried Milk
Biscuit					1972	 1 lb.	To be considered equal.	Mustard
				***				Mustard
Osimeal Re	und O	ala or	simila	r ceres	als .	 1 lb.		Curry Pawder
Osimeal In	meu o					1 lb.		
Split Pean	***		•••			 1b.	To be considered equal	
						 2 ID.		
Green Peas	Thesis	1	Butter	Reans		 1 11.	when issued with meat	
Green Peus.	LIBRIG .	201 01	//11110/			 4 10.	rations.	
Rico	***	***	•••		• • •	 3 10.	,	

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	 			1 lb.					
	 			1 16.	To	Le.	considered	equal.	
•	 	-=+;		₿ 1b.				•	
	 	48.8		ib.	1				
	 		***	Of ozs.	To	1.0	considered	equal	
	 	1443		4 oza.	110		countered	edam	
	 	48.8			1-				
	 		***		To	90	considered	equal.	

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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 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 cuses two young persons must be employed to do the work which would otherwise be done by one person over 18 years of age. The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth. This summary must be included in every agreement with the crew.

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

Name in full.	Date of Birth	Nationality† (if British, state birthplace).	Capacity.	If Particular	Appren is of Inc
	Birth	birthplace).		Date.	Pl Sig
Michael Sintan	ng Persons* un	der 18 years of age	Including App	rentices.	
Henry Long	5/5/39	Falklund J	Super		
blen baward areny.	Boliotst.	Junam.	un By		
Leslie and ship-	15/2/36	polon	· as ·		
χ. Αγγ	endeler över i	8 years of age.			
				_	
1 If a British subject, state town or	country of birth	and if horn in a fo	mign country	state if a b	aturalab

POSITIONS OF THE DECK LINE AND LOAD LINES. Load Line. Freeboard from deck line. Winter ... Winter North Atlantic The upper edge of the deck line from which these freeboards are measured is......inches above deck at side. Steel Maria the top of the (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 sessonal load lines apply in different parts of the world are as stated in the Loud Line Rules.

REGULATIONS FOR MAINTAINING DISCIPLINE BANCTIONED BY THE MINISTRY OF TRANSPORT IN PURSUANCE OF 8. 114 (3) OF THE MERCHANT SHIPPING ACT, 1894.

These Regulations are distinct from, and in addition to, these contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement bowen 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.

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These Regulations are all numbered, and the numbers of such of them an are adopted must be inserted in the space left for that purpose in the Agreement, page I, and the following copy of these Regulations must be made to correspond with the Agreement by deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before 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 entured 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 secontained in similar cases under Sect. 284.

OFFENCE.	Amount of Fine for a first offence.	Amount of Fine for a zecond or subsequent offence.	Signature of Superintendent or Consular Officer.
Biriking or assaulting any person on board or bolonging to the Ship (if not otherwise proceduted)	Ten Shillinga.	Ore Pound.	
Bringing or having on board intextenting liquers	Ten Shillings.	One Pound.	
Drunkennes	Tea Shillings.	One Pound.	
Taking on board and heaping passasion of any firtarm, knuckle-duster, loaded case, slung shet, sword-stick, bosie-knufe, dagger, or any other offensive weapon or offensive instrument, with- out the concurrence of the Mester, for every day during which a resuma retains such weapon			J. 1. ? Vinne.
	Tan Shillinga.	One Pound.	
any lawren constraints, in not other eres dealt with according to law	Ten Schillings.	SHIPPER Store MA	TER.
Absance without leave if pct otherwise dealt with according to law) for each day on which such absence accurs	Tra Shillings.	STANLEY. F.	LKLAND IS
	Biriking or assaulting any person on board or belonging to the Ship (if not others is proceduted) Bringing or having on board intersteating liquors	Biriking or assaulting any person on board or belonging to the Ship (if not otherwise proceedied) Ten Shillings. Biriking or having on board intersteating liquers Ten Shillings. Drunkenness Ten Shillings. Taking on board and keeping possession of any firearm, knuckle-duster, loaded case, slung shot, sword-stick, board-shile, dagger, or any other offensive instrument, without the concurrence of the Master, for every day during which a reason retains such weapon or instrument, without the concurrence of the Master, for every day during which a reason retains such weapon or instrument, without to the Master or any officer, or disobadiences of any fight doubness, if not otherwise dealt with according to haw	by EXCA. for a first for a second or subsequent offence. Biriking or assaulting any person on board or belonging to the Ship (if not otherwise proceeded) Bringing or having on board intextenting liquors Drunkenness Taking on board and keeping possession of any firearm, knuckle-duster, loaded case, slung and, word-stick, board-stick, board-st

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tice dentures. Date of joining for the voyage.	Part To be fi If remain	iculars of Leaving illed up by the Master, sing it should be stated.	Initials of Official was grants Certificates Jespecting an Approximation left behind abroad.	
ace of gning.	for the voyage.	Date.	Cause of Leaving.	Approximation left behind abroad.
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orn British subject or naturalised.

Twenty-four pages

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

Name in full.	Date	Nationality† (if British, state birthplace).	Cupincity.	Lí Particula	Apprentice re of Indentures.	Date of Joining	Par To be f If remain	tienturs of Leaving filled up by the Master. ning it should be stated.	Initials of Official who grapis
	Birth			Date.	Pince of Signing.	for the voyage.	Date.	Cause of Leaving.	Initials of Official whe granis Certificate respecting as Apprentice left behind abroad.
Michael Tiller	1. 1 2	der 18 years of age	including App	rentices.					
Henry Long	15/39	Falkfund J	Super humary				11615	Anchanger	
	5/2/36	Jolon .	-as						
		1							
2. Apprentic	a over 1	years of age.							
+ If a British subject, state town or countr									

POSITIONS OF THE DECK LINE AND LOAD LINES. Load Line. Winter fact 1/2 inches. (WNA)...... 6 17-.....inches below 8. Winter North Atlantio (if assigned) The upper edge of the deck line from which these freeboards are measured isinches above Steel Maller deck at side. the top of the (Above particulars to be taken from Load Line Certificate.)

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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 Arcount of Forleiture is secertained in similar cases under Sect 234.

Na.	OFTENCE	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 procecuted)	Ten Shillinga.	Ore Pound.	2
3	Bringing or having on board intextenting liquors	Ten Shillings.	One Pound.	1
	Drunkegness and the second and keeping possession of any former build and the second and	Ten Shillings.	One Pound.	
	Taking on board and keeping possession of any firearm, knucklo-duster, loaded cane, slung shot, award-stick, boars-knife, dagger, or any other offensive weapon or cleasive instrument, with- mut the concurrence of the Master, for every day during which a reason retains such weapon or instrument.			J. 1.? Vian
	insolent or contemptious language or behaviour to the Master or any officer, or disobodience of	Tan Shillings.	One Pound.	
	any lawful command. If not otherwise dealt with according to have the second se	Ten Shillings.	SHIPPER Found MAS	TER.
	alactice accurs	Tes Shillings.	STANLEY. FI	ALKLAND IS
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In the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted

Name of Ship the Bisence .

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If a British subject, state town or country of birth, and if born in a foreign should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as a
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Captienty engaged, † 8.	(if any), and No, of R.N.R. Comulasion or R.V.2. (if any), 9.	which he i to be an board,	p	Col Mon	es /eek endar th,	I	upou r at U lime c logng went	he	1Inl. or 1 All	Month Month of mer	thly hly nL	of Official before whom the Sen man is engaged 4.	Date. 15,	Fince,	Cause.§	of Çî Dis	alance Wages ild on charge, 18,	all claims for Wares, or collectivity in test all claims for Wares, or collectivity in test bis Voyage, and i, the Masler, do release the sold undressinghed Members Crew from all Claims in respect of th Voyage, Signatures of Crew (each to Le on th on which be signed to Co. 1.)
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1 The capacities of Engineers not employed on the Propelling Engines and Bollers should be described mere and in the Certificate of Discharge as Engine Drivers. Donkeyment \$ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving ** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

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IARGR, &c. Discharge, Death, ce Chis Crew. RELEASE umber of weeks for which We the underright Members of the Crew of this Ship, do hereby release this Ship and the Master and Domes or Owners thereof, from all Calms for Wagre, or otherwise in respect of this Voyage, and I, the Master, do hereby Insur-ance Contribution are Balance of Wages paid on Discharge. the balance of Wages was Pold and Release signe-and Date, loyage. Signatures of Crew (each to be on the list on which he signed in Col. 1.) 21 Beldenson 22 D. Mineral 23 V llny 24 NL Eng 2 25 cm. A. Delala 26 N 27 & Newman 28 5 & Cerry 29 bet clus card 30 RE. Short 3 1 10 1.16 31 n. Thyer 32 a.J. Wacarthus 33 34 WHA 35 Nomas Stofet 36 a. w. mansfield B.D. Hut. 37 S Plendes 38 39 24 40 andrew Watt

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PARTICULARS

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ARG Disch	R, Rc. Iarge, Death, or Irece.	RELEASE	1	Number	
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Name of

Ship JOHN BISCOF.

PARTICULARS Date and Place of Signing this Agreement. ADDRESSES OF MASTER AND CREW SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS. "Nutionality (if British state birthplace_see lootnote). Code. Date. Place. Refer (1) Cectur 10 61 Jul. 53. Jadmoor. 12. Juis Il.cino 10mg Gserick. (1) 1=. albert 62 53 Facules to. Hellescon 12. Augula C 00 00 Vinchler es (1) NI. auré 63 Amswain Sta Comaston to werly an 0 22 Jerly 20 Than ces (1) M 64 India do do do Low Rooming a war cols appleby w. ter 24 (1) 11. 65 (2) 18 de hannes 1. Jig key 11/2 - Alley (1) 66 (2) 14 - Amer 28. Simily Tim boulls (1) 11. -1 21/4/33 67 (2) 8 24 . almie 12 5.1 Store. 8 (1) 1: 19 seco 68 (2) Pisuler 12. Stander, 7 Yoschwin i chim F. 1. 31 Part Howard 19/1/ (1) M. Rose. 69 J. Glamose 8.6 (2) Falkland. h 23 " Jame. (1) M. GER TRUDE 254 STRAD BROKE 70 P. W. King 32 10NDON (2) GROVE TLFORD ESSEY. 21.1.54 SAME 11 20/1/54 John, Stanley anno. (1) F. 71 21. Falk . Finit Stanley . J.b. (2) O Jones . (1) 72 (2) (1) 73 (2) (1) 74 (2) (1) 75 (2) (1) 76 (2) (1) 77 (2) (1) 78 (2) (1) 79 (2) (1) 80 (2)

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	In what Capacity engaged.† 8,	(II any), and No. of R.N.R. Commission or R.V.2. (II any), 9.	Hour at which he is to he on board,	per 1	Amountiol Weiter per Mark Calendar Month_ 11.		01	upon at ti ime c ugng neut 12,	he	Hall or 2 All	fount o Verkly, (Month South) otmeut 13,	y	of Official before whom the Sea man is energed	Date, 15.	Flare,	Cause,
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5 If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leavins" ** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

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Amount of Wages Advanced upon of at the time of Engage-uent ‡

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Date and Hour at which he is to be on board,

Amount of Wages per Week or Calenda Month,

given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

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FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law 1. d. a. d. (10.) For every seaman engaged before a Consular Officer (11.) For every alteration in agroements with scamen made before a Consular Officer. (N.B.-This fee is chargeable separately in respect of every seaman concerned) ... 4 0 4 0 (12.) For every semman discharged or left behind with the manction of a Consular Officer 8 0 8 0 (13.) For every desertion certified by a Consular Officer 40 40 (14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto ... 4 0 4 0 (19.) For custody of ship's papers, making any endorsenont thereon, and giving the certificate required by Section 257 of the Morehant Shipping Act, 1994-(To include the fee for inspection of ship's papers-See No. 48) ... 6 6 7 0 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

In countries other In than China China. s. d. s. d. (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 1/6 for each additional manmaximum £2 10s. 0d. In China-2/- for each man with minimum of £1 and maximum of £3 0s. 0d.

Services required by parties interested.

(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 0 6 7 (1

at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE necessy cortify that I have sanctioned theyilain Agreement and that the seamen whese names appear MUNTEVIDEO. therein on lines numbered from Crie to hoth inclusive, were engaged before me and signed the ----said Agreement in my pressnee, and that the same has been usedo as required by the Merchant Shipping Acts. Vessel arrived 24/10/1953 The displacego books of the men regarded have been delivered to the Master, except in cases where it is staked Agreement deposited 26/10/1953 no discharge books (bis. A) have been produced. -do- returned 24/10/53. 1.2.9. Vinam. SHIPPING MASTER. Average rate of exchange: \$ 7.52 -STANLEY, FALKLAND 19 (for conversion of seamen's wages only) Muy bers All Discharges or Engagements have been duly made in my Crew at this Port in conformity with the Merchant Shipping B. M. Vice-Sensul Ants. _19 Signed at__ Master The Provisions of the Law relating to this Agreement have been complied with. Superintendent ercentile Marine Office 2 1-0CT 1953 SOUTHAMPTON

I with user ", that I have a metioned & within the unaquest of the of warnen undered Us. 16.6.68 der Tois is unont, right before we et 10. 20 M. 0 4 . Inachar, 1003. A. 2.9. Jamie, I hereby certify that this day heitnessed the discharge of the Seamen those names appear on lines 48-58 and 60 64 inclusive on this agreement . Aflining

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents



Release on termination of Service, with Note of excepted claims (if any).

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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 ongaged 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 51, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in 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 1001, or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Chlidren.

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 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 Crow, 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 51.

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 101.

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

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

19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-Bock, and accounts of the wages and effects of any Sennian 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 Sennian or Apprentice. When the effects of a deceased Sennian 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. 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 Scannan (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the tinte of payment or discharge, under a penalty of 51 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 101, to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 201, to return to any certificated Mate or Engineer upon his dischargo 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 Merchaut 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 9, cols. 19 and 20.)