



OFFICIAL LOG BOOK

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

(03) (38 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
JOHN BISCOE	181806	PORT STANLEY, FALKLAND IS.	900	411	W ^m JOHNSTON	38016

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port... Stanley F.I. Date... 5 th May 1954	Foreign	Port... Stanley Date... 13 th May 1955

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of... Stanley... on... 13th day of... May... 1955

Countersigned

[Signature]

Superintendent.

[Signature]

Master.

Address

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

List of Crew and Report of Character

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
1	W. Johnston	Master	V.G.	V.G.	
2	H. M. Preece	1 st Mate	V.G.	V.G.	
3	H. R. Brown	2 nd Mate	V.G.	V.G.	29
4	F. W. Brown	3 rd Mate	V.G.	V.G.	
5	P. W. King	W.T.O.	V.G.	V.G.	
6	W. Pearson	Boiler	V.G.	V.G.	
7	A. Goodwin	A.B. Lamp	V.G.	V.G.	
8	J. Llamasa	A.B.	V.G.	V.G.	
9	H. Hemickson	A.B.	V.G.	V.G.	
10	F. G. Boutts	S.O.S.	V.G.	D.R.	
11	R. G. Hansen	S.O.S.	V.G.	V.G.	28
12	W. G. Boutts	S.O.S.	V.G.	V.G.	
13	V. Jones	O.S.	V.G.	V.G.	
14	G. Jennings	O.S.	V.G.	V.G.	
15	H. G. Ward	1 st Engt.	V.G.	V.G.	
16	J. R. Richardson	2 nd Engt.	V.G.	V.G.	
17	W. Hibbert	3 rd Engt.	V.G.	V.G.	
18	V. Morrow	Elect.	V.G.	V.G.	
19	J. H. Marshall	Steward	V.G.	V.G.	
20	J. Short	Treasurer	V.G.	V.G.	
21	G. Johnson	Treasurer	V.G.	V.G.	
22	D. Stewart	Treasurer	V.G.	V.G.	
23	P. McKay	Trainer	V.G.	V.G.	
24	W. Shoney	Steward	V.G.	V.G.	
25	M. G. Siddey	Miss Boy	V.G.	V.G.	30

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	L. Winslip	Miss Boy	V.G.	V.G.	
27	J. Mery	Miss Boy	V.G.	V.G.	
28	J. B. Perry	Book	V.G.	V.G.	
29	G. Bradley	Asst. Cook	V.G.	V.G.	
30	S. Hittle	Miss Boy	V.G.	V.G.	
31	J. K. M. Hillenbrand	Super.	V.G.	V.G.	
32	A. B. Monk	"	V.G.	V.G.	
33	A. Tritton	"	V.G.	V.G.	
34	K. V. Blacklock	"	V.G.	V.G.	
35	B. Kemp	"	V.G.	V.G.	
36	D. A. Barnett	"	V.G.	V.G.	
37	B. Taylor	"	V.G.	V.G.	
38	D. B. Clarke	"	V.G.	V.G.	
39	J. Turnbull	"	V.G.	V.G.	28.
40	F. L. Johnson	"	V.G.	V.G.	
41	G. Brechin	"	V.G.	V.G.	
42	A. R. Biggs	"	V.G.	V.G.	
43	G. Collops	"	V.G.	V.G.	
44	R. Perry	"	V.G.	V.G.	
45	M. F. Tait	"	V.G.	V.G.	
46	W. J. Kelley	"	V.G.	V.G.	
47	D. B. Stratton	"	V.G.	V.G.	
48	D. J. Finlayson	"	V.G.	V.G.	
49	M. S. Smith	2 nd Mate	V.G.	V.G.	
50	J. P. Morley	3 rd Mate	V.G.	V.G.	

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
51	G. W. Hayward	mess Boy	V. S.	V. S.	
52	A. Hooper	mess Boy	V. S.	V. S.	
53	H. Whyte	mess Boy	V. S.	V. S.	
54	M. J. Morris	asst. cook	V. S.	V. S.	
55	W. H. Parker	Cook.	V. S.	V. S.	
56	G. H. Palmer	Sup'y	V. S.	V. S.	
57	R. E. Cooper	"	V. S.	V. S.	
58	H. Ogley	"	V. S.	V. S.	
59	J. Bull	"	V. S.	V. S.	
60	P. W. Massey	"	V. S.	V. S.	
61	W. E. Anderson	"	V. S.	V. S.	
62	M. F. Jait	"	V. S.	V. S.	
63	W. L. Tichell	"	V. S.	V. S.	
64	P. Phipps	"	V. S.	V. S.	
65	R. A. Berry	"	V. S.	V. S.	
66	G. Y. Cumming	"	V. S.	V. S.	
67	G. A. Clarke	"	V. S.	V. S.	
68	L. G. Tyson	"	V. S.	V. S.	
69	R. J. Whitlock	"	V. S.	V. S.	
70	A. M. Canoll	"	V. S.	V. S.	
71	J. H. Winstone	"	V. S.	V. S.	
72	R. V. Hesketh	"	V. S.	V. S.	
73	P. R. Hooper	"	V. S.	V. S.	
74	J. Morrison	Greaser	V. S.	V. S.	
75					

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
76					
77					
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81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					

List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
101					
102					
103					
104					
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106					
107					
108					
109					
110					
111					
112					
113					
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122					
123					
124					
125					

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

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:—

(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.

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

official log-book, full particulars of all the circumstances attending the death, more particularly in case of murder, disappearance or suicide.

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

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.

Master or Officer in Command.

Columns to be filled in by the

	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.
1							
2							
3							

DEATHS

Columns 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).
1							Members of Crew (other than Lascars**) including
2							
3							
4							
5							
6							
7							
8							
9							
10							Lascars
11							
12							
13							
14							Persons who were not
15							
16							
17							
18							
19							
20							

*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.

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

(See Instructions on previous page).

Officer in Command.				To be filled in by Official to whom Report is made		
Father.		Mother.		Signature of Master and Mate or other Member of the Crew.	Signature of Father or Mother.	Port at which Report is made and Signature and Title of Officer to whom reported.
Nationality (stating Birthplace).	Last place of abode.	Nationality (stating Birthplace).	Last place of abode.			
1						
2						
3						

(See Instructions on previous page).

Officer in Command.					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 Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported.	
1 Masters.						
2						
3						
4						
5						
6						
7						
8						
9						
(see footnote**) 10						
11						
12						
13						
Members of the Crew. 14						
15						
16						
17						
18						
19						
20						

*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.

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.)				
Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Muster and Mate.
8. 5. 54	Crew mustered at boat stations. All boats swung out and in. Fire drill exercised.	All life saving appliances examined & found in good order.	8. 5. 54	W. Johnston M. R. Bram
15. 5. 54	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	15. 5. 54	W. Johnston M. R. Bram
22. 5. 54	Crew mustered at boat stations for roll call & exercised at fire drill.	- Do -	22. 5. 54	W. Johnston M. R. Bram
29. 5. 54	Crew mustered at boat stations. Davits & falls freed, engine started. Fire drill exercised.	- Do -	29. 5. 54	W. Johnston M. R. Bram
5. 6. 54	Crew mustered at boat stations for roll call. Fire drill exercised.	- Do -	5. 6. 54	W. Johnston M. R. Bram
12. 6. 54	Crew mustered at boat stations for roll call. Fire drill exercised.	- Do -	12. 6. 54	W. Johnston M. R. Bram
19. 6. 54	Crew mustered at boat stations for roll call. Fire drill exercised.	- Do -	19. 6. 54	W. Johnston M. R. Bram
	22. 6. 54 to 4. 10. 54 Vessel at Southampton refitting. Crew accommodated ashore.		4. 10. 54	W. Johnston M. R. Bram
9. 10. 54	Crew mustered at boat stations. Boats swung out & in. Fire drill exercised.	All life saving appliances examined and found in good order.	9. 10. 54	W. Johnston M. R. Bram
23. 10. 54	Crew mustered at boat stations for roll call. Fire drill exercised.	- Do -	23. 10. 54	W. Johnston M. R. Bram
6. 11. 54	- Do -	- Do -	6. 11. 54	W. Johnston M. R. Bram
20. 11. 54	- Do -	- Do -	20. 11. 54	W. Johnston M. R. Bram
4. 12. 54	- Do -	- Do -	4. 12. 54	W. Johnston M. R. Bram
18. 12. 54	- Do -	- Do -	18. 12. 54	W. Johnston M. R. Bram

* 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.

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Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
1. 1. 55'	Crews mustered at stations for roll call and exercised at fire drill	all life saving appliances examined and found in good order.	1. 1. 55'	Dr. Johnston MR Braam
15. 1. 55'	- Do -	- Do -	15. 1. 55'	Dr. Johnston MR Braam
29. 1. 55'	- Do -	- Do -	29. 1. 55'	Dr. Johnston MR Braam
12. 2. 55'	- Do -	- Do -	12. 2. 55'	Dr. Johnston MR Braam
26. 2. 55'	- Do -	- Do -	26. 2. 55'	Dr. Johnston MR Braam
12. 3. 55'	- Do -	- Do -	12. 3. 55'	Dr. Johnston MR Braam
26. 3. 55'	- Do -	- Do -	26. 3. 55'	Dr. Johnston MR Braam
9. 4. 55'	- Do -	- Do -	9. 4. 55'	Dr. Johnston MR Braam
23. 4. 55'	- Do -	- Do -	23. 4. 55'	Dr. Johnston MR Braam

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

Note.—If 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.

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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.

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.

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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 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).

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
9. 5. 54	Crew + Officers accommodation galley, stow rooms etc. inspected + found to be in a clean + orderly condition	9. 5. 54	W. Johnston M. R. Broom
16. 5. 54	- Do -	16. 5. 54	W. Johnston M. R. Broom
23. 5. 54	- Do -	23. 5. 54	W. Johnston M. R. Broom
30. 5. 54	- Do -	30. 5. 54	W. Johnston M. R. Broom
6. 6. 54	- Do -	6. 6. 54	W. Johnston M. R. Broom
13. 6. 54	- Do -	13. 6. 54	W. Johnston M. R. Broom
20. 6. 54	- Do -	20. 6. 54	W. Johnston M. R. Broom
22. 6. 54 to 4. 10. 54	Vessel at Southampton refitting Crew accommodated ashore	4. 10. 54	W. Johnston M. R. Broom
10. 10. 54	Crew + Officers accommodation galley, stow rooms etc. inspected + found to be in a clean and orderly condition	10. 10. 54	W. Johnston M. R. Broom
17. 10. 54	- Do -	17. 10. 54	W. Johnston M. R. Broom
24. 10. 54	- Do -	24. 10. 54	W. Johnston M. R. Broom
31. 10. 54	- Do -	31. 10. 54	W. Johnston M. R. Broom
7. 11. 54	- Do -	7. 11. 54	W. Johnston M. R. Broom
14. 11. 54	- Do -	14. 11. 54	W. Johnston M. R. Broom
21. 11. 54	- Do -	21. 11. 54	W. Johnston M. R. Broom

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
28. 11. 54	Crew + Officers accommodation galley + storerooms etc inspected and found in a clean orderly condition	28/11/54	W. Johns M.R. Bram
5. 12. 54	- do -	5. 12. 54	W. Johns M.R. Bram
12. 12. 54	- do -	12. 12. 54	W. Johns M.R. Bram
19. 12. 54	- do -	19. 12. 54	W. Johns M.R. Bram
26. 12. 54	- do -	26. 12. 54	W. Johns M.R. Bram
2. 1. 55	- do -	2. 1. 55	W. Johns M.R. Bram
9. 1. 55	- do -	9. 1. 55	W. Johns M.R. Bram
16. 1. 55	- do -	16. 1. 55	W. Johns M.R. Bram
23. 1. 55	- do -	23. 1. 55	W. Johns M.R. Bram
30. 1. 55	- do -	30. 1. 55	W. Johns M.R. Bram
6. 2. 55	- do -	6. 2. 55	W. Johns M.R. Bram
13. 2. 55	- do -	13. 2. 55	W. Johns M.R. Bram
20. 2. 55	- do -	20. 2. 55	W. Johns M.R. Bram
27. 2. 55	- do -	27. 2. 55	W. Johns M.R. Bram
6. 3. 55	- do -	6. 3. 55	W. Johns M.R. Bram

[illegible]

[illegible]

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 8 and 9, and all entries in the Asiatic log relating to the case should be copied into this Official Log-Book.

Master _____ Date _____

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the 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—	(43) 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.
In all countries £1 5 0	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 LINES.

Freeboard from deck line.		Load Line.	
Tropical.....	3 feet	5 inches	(T) 4 1/4 inches above S.
Summer.....	3 feet	9 1/4 inches	(S) Upper edge of line through centre of disc.
Winter	4 feet	1 1/2 inches	(W) 4 1/4 inches below S.
Winter North Atlantic (if assigned) }	4 feet	3 1/2 inches	(WNA) 6 1/4 inches below S.
Allowance for fresh water for all freeboards.....		1 1/4 inches	

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

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

Maximum draught of water in summer..... 17 feet..... 6 3/4 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, 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.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

[illegible]

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. *See Notes on page 19*

[illegible]

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

[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.

24

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
14.5.54	yes		P.W. King	W. Johnston	27.10.54	yes		P.W. King	W. Johnston
15.5.54	yes		P.W. King	W. Johnston	30.10.54	yes		P.W. King	W. Johnston
16.5.54	yes		P.W. King	W. Johnston	1.11.54	yes		P.W. King	W. Johnston
17.5.54	yes		P.W. King	W. Johnston	2.11.54	yes		P.W. King	W. Johnston
18.5.54	yes		P.W. King	W. Johnston	3.11.54	yes		P.W. King	W. Johnston
19.5.54	yes		P.W. King	W. Johnston	4.11.54	yes		P.W. King	W. Johnston
20.5.54	yes		P.W. King	W. Johnston	11.11.54	yes		P.W. King	W. Johnston
21.5.54	yes		P.W. King	W. Johnston	12.11.54	yes	F	P.W. King	W. Johnston
22.5.54	yes		P.W. King	W. Johnston	13.11.54	yes	F	P.W. King	W. Johnston
23.5.54	yes		P.W. King	W. Johnston	14.11.54	yes	F	P.W. King	W. Johnston
24.5.54	yes		P.W. King	W. Johnston	15.11.54	yes	F	P.W. King	W. Johnston
25.5.54	yes		P.W. King	W. Johnston	16.11.54	yes	F	P.W. King	W. Johnston
26.5.54	yes		P.W. King	W. Johnston	17.11.54	yes	F	P.W. King	W. Johnston
27.5.54	yes		P.W. King	W. Johnston	18.11.54	yes	F	P.W. King	W. Johnston
28.5.54	yes		P.W. King	W. Johnston	19.11.54	yes	F	P.W. King	W. Johnston
29.5.54	yes		P.W. King	W. Johnston	20.11.54	yes	F	P.W. King	W. Johnston
30.5.54	yes		P.W. King	W. Johnston	21.11.54	yes	T	P.W. King	W. Johnston
31.5.54	yes		P.W. King	W. Johnston	22.11.54	yes	N	P.W. King	W. Johnston
1.6.54	yes		P.W. King	W. Johnston	23.11.54	yes	N	P.W. King	W. Johnston
2.6.54	yes		P.W. King	W. Johnston	24.11.54	yes		P.W. King	W. Johnston
3.6.54	yes		P.W. King	W. Johnston	25.11.54	yes		P.W. King	W. Johnston
4.6.54	yes		P.W. King	W. Johnston	26.11.54	yes		P.W. King	W. Johnston
5.6.54	yes		P.W. King	W. Johnston	27.11.54	yes		P.W. King	W. Johnston
6.6.54	yes		P.W. King	W. Johnston	28.11.54	yes		P.W. King	W. Johnston
7.6.54	yes		P.W. King	W. Johnston	29.11.54	yes		P.W. King	W. Johnston
8.6.54	yes		P.W. King	W. Johnston	30.11.54	yes		P.W. King	W. Johnston
9.6.54	yes		P.W. King	W. Johnston	1.12.54	yes		P.W. King	W. Johnston
10.6.54	yes		P.W. King	W. Johnston	2.12.54	yes		P.W. King	W. Johnston

11.6.54	yes		P.W. King	W. Johnston	3.12.54	yes		P.W. King	W. Johnston
12.6.54	yes		P.W. King	W. Johnston	4.12.54	yes		P.W. King	W. Johnston
13.6.54	yes		P.W. King	W. Johnston	5.12.54	yes		P.W. King	W. Johnston
14.6.54	yes		P.W. King	W. Johnston	6.12.54	yes		P.W. King	W. Johnston
15.6.54	yes		P.W. King	W. Johnston	7.12.54	yes		P.W. King	W. Johnston
16.6.54	yes		P.W. King	W. Johnston	8.12.54	yes		P.W. King	W. Johnston
17.6.54	yes		P.W. King	W. Johnston	9.12.54	yes		P.W. King	W. Johnston
18.6.54	yes		P.W. King	W. Johnston	10.12.54	yes		P.W. King	W. Johnston
19.6.54	yes		P.W. King	W. Johnston	11.12.54	yes		P.W. King	W. Johnston
20.6.54	yes		P.W. King	W. Johnston	12.12.54	yes		P.W. King	W. Johnston
21.6.54	yes		P.W. King	W. Johnston	13.12.54	yes		P.W. King	W. Johnston
4.10.54	yes		P.W. King	W. Johnston	14.12.54	yes		P.W. King	W. Johnston
5.10.54	yes		P.W. King	W. Johnston	15.12.54	yes		P.W. King	W. Johnston
6.10.54	yes		P.W. King	W. Johnston	16.12.54	yes		P.W. King	W. Johnston
7.10.54	yes		P.W. King	W. Johnston	17.12.54	yes		P.W. King	W. Johnston
8.10.54	yes		P.W. King	W. Johnston	18.12.54	yes		P.W. King	W. Johnston
9.10.54	yes		P.W. King	W. Johnston	19.12.54	yes		P.W. King	W. Johnston
10.10.54	yes		P.W. King	W. Johnston	20.12.54	yes		P.W. King	W. Johnston
11.10.54	yes		P.W. King	W. Johnston	21.12.54	yes		P.W. King	W. Johnston
12.10.54	yes		P.W. King	W. Johnston	22.12.54	yes		P.W. King	W. Johnston
13.10.54	yes		P.W. King	W. Johnston	26.1.55	yes		P.W. King	W. Johnston
14.10.54	yes		P.W. King	W. Johnston	27.1.55	yes		P.W. King	W. Johnston
15.10.54	yes		P.W. King	W. Johnston	28.1.55	yes		P.W. King	W. Johnston
16.10.54	yes		P.W. King	W. Johnston	29.1.55	yes		P.W. King	W. Johnston
17.10.54	yes		P.W. King	W. Johnston	30.1.55	yes		P.W. King	W. Johnston
18.10.54	yes		P.W. King	W. Johnston	31.1.55	yes		P.W. King	W. Johnston
19.10.54	yes		P.W. King	W. Johnston	1.2.55	yes		P.W. King	W. Johnston
20.10.54	yes		P.W. King	W. Johnston	2.2.55	yes		P.W. King	W. Johnston
21.10.54	yes		P.W. King	W. Johnston	3.2.55	yes		P.W. King	W. Johnston
22.10.54	yes		P.W. King	W. Johnston	4.2.55	yes		P.W. King	W. Johnston
23.10.54	yes		P.W. King	W. Johnston	5.2.55	yes		P.W. King	W. Johnston
24.10.54	yes		P.W. King	W. Johnston	6.2.55	yes		P.W. King	W. Johnston
25.10.54	yes		P.W. King	W. Johnston	7.2.55	yes		P.W. King	W. Johnston
26.10.54	yes		P.W. King	W. Johnston	8.2.55	yes		P.W. King	W. Johnston

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.

26

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
9.2.55	yes		P.W. King	W. Johnston	3.5.55	P.W. King			
10.2.55	yes		P.W. King	W. Johnston	4.5.55	P.W. King			
11.2.55	yes		P.W. King	W. Johnston					
12.2.55	yes		P.W. King	W. Johnston					
13.2.55	yes		P.W. King	W. Johnston					
14.2.55	yes		P.W. King	W. Johnston					
15.2.55	yes	A	P.W. King	W. Johnston					
16.2.55	yes	U	P.W. King	W. Johnston					
17.2.55	yes	T	P.W. King	W. Johnston					
18.2.55	yes	T	P.W. King	W. Johnston					
19.2.55	yes	T	P.W. King	W. Johnston					
20.2.55	yes	T	P.W. King	W. Johnston					
1.3.55	yes	F	P.W. King	W. Johnston					
2.3.55	yes	F	P.W. King	W. Johnston					
3.3.55	yes		P.W. King	W. Johnston					
4.3.55	yes		P.W. King	W. Johnston					
5.3.55	yes		P.W. King	W. Johnston					
6.3.55	yes	T	P.W. King	W. Johnston					
7.3.55	yes	0	P.W. King	W. Johnston					
8.3.55	yes	2	P.W. King	W. Johnston					
9.3.55	yes		P.W. King	W. Johnston					
10.3.55	yes		P.W. King	W. Johnston					
11.3.55	yes		P.W. King	W. Johnston					
12.3.55	yes		P.W. King	W. Johnston					
13.3.55	yes		P.W. King	W. Johnston					
14.3.55	yes		P.W. King	W. Johnston					
15.3.55	yes		P.W. King	W. Johnston					
16.3.55	yes		P.W. King	W. Johnston					

17.3.55	yes		P.W. King	W. Johnston					
18.3.55	yes		P.W. King	W. Johnston					
19.3.55	yes		P.W. King	W. Johnston					
20.3.55	yes		P.W. King	W. Johnston					
21.3.55	yes		P.W. King	W. Johnston					
22.3.55	yes		P.W. King	W. Johnston					
23.3.55	yes		P.W. King	W. Johnston					
24.3.55	yes		P.W. King	W. Johnston					
25.3.55	yes		P.W. King	W. Johnston					
26.3.55	yes		P.W. King	W. Johnston					
27.3.55	yes		P.W. King	W. Johnston					
28.3.55	yes		P.W. King	W. Johnston					
29.3.55	yes		P.W. King	W. Johnston					
30.3.55	yes		P.W. King	W. Johnston					
31.3.55	yes		P.W. King	W. Johnston					
1.4.55	yes		P.W. King	W. Johnston					
2.4.55	yes		P.W. King	W. Johnston					
3.4.55	yes		P.W. King	W. Johnston					
4.4.55	yes		P.W. King	W. Johnston					
5.4.55	yes		P.W. King	W. Johnston					
6.4.55	yes		P.W. King	W. Johnston					
7.4.55	yes		P.W. King	W. Johnston					
8.4.55	yes		P.W. King	W. Johnston					
9.4.55	yes		P.W. King	W. Johnston					
10.4.55	yes		P.W. King	W. Johnston					
11.4.55	yes		P.W. King	W. Johnston					
12.4.55	yes		P.W. King	W. Johnston					
13.4.55	yes		P.W. King	W. Johnston					
14.4.55	yes		P.W. King	W. Johnston					
15.4.55	yes		P.W. King	W. Johnston					
16.4.55	yes		P.W. King	W. Johnston					
30.4.55	yes		P.W. King	W. Johnston					
1.5.55	yes		P.W. King	W. Johnston					
2.5.55	yes		P.W. King	W. Johnston					

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28
OFFICIAL LOG of the JOHN BISCOE
from PORT STANLEY **towards** SOUTHAMPTON.

Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 22 of the

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
5/5/54	Port Stanley	8/5/54	Articles of Agreement were this day opened and crew from No 1 to 30 inclusive were engaged in the presence of the Shipping Master. W. Johnston W. Preece Master. Mate.	
12/5/54	Port Stanley	12/5/54	No 31 to 47 inclusive were this day engaged in the presence of the Shipping Master. W. Johnston W. Preece Master. Mate.	
19/5/54	South Georgia	19/5/54	No 48 was this day engaged in the presence of the Shipping Master. W. Johnston W. Preece Master. Mate.	
27/5/54	Montevideo	27/5/54	No 39 was this day discharged at the British Consulate. W. Johnston W. Preece Master. Mate.	
27/28-5/54	Montevideo	28/5/54	R. Hansen. S.O.S. failed to report for duty as night watchman at 1900 hours on the night of the 27 th May. He remained absent without leave until 0800 this morning 28 th . W. Johnston W. Preece Master. 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 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.

29
OFFICIAL LOG of the John Biscoe
from Port Stanley F.V. **towards** Southampton

Merchant Shipping (Safety and Load Line Conventions) Act, 1932, are to be made in a special Supplementary Log Book. Form O 10

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
28/5/54	At Sea	28/5/54	The above offence has been read over to Hansen. He admits being absent, his excuse is, he got drunk ashore. W. Johnston W. Preece Master. Mate.	
22. 6. 54	Southampton	22/6/54	No 31 to 38 and 40 to 48 inclusive were this day discharged in the presence of the Shipping Master. W. Johnston M. R. Brown 2 nd . Master. Mate.	
26. 6. 54	"	26/6/54	No 26 to 30 inclusive were this day discharged before the Shipping Master. W. Johnston M. R. Brown Master. Mate.	
1. 7. 54	"	1/7/54	Mr. H. M. Preece Chief Officer NO 2. was this day discharged and Mr. R. Brown 2 nd Officer was promoted to Chief Officer with the sanction of the Shipping Master. W. Johnston M. R. Brown Master. Mate.	
14. 7. 54	"	14/7/54	Mr. F. W. Brown 3 rd Officer NO 34. was this day discharged and Mr. M. S. Smith was engaged as 2 nd Officer in the presence of the Shipping Master. W. Johnston M. R. Brown Master. 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 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.

30
OFFICIAL LOG of the R.R.S. JOHN BISCOE
from Southampton **towards Falkland Islands and Dependencies.**

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
16. 8. 54	Southampton	16/8/54	M. J. P. Morley No 50 was this day engaged as 3 rd Officer in the presence of the Shipping Master W. Johnston M.R. Brown Mate	
1. 10. 54	Southampton	1/10/54	M. Siddey (no 25) Mrs Roy was this day promoted to Asst Steward. Nos 54 to 59 inclusive were engaged in the presence of the Shipping Master W. Johnston M.R. Brown Mate	
4. 10. 54	Southampton	4/10/54	Nos 60 to 74 were this day engaged in the presence of the Shipping Master W. Johnston M.R. Brown Mate	
11. 11. 54	Port Stanley	11/11/54	Nos 59 and Nos 63 to 66 and NO 69 were this day discharged before the Shipping Master W. Johnston M.R. Brown Mate	
1. 1. 55	"	1/1/55	No 75 was this day engaged in the presence of the Shipping Master W. Johnston M.R. Brown Mate	
26/1/55	"	25/1/55	Nos 56 to 58 and 60 to 62 and 67 + 68, 70 to 74 were this day discharged W. Johnston M.R. Brown Mate	

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

31
OFFICIAL LOG of the
from **towards**

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
28. 2. 55	Port Stanley	2/3/55	F. Coutts was found to be drunk on duty as night watchman at 22.00 hours & was incapable of duty. W. Johnston M.R. Brown Mate	£1
1/3/55	at sea	1/3/55	The above offence has been read over to F. Coutts who admits the offence & has nothing to say. W. Johnston M.R. Brown 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 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.

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towards

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Eng. I.

(120 Men).

(Executed in Twenty-Four Pages.)



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

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

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

Name of Ship. ¹	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
R.R.S. "JOHN BISCOE"	181806	STANLEY, FALKLAND ISLANDS	1/1948	899.97	410.93	750
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town).			Name.	Address.	
Falkland Islands Government	Govt. House Stanley I.S.		49	—	—	

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

Voyages from the Falkland Islands to any ports or places between the limits of 65 degrees North latitude and 75 degrees South latitude, trading in any rotation and to end on 31st. May, 1955 or earlier at the option of the Master.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay 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 pages 2 to 4 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.

and it is also agreed, that

(a) The seamen and greasers shall mutually assist each other in the general duties of the ship.

(b) The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officers 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 contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the Master or authorised deputy. For each breach of the foregoing, the Master may at his entire discretion, impose on each member of the crew concerned, a fine 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 or unconsumed stores or provisions remains in the shipowner. Any member of the crew taking ashore, 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.

(e) No overtime will be paid—all rates of pay being inclusive.

(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.

(h) Bed and bedding will be supplied. In the event of same not being returned in good condition (fair wear and tear excepted) the following amounts will be deducted from wages:-

Mattress }
Blankets } Cost price.
Pillows }

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

Signed by Master

on the..... day of..... 1954

Date of Commencement of Voyage	Port at which Voyage commenced.	These columns to be filled up at the end of the Voyage.			I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
		Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	
5 May 1954	Stanley Falkland Islands	13/6/50	PORT STANLEY FALKLAND IS.	13/6/50	W. Johnston Master

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
3. 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 Sixth 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.

ADDITIONAL CLAUSES.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDERS, 1945 and 1946, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note.—The Scale agreed upon is in addition to the Lime or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article	Allowance per week.	Article	Allowance per week.
Water	26 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	10½ ozs.
Smoked Ham or Bacon	8 ozs.	Suet	2 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	8 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.		
or			
Cocoa or Chocolate	3 ozs.		
Sugar	1 lb. 5 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.

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

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

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

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

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

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 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.

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 1½ ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.

6. Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits.

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.

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

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

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

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. 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.

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

12. Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.

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

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

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

Salt Meat	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	½ oz.		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	½ oz.	To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder	½ oz.	
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.

Load Line.

Freeboard from deck line.

Tropical	3	feet.	5	inches.	(T)	4 ¹ / ₄	inches above S.
Summer	3	feet.	9 ¹ / ₄	inches.	(S)	Upper edge of line through centre of disc.	
Winter	4	feet.	13	inches.	(W)	4 ¹ / ₂	inches below S.
Winter North Atlantic (if assigned)	4	feet.	32 ¹ / ₂	inches.	(WNA)	6 ¹ / ₄	inches below S.

Allowance for fresh water for all freeboards:— 4 ¹/₄ 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. 114 (2) OF THE
MERCHANT SHIPPING ACT, 1894.

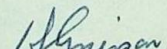
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, page 1, and the following copy of these Regulations must be made to correspond with the Agreement by deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before whom the Agreement is made must be placed opposite such of the Regulations as are adopted.

For the purpose of legally enforcing any of the following penalties, the same steps must be adopted as in the case of other Offences punishable under the Act; that is to say, a statement of the Offence must, immediately after its commission, be entered in the Official Log Book by the direction of the

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be 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. W. H. NILEY, FALKLAND ISLANDS.
2	Bringing or having on board intoxicating liquors	Ten Shillings	One Pound.	
3	Drunkenness	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.	

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 16 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.

Name in full.	Date of Birth	Nationality† (if British, state birthplace).	Capacity.	If Apprentice Particulars of Indentures.		Date of joining for the voyage.	Particulars of Leaving To be filled up by the Master. If remaining it should be stated.		Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
				Date.	Place of Signing.		Date.	Cause of Leaving.	
1. Young Persons* under 18 years of age including Apprentices.									
John Edward Henry	19/1/37	London	Boys	—	—	5/5/54	26/4/54	Dis -	
Michael John Siddy.	17/11/36	Longbrough	Boys	—	—	5/5/54			
Gregor Breckin	22/10/37	Falkland Is.	Suppy	—	—	12/5/54	27/6/54	Dis.	
Charles William Hayward	24/6/38	Totter				1/10/54			
David John Harker.	19/6/37					1/10/54			
Henry Wyle	8/7/38					1/10/54			
2. Apprentices over 18 years of age.									

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

PARTICULARS

Reference No.	Signature of Crew	Age	Nationality (If British, state birthplace - see footnote)	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	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				Master to ship Johnstone	(1) B. Robert, Glenburn	Same	5/5/54	Stanley
2				M. J. Jones	(1) Whitehead Co. Antrim N.I.	Same		
3				M. R. Brown	(1) Mrs. Mary Louise			
4				F. W. Jones	(1) 11 Amster Road, Cardiff, S. Wales			
5				P. W. King	(1) M. Jones	- do -		
6				W. Pearson	(1) 99 Blenheim Rd. N. L. Stanley	- do -		
7				A. Goodwin	(1) F. Jones	- do -		
8				J. Thomas	(1) 56 Shirley Rd. Birmingham	- do -		
9				C. P. H. Jones	(1) M. Roberts, 25 St. Andrews	- do -		
10				J. G. L. Smith	(1) Grove Street, Limerick	- do -		
11				R. D. H. Jones	(1) M. Rose	- do -		
12				W. G. Smith	(1) Stanley, Falkland Is.	- do -		
13				C. Jones	(1) M. Bell	- do -		
14				G. Jennings	(1) 3. Pioneer Rd. Stanley	- do -		
15				H. G. Ward	(1) M. Rose, Port Howard	- do -		
16				J. R. Richardson	(1) West Falkland Is.	- do -		
17				W. H. Smith	(1) M. Lillian Hardy	- do -		
18				Y. Jones	(1) Ross Road, Stanley	- do -		
19				J. H. Marshall	(1) J. John, 24 James St.	- do -		
20				S. Smith	(1) Stanley, Falkland Is.	- do -		

OF ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of U.N.R. Commission or R.V.A. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is on board.	Amount of Wages payable Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allowance.	Signature of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Detention of any Member of his Crew.			RELEASE		Number of weeks for which Insurance Act Contributions are payable.	Reference 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 I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)		
39016 Master		at Once	Owners Engagement				13/5/55	Stanley	Dis	N I L	D. Johnston		1
63301 Mate			68 6 8				13/5/55	Stanley	Dis	N I L	Eng 2		2
63388 2nd Mate			50 0 0				13/5/55	Stanley	Dis	N I L	M. R. Brown		3
3rd Mate			37 10 0				13/5/55	Stanley	Dis	N I L	Eng 2		4
W. T. O.			30 0 0				13/5/55	Stanley	Dis	N I L	P. W. King		5
Boiler			51 0 0				13/5/55	- do -	Dis	N I L	W. Pearson		6
A.B. Lamp			25 0 0				13/5/55	- do -	Dis	N I L	A. Goodwin		7
A.B.			24 0 0				13/5/55	- do -	Dis	N I L	J. Thomas		8
A.B.			24 0 0				13/5/55	- do -	Dis	N I L	J. L. Smith		9
S.O.S.			20 0 0				13/5/55	Stanley	Dis	43 10 6	J. G. L. Smith		10
S.O.S.			20 0 0				13/5/55	- do -	Dis	N I L	R. D. H. Jones		11
S.O.S.			20 0 0				13/5/55	- do -	Dis	N I L	C. P. H. Jones		12
D.S.			15 0 0				13/5/55	- do -	Dis	N I L	C. Jones		13
D.S.			15 0 0				13/5/55	- do -	Dis	N I L	G. Jennings		14
Chief Eng.			58 8 8				13/5/55	- do -	Dis	N I L	H. G. Ward		15
2nd Eng.			50 0 0				13/5/55	- do -	Dis	N I L	J. R. Richardson		16
3rd Eng.			41 13 4				13/5/55	- do -	Dis	N I L	W. H. Smith		17
Elect.			50 0 0				13/5/55	- do -	Dis	N I L	Y. Jones		18
Steward			30 0 0				13/5/55	- do -	Dis	N I L	J. H. Marshall		19
Cheese			24 0 0				13/5/55	- do -	Dis	N I L	S. Smith		20

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."

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

(Twenty-four pages)

† 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, etc.

1 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" as follows:—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards. 2 If the advance of wages is not conditional on going to sea should be described as follows:—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	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
21		39/12/33 L. Johnson	20	Jalkland Is.	(1) J. Victor Globe Hotel (2) Stanley Jalkland Is.	Same	5/5/54	Stanley
22		D. Stewart	36	---	(1) M. MARY 55 Davis Street (2) Stanley Jalkland Is.	- do -	---	---
23		Peter Schay	18	---	(1) F. James Douglas Station (2) East Jalkland Islands	- do -	---	---
24		W. Shores	50	London	(1) W. Beatrice 7 Allday St. (2) Stanley Jalkland Is.	- do -	---	---
25		M. J. Liddley	14	Loughborough	(1) M. Vista 11 Romney Rd. (2) Brombury Park Brommwood	- do -	---	---
26		L. W. Wainly	18	Southampton	(1) F. James 24 Stevenston Rd. (2) Southampton	- do -	---	---
27		J. Merry	16	London	(1) M. Elizabeth (2) 24 Sullivan Rd. Southampton	- do -	---	---
28		S. B. Perry	22	Jalkland Is.	(1) M. Stella Walker Creek (2) Jalkland Islands	- do -	---	---
29		W. Maddy	28	Warton	(1) M. Louis Fisher West Drive (2) Glodays	- do -	---	---
30		3 Hickle	19	Jalkland Is.	(1) M. F. F. 108 Davis Street (2) Stanley Jalkland Is.	Same	---	---
31		F. K. M. Hillebrand	47	A. B. MonR.	(1) W. Margaret Talpover (2) G. Lawrence St. Mill Hill London N.W. 7	Same	12/5/54	---
32			35	Somerset	(1) F. William Bostwick Lodge (2) Matcham Rd. Althuck Hants.	Fitzroy	12/5/54	---
33		Peter F. In	22	Ollerston	(1) (M) Mrs Mary Barnes - Gores (2) The Cottage, Eype Woodbridge Suffolk	Same	---	---
34		H. V. Blacklock	26	London	(1) (F) Harry G. Blacklock (2) Huntingdon Road Rd. Cra. S.	- do -	---	---
35		B. Kemp	23	London	(1) (F) Frederick Kemp (2) Sweet Brian Stables Cross. Allport, Kent.	- do -	---	---
36		D. A. Barrett	21	London	(1) F. William Arthur (2) 21. Harborough Rd. Kibworth Leics.	- do -	---	---
37		B. Taylor	30	KELLET	(1) (F) LITHEL 137 Compton Place (2) (Lithel) York	- do -	---	---
38		D. D. Clarke	22	New Malden	(1) (F) Albert 40, Palmerston Crescent (2) West Molesey Surrey	- do -	---	---
39		J. Turnbull	34	Guthrie	(1) (F) ALIX ANDER ECKVITH (2) 116 GORT ST. GALASHIELS	- do -	---	---
40		J. L. Johnson	24	British	(1) F. Ted 39 Regan Rd. Redford (2)	- do -	---	---

OF ENGAGEMENT

In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.I. (if any).							Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owners or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which Insurance Contributions are payable	Reference No.
8.							9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.		
Greaser								AR 0800	24 0 0				13/5/55 Stanley Dis N I L					L. Johnson			21
Greaser								---	4 0 0				13/5/55 - do Dis N I L					D. Stewart			22
Chainee Greaser								---	20 0 0				11/5/55 Stanley Dis 17 10 0					Peter Schay			23
Steward								---	32 0 0				13/5/55 Stanley Dis N I L					W. P. Shoney			24
mess Boy.							known as mess. Steward. 1/10/54	---	10 0 0				13/5/55 Stanley Dis N I L					M. J. Siddy			25
mess Boy.								---	10 0 0				26/5/54 Soton Dis N I L					J. S. Dismal			26
mess Boy.								---	10 0 0				do do N I L					do do			27
Cook.								---	30 0 0				do do N I L					do do			28
Asst. Cook.								---	24 0 0				do do N I L					do do			29
mess Boy.								---	10 - -				do do N I L					do do			30
Superint.								---	1 - -				22/5/54 Soton Dis N I L					Eng 2			31
Superint.								---	1 - -				do do do N I L					Eng 2			32
-do-								---	1 - -				do do do N I L					Eng 2			33
-do-								---	1 - -				do do do N I L					Eng 2			34
-do-								---	1 - -				do do do N I L					Eng 2			35
-do-								---	1 - -				do do do N I L					Eng 2			36
-do-								---	1 - -				do do do N I L					Eng 2			37
-do-								---	1 - -				do do do N I L					Eng 2			38
-do-								---	1 - -				27/5/54 MONTAVIDEO MURRAY CONSONE 1 -					J. Turnbull	6/10/54		39
-do-								---	1 - -				27/5/54 Soton Dis N I L					Eng 2			40

1 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.
2 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".
3 If the advance of wages is not conditional on going to sea, the words "not conditional" should be inserted above the entry of the amount.
4 The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

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.
The words "not conditional" should be inserted above the entry of the amount.
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

OF ENGAGEMENT

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE				** Number of weeks for which Insur- ance Act Contri- butions are payable and Date.
In what Capacity engaged, No. of Certificate (If any), and No. of U.N.R. Commission or R.V.2. (If any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signa- ture or Initials of Official before whom the Sea- man is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	21.
9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.			
1st		at					22/								
1st		Ona	1				16/54	Saton	Dis	NIL	Eng 2	41			
"		"	1				1/5	do	do	NIL	Eng 2	42			
"		"	1				1/5	do	do	NIL	Eng 2	43			
"		"	1				1/5	do	do	NIL	Eng 2	44			
"		"	1				1/5	do	do	NIL	Eng 2	45			
"		"	1				1/5	do	do	NIL	Eng 2	46			
"		"	1				1/5	do	do	NIL	Eng 2	47			
"		"	1				1/5	do	do	NIL	Eng 2	48			
2nd Officer	1M66319	14/					13/5/								
3rd Officer	2M855 354	7/54	500 PA.				55	Stanley	Dis	NIL	J. P. Moley.	49			
Master's Boy	72850	16/8/54	500 PA.				"	"	"	"	J. P. Moley.	50			
Master's Boy		1/10/54	10				"	"	"	"	C. Stanger.	51			
Master's Boy		do	10				"	"	"	"	D. Hunter	52			
Master's Boy		do	10				"	"	"	"	H. Whyte	53			
2nd Cook		do	24				"	"	"	"	J. Jones	54			
Chief Cook		do	30				"	"	"	"	W. H. Parker	55			
Sup		1/10/54	1				25/11/55	Stanley	Dis	NIL	Eng 2	56			
Sup		do	1				20/11/55	do	do	NIL	Eng 2	57			
Sup		do	1				20/11/55	do	do	NIL	Eng 2	58			
Sup		do	1				11/11/54	Stanley	Dis	"	John Bane.	59			
Sup		4/10/54	1				20/11/55	do	do	NIL	Eng 2	60			

§ 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" should be described as follows:—(a) **NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.**—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

PARTICULARS							Date and Place of Signing this Agreement	
Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age	*Nationality (If British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.
61		<i>W. E. Anderson</i>	35	Oxford	(1) Mrs. Linda - Mrs. 2. (2) 29 Ashford Court, Ashford Rd	1st Ship	4/10/50	London
62		<i>W. E. Anderson</i>	31	Wick	(1) Donald (2) 19 Cravenhill Ave, Edinburgh 7	Same	do	do
63		<i>W. E. Anderson</i>	24	Papensville	(1) Mrs. William Fred, Petalians (2) 46 New Rd, Woodside	1st Ship	F 1 OCT 1954	SOUTHAMPTON
64		<i>W. E. Anderson</i>	24	Coventry	(1) Mrs. Amy (2) 24 St. George's Ave, Coventry	1st Ship	do	do
65		<i>W. E. Anderson</i>	25	Coventry	(1) George (2) 143 Barker's Butchery, London	do	do	do
66		<i>W. E. Anderson</i>	25	Coventry	(1) Arthur (2) Little Court, Bellings, Hants Bay	do	do	do
67		<i>W. E. Anderson</i>	24	Oldbury	(1) Charles (2) 142 Yardley Wood Rd, Birmingham	do	do	do
68		<i>W. E. Anderson</i>	22	Malden	(1) Albert (2) 49 Balmoral Cres, W. Halesley	Same	do	do
69		<i>W. E. Anderson</i>	31	Kirk	(1) Alfred (2) 295 Tarm, Barmby, Doncaster	1st Ship	do	do
70		<i>W. E. Anderson</i>	24	Widley	(1) Mrs. Amelia (2) 284 W. Hales, St. Hozells	do	4/10/50	do
71		<i>W. E. Anderson</i>	21	Salisbury	(1) Edwin (2) 16 Gosling Cl, Marshall	1st Ship	F 1 OCT 1954	SOUTHAMPTON
72		<i>W. E. Anderson</i>	24	Albany	(1) Vincent (2) 86 The Watton, Brecon, Wales	do	4/10/50	do
73		<i>W. E. Anderson</i>	25	Cadnam	(1) Albert (2) 90 Beacon Rd, Cadnam, Wexley	1st Ship	F 1 OCT 1954	SOUTHAMPTON
74		<i>W. E. Anderson</i>	23	Edinburgh	(1) Edward (2) 24 Haughlin, 24 Brunner St	do	4/10/50	do
75		<i>W. E. Anderson</i>	22	Falkland Is.	(1) M. Isabel (2) East Falkland Island	Citymag	1/1/55	Stanley
76					(1)			
77					(2)			
78					(1)			
79					(2)			
80					(1)			

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE			** Number of weeks for which Insur- ance Act Contri- butions are payable Reference No.
In what Capacity engaged, &c. of Certificate (If any), and No. of R.N.R. Commission or R.V. (If any).	Unemployment Local Office and Number.	Date and Hour at which he is on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
Supy		4/10/50	-	-			25/1/55	Stanley	Dis.	NIL	Eng 2	-	61	
Supy		do	-	-			25/1/55	do	do	NIL	Eng 2	-	62	
Supy		1/10/54	-	-			11/1/54	Stanley	Dis	-	W. McDowell	1/1/54	63	
Supy		do	-	-			11/1/54	-	Dis	-	W. McDowell	1/1/54	64	
Supy		do	-	-			11/1/54	-	Dis	-	Paul Gifford	1/1/54	65	
Supy		do	-	-			11/1/54	-	Dis	-	W. McDowell	1/1/54	66	
Supy		do	-	-			25/1/55	-	Dis	-	Eng 2	-	67	
Supy		do	-	-			25/1/55	-	Dis	-	Eng 2	-	68	
Supy		do	-	-			11/1/54	Stanley	Dis	-	W. McDowell	1/1/54	69	
Supy		4/10/50	-	-			25/1/55	-	do	-	Eng 2	-	70	
Supy		1/10/54	-	-			25/1/55	-	do	-	Eng 2	-	71	
Supy		4/10/50	-	-			25/1/55	-	do	-	Eng 2	-	72	
Supy		1/10/54	-	-			25/1/55	-	do	-	Eng 2	-	73	
Supy		4/10/50	-	-			25/1/55	-	do	-	Eng 2	-	74	
Seaman		1/1/55	20	-	-		13/5/55	-	Dis	NIL	S. Harrison	1/1/55	75	
													76	
													77	
													78	
													79	
													80	

* 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.
† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys, not merely as Boys.
‡ If the advance of wages is not conditional on going to sea, the words "not conditional" should be inserted above the entry of the amount.
§ 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 this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
|| The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (d) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.
[Twenty-four pages]

PARTICULARS

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS	Age	Nationality (If British, state birthplace—see footnote).	ADDRESS 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.
81					(1)			
					(2)			
82					(1)			
					(2)			
83					(1)			
					(2)			
84					(1)			
					(2)			
85					(1)			
					(2)			
86					(1)			
					(2)			
87					(1)			
					(2)			
88					(1)			
					(2)			
89					(1)			
					(2)			
90					(1)			
					(2)			
91					(1)			
					(2)			
92					(1)			
					(2)			
93					(1)			
					(2)			
94					(1)			
					(2)			
95					(1)			
					(2)			
96					(1)			
					(2)			
97					(1)			
					(2)			
98					(1)			
					(2)			
99					(1)			
					(2)			
100					(1)			
					(2)			

OF ENGAGEMENT

In what Capacity engaged, i. No. of Certificate (if any), and No. of R.N.R. Commission or R.V.S. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement :	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	22 weeks for which Insurance Act Contributions are payable	Reference No.
							Date.	Place.	Cause.					
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	
														81
														82
														83
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														95
														96
														97
														98
														99
														100

* 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.
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."
The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

† 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" on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

‡ If the advance of wages is not conditional on going to sea contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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."
The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

[Twenty-four pages]

PARTICULARS							
Reference No.	In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.S. (if any).	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.		ADDRESS OF MASTER AND CREW		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	
		Age.	*Nationality (If British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.		Date.	Place.
101				(1)			
				(2)			
102				(1)			
				(2)			
103				(1)			
				(2)			
104				(1)			
				(2)			
105				(1)			
				(2)			
106				(1)			
				(2)			
107				(1)			
				(2)			
108				(1)			
				(2)			
109				(1)			
				(2)			
110				(1)			
				(2)			
111				(1)			
				(2)			
112				(1)			
				(2)			
113				(1)			
				(2)			
114				(1)			
				(2)			
115				(1)			
				(2)			
116				(1)			
				(2)			
117				(1)			
				(2)			
118				(1)			
				(2)			
119				(1)			
				(2)			
120				(1)			
				(2)			

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE			** Number of weeks for which Insur- ance Act Contrib- utions are payable
In what Capacity engaged,† No. of Certificate (if any), and No. of U.N.R. Commission or R.V.S. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment †	Amount of Weekly or Monthly or Monthly Allotment.	Signa- ture or Initials of Official before whom the Sea- man is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)		Signature of Official before whom the balance of Wages was Paid and Release signed and Date.	21.
							Date.	Place.	Cause,‡		19.	20.		
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.		19.	20.	21.
														101
														102
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														118
														119
														120

* 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.

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

‡ If the advance of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount.

§ 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 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 HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

The number of weeks for which contributions are payable (if insurable). (b) F. Where the seaman is not insurable on account of domicile. (c) O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

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.

	In countries other than China	In China
	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	3 0	3 0
(11.) For every alteration in agreements with seamen 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 seaman discharged or left behind with the sanction of a Consular Officer	3 0	3 0
(18.) For every desertion certified by a Consular Officer	4 0	4 0
(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 endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48)	6 6	7 0

Services required by parties interested.

	In countries other than China	In 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 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	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. 88, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

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

H. B. M. Vice-Consul
SHIPPING MASTER.

STANLEY, FALKLAND IS. 19/5/54.

I hereby certify, that the undermentioned seamen whose names appear on lines 31-47, have been engaged before me and signed the said Agreement in my presence and that the same has been made as required by the Merchant Shipping Acts.

H. B. M. Vice-Consul
SHIPPING MASTER.

STANLEY, FALKLAND IS. 12 May 1954.

I hereby certify that the undermentioned seamen whose names appear on line 48 has been engaged before me and signed the said Agreement in my presence and that the same has been made as required by the Merchant Shipping Acts.



BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 26/5/1954

Agreement deposited 27/5/1954

- do - returned 27/5/1954

Average rate of exchange \$ 8.92 - 2
(for conversion of seamen's wages only)



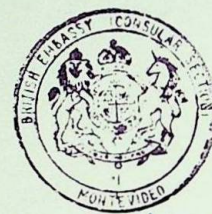
H. B. M. Vice-Consul

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

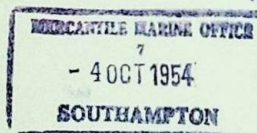


I hereby certify that the Seaman on line 39 has been DISCHARGED at this port with my sanction on the ground of MUTUAL CONSENT and that the sum of £0.1.0d, being wages due to him has been paid HIM, and that effects, Dis. A, and Insurance Card have been delivered to.



H. B. M. Vice-Consul

Agreement deposited & returned this day. All changes in crew have been noted.



BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 28TH OCTOBER, 1954

Agreement deposited 29TH OCTOBER, 1954

- do - returned 29TH OCTOBER, 1954

Average rate of exchange \$ 8.83 - 2
(for conversion of seamen's wages only)



H. B. M. Vice-Consul

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents



Issued by the Ministry of Transport,
in pursuance of 57 & 58 Vic. ch. 60.

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

M e M

Port

Name of Ship	Official No.	Date of Commencement of Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement

Termination
Engagement

We, the undersigned, Members of the Crew of the above-named Ship, do hereby release the said Ship, and the Master and Owner or Owners thereof, from all claims for Wages or otherwise, in respect of the above-named voyage or engagement, except as regards the claims or demands which are specified on the back hereof, and which are identified by the signatures of the respective Seamen, notifying such excepted claims or demands. And I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said voyage.

Ship, and
he above-
the back
ed claims
from all

...Master

...Master

Dated this.....day of.....194.....

[illegible]

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).

(Signed)..... whom Release was signed,
with Official Seal.

NOTE.—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llandaff Road, Llandaff, Cardiff.

No
Wt

I attest the execution of the above Release in my presence subject to the exceptions above referred to (if any).

(Signed)..... Signature of Official before
whom Release was signed,
with Official Seal.

NOTE.—This form when completed should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.
w/ 11453/6639 SM, 5/48 R.I.Co.Ltd. Qp.773(107)

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 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 Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.

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

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

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

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

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

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

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

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

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

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

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

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport, 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 9, cols. 19 and 20.)