

OFFICIAL LOG BOOK

ISSUED BY THE
MINISTRY OF TRANSFORT
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.	Regis		N.	ame of Master.	No. of his Certificate
	No.		Gross.	Net.			if any.
JOHN BISCOE	908/8/	PORT STANLIFALKLANG.IS	H. 900	411.	w [~]	JOHNSTON	38016
Port at which and Date when voyage commenced		Nature of the Voyage	or Em	ploym	ent.	Port at which a	
Port Stanley F.	1.					Port Star	
Date 5 4 May 19	54	Foreig	n			Date 13 h	nay, 195
Delivered to th	e Sup	erintendent of t	he A	Merca	ntile	Marine Office	at the
Port of Sla	ulu	fon	13	∴dε	y of	may	19.55
Countersigned						^	
Superintendent. Le Johns Lou 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

			Report of	Character.	If there is any entry in the Official Log relating to a
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
1	W. Johnston	mastin.	V. 9.	v. 5.	
2	H. M. Pruce	1st mate.	V. G.	V. 9	
3	M. R. Brown	2nd mate	V-4	V. G.	29
4	J. W. Brown	3rd mate	v.y.	V.4.	
5	P. W. King	W.T.0	V-5.	v.4.	
6	W. Pearson	Bosin	V-5.	v. 9	
7	a Goodwin	A.B+ Lamps	s u.s.	U.S.	
8	J. Llamosa	A.13.	V.5	V. S.	
9	M. Henrickson	A.B.	1.5.	V. 4	
10	J. G. Coutts	5.0, 5	U.S.	D.R.	
11	R. G. Hansen	S.O. S.	V.S.	V. S.	28
12	w.g. boutts	5.0.5	v.S.	v. 8	
13	U. Jones	0.5	V.S.	v. S.	
14	G. Jennings	0.5.	V.S.	v.5.	
15	H. G. Ward	1 st Engh.	v.s.	v. S.	
16	J. R. Richardson	2rd Engr	V.S:	v.es.	
17	W. Hibbert	3rd Engt.	U-S.	U. 9	
18	V. morrow	tlech.	U.S.	V.S.	
19	J. H. marshall	Akyman	V. 5	V. S	
20	J. Short.	Greaser	U.S.	V. S.	
21	C. Johnson	breaser	V. 5.	V. S.	
22	D. Stewart	Grease.	V. S.	V. S.	
23	P. M: Kay	Grane Grane	V.S.	V. S	
24	W. Slovey	Stew and	V. S.	V. 9	
25	m.g. Siddy	Mers Boy	V.S.	V. 9	30
	1	1304	0. 5.	7. 9.	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.

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26	L. Winship	hiss Boy	V. 4.	V.G.		
27	J. meny	Mess Boy	v. 9	v.9.		
28	J. b. Peny	book	V. 4.	v.9		
29	G. Bradley	asst. Cook.	U- G.	V.9		
30	S. Hintle	Miss Boy.	V. 9.	4.9		
31	J. K. M. Hillenbrand	Supery.	v.g.	V.9.		
32	B. B. monk.		V.S.	V-9.		
33	A. Tritton	1	U-9.	v.9		
34	K. V. Blanklock	7.	US.	v. 9.		
35	B. Kemp.	49	V-9.	V.G.		
36	D. A. Banett	ч	U-G.	V-9		
37	B. Taylor	4	V-G.	v. 5.		
38	D. b. blanke	ų	V. G.	V.S.		
39	J. Turnbull		V. 4.	V. 9.	28.	
40	F. L. Johnson	1	V-9.	V.S.		
41	G. Buchin	,	V.S.	VS		
42	A.R. Biggs	- \	v-G.	V. S.		
43	S. bollop	٠,	V.S.	v.S.		
44	R. Berry	4	V-9.	v. G.		
45	m.7. Jack	,	v.S.	V.S.		
46	W. J. Helley	′•	V.S.	V. 9		
47	8. G. Stratton	*1	V.5.	ve	23	
48	8. J. Finlayson	4	V.S.	V-9.		
49	M. S. Smith	2nd mate	V.S.	V.S.		
50	J.P. morley	3 d mate	V. S.	v.S.		

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

51 6. w. 5 52 A. Ho 53 H. w.	lyte notris Parker Palmer Sooper ley	Capacity in which engaged. Muss Boy Muss Boy Amess Boy Casst. Cook Cook. Supy	For Ability. V. S. V. S. V. S. V. S. V. S.	For General Conduct. V. S. V. S. V. S. V. S. V. S. V. S.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
52 \(\mathbb{H} \) \(oper lyte nors Parker Palmer ooper ley	Mess Boy - Mess Boy Cook.	V. S. V. S. V. S. V. S.	V, S, V, S, V, S,	
52 A. Ho 53 H. W. 54 M. J. 55 W. H. 56 L. H. P. 57 R. E. L. 58 N. U. G.	oper lyte nors Parker Palmer ooper ley	Cook.	V. S. V. S. V. S.	V. S. V. S. V. S.	
54 m. 7 4 55 . W. H. 9 56 6. H. 9 57 R. E. 6 58 h. 0.9	ranker Palmer Poper ley	asst. look	V.S. V. G. V. S.	v. 5 V. S.	
55 W. H. 9 56 B. H. 9 57 R. E. B 58 N. O. 9	Parker Palmer Voper ley	Cook.	v. 9 v. 4.	V. S.	
56 6.4.9 57 R.E. 6 58 N. 0.9	almer voper ley	,	V. S.		
57 R. E. B. 58 h. b.g	ley	Sup'y		V. G.	
58 h. b.g	ley	ч .			
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50 1	(L ₇	V. G.	V. 4.	
1. 120	ll	4	V. S.	V. S.	
60 J. w. y	massey	L	V. S.	V. S.	
61 W. E. C	induson	-	V. S.	V. G.	
62 m. ≠.	Jail	ч	V. 8	V. S.	
63 w. L. I	ichell	~	V. S.	V. &	
64 P. P.L.	12/25	,	V. &	V. G	
65 R.a. B	eny	4	v. G	V. G	
1 000	mming		V.G	V. 6	
67 & a.	blanke	-	V.G	VG	
68 - 1. 6. 2	Lyson	-	V. 6	V.G	
69 R.J. n	Littock		U. G	V.G	
70 AM.	banoll	7	V · G	V.C.	
71 g. H. 1	vinstone	4	V. G	V. G	
72 R. V. J	teskoth	.,	V.G	V.6	
73 P.R. #	Hooper	7	V. G	V. G.	
74 J. mor	ris on	Greaser	V.G.	V.G.	
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CAUTION.—Section character, knowing the same to be false, he shall in respect of each offence 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false be guilty of a misdemeanour. report

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Report of Character--Continued

List of

Crew and

MARRIAGES, BIRTHS, AND DEATHS

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

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

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

254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.

(2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Ministry of Transport may with respect

to any ship or class of ships direct, shall deliver or transmit, in such form as the Ministry of Transport direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board each ship of the Registrar-General of Shipping and Seamen.

(5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

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

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 all the circumstances attending

MARRIAGES

115

119

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[2]

22

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No.

Name and Surname each Member of the Crew

For

For General Conduct.

If there is any entry in Official Log relating to member of the Crew, page or pages where entry is to be found sho be noted in this columposite his name

8 5.

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

the death, more particularly in case of murder, disappearance or suicide. If death occurs in a port the -z

name of the port should be given, and it should be stated whether the death occurred on board or in hospital If a seaman dies on shore from

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

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

Master or Officer in Command.

Officiating Clergyman. (Signed)..

					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.
				Date of Name (if any) Surname of	Date of Name (if any) Surname of or Occupation of Father.	Date of Name (if any) Name and Surname of Occupation Surname of Viether of Father. Name and Surname of Occupation Mother.

DEATHS

						ns to be filled in by the	
	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
							Members of Crew (other than Lascars**) including
2							
3							
4							
5							
6							
7							
8							
9							
10							Lascars
71							
12							
13							
14							Persons who were not
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20	n the con-						

*In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should **Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.

Officer in Comman							To be filled in by Official to whom Report is made		
Father.			Mother.			Signature of Master and M	of late	Signature of	Port at which Report
Nationality (stating Birthplace).	Last place of abode.	Nation (stating Bi	ality rthplace)	Last pla of abod	ice ic.	or other Mem of the Crev	ber	Father or Mother.	is made and Signature and Title of Officer to whom reported.
I,	SHEET WILL								
2									
3	31101								
(See Instructions o		ge).					-		To be filled in by Official
Officer in Comman	d.						Si	gnature of	To be filled in by Official to whom Report is made
Last place of Aboo	le. (see inst	of Death ructions on ous page).	Mas	ture of ter or n charge.	or c	ature of Mate other member of the Crew.	Surg	eon or Medi- Practitioner, if any	Port at which Report is made and Signature and Title of Officer to whom reported
ı Masters.									
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see footnote**)									
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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.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Mustera) Rules, 1933.)

	Rules.	1933.)			S ("Lustera)
	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.
		brew mustued at bout stations. all boots swung	all life saving appliances escanined		Johnstin.
8.	5. 54	stations all boots swing and and in fine drill exercised	· found in good order.	8. 5. 54	I Amstrece
		le rew mustine or at boat		á	3. Johnston
		stations for well call	20		1. //
15	5 54	+ berined at fredret	200 -	15. 5. 54	
		stations for well call		*	Johnston 16 March
22	. 5.54	+ exercised at fine drill	2 - 80 -	22. 5. 54	sprinces
		bus mustined at boat			S. Johnston
		stations & ands & falls	2		
29	. 5' 54	stations & avils & falls freed, engine started Fire drill exercised	- 80 -	29 - 5. 54	Snarcea
1		brew musticed at hout		-	Johnston
		stations for roll call			///
5.	6.54	Fire drill excuessed	- 90 -	5.6.54	with the
		bow mustind at book			Si-Johns len
		stations for roll call	~		She dinere
12.	6.54	Fire drill excurse at	- 20 -	12. 6. 54	amuels
		bus mustured at hoat			The Solin
10	1 -	stations for well call			She hoed
7	6. 54	Fire dill exercised	- 20 -	19.6.54	1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /
		22 - 6.54 To H.1			Miheld S. Johnston
		Southampton no	filling. erew	11.10.50	M.R. Brown
		brus mustined at	all life saving applion		Sohisten
		I WITH DIGITATION DOGITO			Somo
9.	10.54	surry out & in Fine drill exercised	in good order.	9.10.54	M.B. rans
		le rem mushed as live	10		Lister
		stations for roll call		2	D. Johnston
23	. 10.54	Tations for role call	- Do -	23. 10.50	de Robran
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	-				Sohis los
4	. 12.50	+ - 60 -	- An -	11. 19.54	MR Bram
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18	3. 12.5	Ty should be made of the true of 1 !!	~		
		ary should be made of the tree of 171	- 200 -	18.12.52	MR Bran

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.

(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters)

(Section 5 (5) of Rules,	the Merchant Shipping (Safety and Load I 1933.)	Line Conventions) Act, 1932, and Rule 5 (3)	of the Merchant Shi	pping (Musters)
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.
	brows mustined at Stations for well call	all life daving appliance examined and found		W Johns Lon
1. 1. 5.5'	and escencised at fire drie	I in good orden.	1.1.55	MRBran
15 1 . 55'	- Do .	- 20 6	15'- 1- 5'5'	MR Bram
29. 1. 56	· 60 ·	. 80 -	19.1.55.	M. R. Brann
12 . 2 . 55	- Do .	- Bo -	12 . 2 . 5'5'	MR Braun
26. 2. 55	L 200 -	- 20 -	26. 2. 55	MR Brown
12 . 3 . 55	Do -	- 80 -	12.3.55	M. Johns Con
26. 3. 55	- 60 -	- 60 -		M. Brown S. Johns to
9:4.55	- Bo -	- ho		MR Bran
23.4.55	- 20 -	- 200 .		M.R. Brann

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Rules 1933.)

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3/4/2015				
• An entry she	ould be made of the type of drill or ma			

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Date of Drill or Muster and of Examination f the Life-Saving Appliances.	Merchant Shipping (Safety and Load L. 3.) Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
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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	Parity (Y		
- 2. Ziopection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	gally, stone rooms etc.		wi Johns lon
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			Si Johnston
16. 5. 54	-40	16. 5. 54	Alushene
			w. Johns ton
23. 5. 54	- Do .	23. 5 54	Anthew
			in Johns lon
30.5.54	- 40 -	30.5.54	Anthewe
	and the state of t		W. Johnston
6.6.54	- Qu -	6. 6. 54	a his were.
			w. Johnston
13.6.54	- Do -	13.6.54	Shriece
			w. Johns to-
20.6.54	- Do -	20 6.54	Shoriece.
	22.6.54 to 4.10.54 Vissel at Southampton refitting		D. Johns Con
	Craw accommodated ashore	4.10.54	M.R. Brans
	brev + Officers accommodation		w. Johnston
10.10.54	of found to be in a clean	10.10 54	MR. Brans
			W. Johns Con
17-10.54	- 80 -	17.10.54	M. A. Brown
			M.A. Brown
24-10-54	- 20	24.10.54	M.R. Bran
	The second second		To Johns ton
31.10.54	4 - 20 -	31 - 10 - 54	M.R.Brans
			M.R.Bram
7. 11. 54	- & -	7.11.54	M.R. Brown
			- Wijohnston
14.11. 5.4	20	14.11.54	M. R. Brann Delnis lon M. R. Brann
			w Johnson
21.11.54	- 20 -	21.11.54	M.R. Brann

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

Date of Inspection	Results of Inspection	Date of Entry Signatures of Master and Mate
A Transmission	Garage Commodation	W. Johns lan
	and found in a clear orderly con	28/11/54 M. L. B. sam
28.11.54	and found in a clear orderey con	To Johns Lon
		,
5.12.54	- 40 -	5.12.54 M.R. Brann
		wi Johns Con
12.12.54	- 00 -	12.12.54 M.R. Bran
		w. Johns low
19.12.54	- 200 -	19.12.54 W.R. Bran
		w. Johns bin
26. 12. 54	- 20 -	26.12.54 M.R. Brans
20. 12. 34	~~	2 Julis Low
0	d	M. Johns Lan
2 . 1 . 55	- 20 -	2.1.55 M.R. B.
		w. Johnston
9. 1. 55	- 60 -	9.1.55 M.R. Bran
		w. Johns low
16.1.55	- Ao -	9.1.55 M.R.Bran 16.1.55 M.R.Bran
		Sur Johns Con
23-1-55	- 20 -	23. 1. 55 MRB
		Di Johns Con
30 . 1 . 55	· - Do -	
	- 20	30.1.55 Un R Brann
,		S. Johnson
6 - 2 - 55	5 - 400 -	6.2.55 M.R.Bran
		S. Johns Con
13 2 55	- 80 -	13. 2. 55 4. R. Brann
		D. Johns lon
20.2.55	- 80 -	20. 1 (1) M 12 B
		27.2.55 M.R. Brann 6.3.55 M.R. Brann
27. 2. 5:	5 - 20 -	24 2 (1)
		2/·2·33 VM.K. Brans
6. 3. 58	400	1 2 in As an
		16.2.25 W.16. Brown

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

			AND CREW SPACES, 1837).
Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	inspection gally - stonewound de		DiJohns Con
13. 3. 55			N.R.Bram
	by contract to the contract of		Johnston
20.3.55	Q.	1 7 4	
20. 3 33	- 20	20.3.55	M.R. Bram
			w prus con
27.3.55	- 60	27. 3.55	M.R. Bram
			W. Johnston
3.4.55	- 40 -	3 . 4 . 53	M.R. Brann
			w phuston
10.4.55	- ko -	10.4.55	M.R. Brown
			W. Johnston.
17 4 55	- Do -	14 6.	M.R. Brown
1 20		17.4. SS	- M. IOABLILL
-			
		A	
t			

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
			a de la companya de
		-	
	*		

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: -

	Drck	Engine	STEWARDS' I	EPARTMENT.	TOTAL.
		DEPARTMENT	Certd. Ship's Cook.	Others.	TOTAL.
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.

To the United Kingdom.			or Or A	.—The death of a Lascar member ew should be recorded in the space p i pages 8 and 9, and all entries static log relating to the case sho pied into this Official Log-Book.	rovide in th
Master			Date		
				in connection with the Official ar Fees Orders in Council).	Log:
(17) For Examination of F to be paid by the party default, in addition to In all countries	Provisions or Water who proves to be in costs of survey—	(43) I to any British £1 5 0 by the	entry in the Vessel, if s Merchant Sh	Consular Seal or Signature of Official Log-Book of a uch entry is not required ipping Acts— tries except China	9 10
Note.—Consular Fee St	amps to the value of the	Fees charged must be a no account be removed.	Mixed to this Fo	orm, and cancelled, Stamps must on	
	LOAD LINE,	DEPTH OF	LOADING	. Etc.	
		THE DECK LINE AND			
Freeboard from	deck line.			Load Line.	
Tropical	feet	5	fnches,	(T) ht 4 inches abo	ve S.
Summer. 3	feet	91/4	inches.	Load Line. (T) inches abo (S) Upper edge of line through of disc.	centre
Winter 4	f t	11/2		41/4	0
Winter North	feet	3 1/2	Inches.	(S) Upper edge of line through of disc. (W) 14 /4 inches below (WNA) 6/4 inches below	low S
(if assigned) Allowance for fresh water for					
				N1L	nches
above the top of the					
	(Above particular	s to be taken from Load	Line Certificate	1	
Maximum draught of water	in summer.	7	feet	6 ³ /4- inches	
(The maximum on the stem and st	draught of water in sum	mer is the draught of we were so loaded that the	ater which would	d be shown on the scale of feet the summer load line were on	
		NOTES.			
 The above particula ship leaves any dock, wharf, 	rs, and particulars of dep harbour, or other place !	th of loading as detailed	on the following to sea.	ng pages are to be recorded befor	e the

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

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

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

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH with

DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

					DEPAR'	TURES.						
		ACTUAL I			AMIDSHIP	BOARD		eto jejo	AI	LLOWA	NCE.	
Date and Hour of Departure.	Dock, Wharf, Harbour or Other Place. (2)	Forward.		Port.	Star- board.	Mean.	Density of Water.	For Density of Water.*	For Ashe Rubbia	es and	For Fuel, be consum Stretch of Water (11)	Inland
		Ft. Inc	Et Ing	Ft. Ins	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
0900	Port Stanley	10.6	14.0	9.1	91	91	1025	-			_	-
28.5.54	South Georgia	10.8	14.2	8.11	8.11		1025					·
11 . 6 . 54	1 1	11.2	1		ı		1	1	-	•		-
17.6.54 17.00 4.10.54	St. Vincent. C.1				8.10					-	_	-
1500	Southampto					1						-
1500	St. Vincent				7.2					*	-	-
1100	mortivida	15. 2	13-4	7.1	7.1	7.1	1025			-		
								-				
-												
The state of												
a valence												
				4 1177								1

Nors.—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

				SIGNA	TURES.	AR	RIVALS
Total Allowances.	Mean Draught in salt water as calculated after making the appropriate allowances,	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice, (Notice L. L. 14A or 14B),	Master.	MATE.	Date and Hour of Arrival	Dock, Wharf. Harbour or Other Place.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ine.	Ft. Ins.	Ft. Ins.		000	1117	18.5.54	
	12.3	9.1		to Johnston	= Whiteece	1900	South George
	12.5	8.11		Di Johnston	AnTueg.	26.5.51	montevide
_	12.8	8.8		- Wohnston	Antherce	1300	St. Vincent
	12.6	8.10		& Johnston	dutheres.	22.6.54	Southample
	14.0	7.4		W Johnston	M. R. Brown	13.10.54	St. Vincent
	14.2	7.2	25	W. Johnston	M.R. Brown	2300	montinio
	14.3	7.1		W. Jakus bon	M. R. Brows		Port Stanl
			,				
VI ST							
				Harri Estr			
	-						
	-						
					1399 19116	1	

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

	BAR 11. 11				DEPAR	TURES.						
		ACTUAL OF WA	DRAUGHT	Acrt	AMIDSHIP	BOARD s.*	Density		Al	LLOWA	Stretch of Inlan Water.* (11)	
Date and Hour of Other Place. (1) (2)	Forward.	Aft. (4)	Port. (5)	Star- board.	Mean.	of Water.	For Density of Water.*	For Ashe Rubbi	sh.*	Water	r. *	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
									7.35			
The state of the s												
THE LA									4			
												<u> </u>
HELL												
BANK!												
			177									
							-					
	The same											
					-		-	 				-
						-						
							-					-
						-						
-												
Maria Harris												
1515								-				
			-			-						
3 348 5						-			-			

Norte.—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

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

				SIGNAT	FURES.	ARRIVALS			
Total	Mean Draught in solt water as calculated after making the appropriate allowances.		Date and time of Posting the Notice. (Notice L.J., 14A or 14B).	MASTER.	Mate.	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)		
Ins.	Ft. Ins.	Ft. Ins.							
			46,8						

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DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938. (See page 3 of Cover).

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

(2) In column headed Auto-alarm, state daily while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours.

Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

		Entrie	s to be signed as indicated. Detail	ls regarding the entries in this Log	to be put in Wir	eless log by the R	adio Officer.		
Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
14.5.54	yes.		PW King	m. Johnston	27.10-54.	yes		PW Kong	w. Johnston
15.5.54	yes		purking	w. Johnston	30.10.54	-yes		PWKing	w. Johns lon
16.5.54	yes		? Wyling	w. Aohus Lon	1.11.54	yes		PWKing	W. Johnston
17.5.54	yes	A	P.W.King	whohnston	2.11.54	yes		PWKing	W. Johnston
18.5.54	yes	10	PM Hing	W. Johns Lón	3.11.54	yes		PWKing	- W Johnston.
19.5.54	res		pwking	W. Johns hin	4.11.54	yes		PW King	. w. o homs han
20.5.52	nes		· pwking	w. Johnston	11.11.54	yes		PW King	w Johnston
21.5.54	yes		PW Heng	W. Johnston	12.11.54	yes	A	PWKing	w. Johns lon
22.5.54	yes		P. Wyking	Wohnston	13.1154	yes	W'	pwking	w. Johnston
23.5.54	yes		pwyling	7	14.11.57	yes	1	PW King	W. Johnshon
24.5.54	nes	1	P.W. King	w. Johnston	15.11.54	yes	F	p W King	w. Johnston
25.5.57	yes	3	PW. Hing	W. Johnston	16.11.54	yes	-	pwking	w.phnslon
26.5.54	yes	7	PW King	w. Johnston	17.11.54	nee	·H	PW King	w. Johnston
27.5.54	yes	.7	phyling	w Johnston	18.11.54	yes	L	PWKing	w. Johnston
28.5.54	yes	8	PW King	w. Auhushon	19.11.54	yes		pushing	W. Johnston
29.5.57	Mes		P.W. Hing	wohnston	20.1154	yes		pw King	w. Johnston
30.5.54.	yes	1	PW King	W. Johnston	21.11.54	yes	F	pwking	w. Johns lon
31.5.54	yes	3	PW King	w. Johnston	22.11.54	yes	0	p. W King	w. tohns lon
1.6.54	Sues	5	PWKing	wyohnston	23.11.54	yes	5	P. W King	w. Johnston
2.6.57	yes		PW King	w. Johnston	24.11.54	yes		P. WKing	wohnston
3.6.54	yes		pWilling	w. Johnston	25111.54	yes		P. W King	w. Johnston
4.6-54	yes		P W King	w. Johnston	26.11.54	yes		P. W. King	w. Johnston
5.6.52	NUO		PWKing	w. Johnston	27.11.54	yes		P.W. King	w Johns con
6.6.54	yes		PWKing	Wohnston	28.11.54	yes		P. W Hing	wohnston
7.6.54	yes		PWKing	w Johnston	29.11.54	1		P. W yeing	w Johnston
8.6.54	yes		PW King	w. Vanston	30-11-54	yes		pw ring	wo Johnston
9.6.54	yes		11.111/	w. Johnston	1.12.54.	yes		P. W King	w Johnston
10.6.54	yes			nohnston	2.12.54	zes		P. W Hing	woodno tois
	1		0		11				

11.6-54	yes		PWKing	W. Johnston	3.12.54 yes		PW King	W Johnston
12.6-54	ages .		PNKing	W. Johnston	4.12.54 nes		PW Hing	w. Johnston
13-6-54	yes		PW King	w. Johnston	5.12.56 wes		PW Hing	w. Johnston
14.6-54	400		PWKing	W. Johnston	6.12.56 mes		PW. King	w. Johnston
15.6.54	yes		PW King	w. Johnston	7.12.56 yes		P.W. King	w. Johns con
16.6.54	nes		PWKing	WAvhuston	8.12.54 yes		P. W King	w. Julms loin_
17.654	gues !		PW King	WAvenston	9.12.54 yes		P. W. King	w. Johnston
18.6.54	yos.		PW King	Wohnston	10.12.54 nes		P. W. King	w. Johnston
19-6-54	yes	14	PWYCing	W. Johnston	11.12.54 -200		P.W. King	w. Johnston
206.54	1900		I Wking	w. Johnston	12.12.52 yes		PW King	w Johnston
21.6.56		M	P. WKing	w Johnston.	13.12.54 yes		PWKing	w. Johns ton
4.10.54	yes	1	P.W. King	u Johnston	11. 12.56 res	(-)	P.W. King	w. Johnston
5.10.54	- yes	F	PW King	w. Johnston	15:12:56 Jes	W	P.W. King	w Johnston
6.10.54	yes		PWKing	w. Johnston	16.12.56 nes	1	P.W. King	w Johnston
7.10.54	yes	1	PW King	w. Johnston	17.12.54 yes	<u></u>	P.W. King	w. Johnston
8.10.54	yes	1	P.W. King	w Johnston	18.12.54 Mes	H	P. W King	w Johns lon
9.10.54	yes	H	P. W King	w. Johnston	19.12.54 yes	Ţī.	PW Hing	w. Johns Kon
10.00.54	yes	T	PWKing	Wohnston	20.12.54 yes		P.W. King	w. Johns Con
11-10.54	yes		PW King	W. Johnston	11.12.52 yes		PW King	w Hohnston
12.10.54	yes	1	PW King	wholmston	22.1254 100	-	P.W. King	w. Johnston
13. 10.54	yes	F	PW King	W. Julus lon	26.1.55 yes	0	PWKing	W Johnston
14 .10.54	yes		PW King	W. Johnston	27.1.55 nes	5	PW King	w Hoknolin
15.10.54	yes	0	PW Hing	w. Johnston	28 155 nas		PW King	Whohnolon
16.10.54	11	7	PW King	W. Johnston	29 1.55 nes		PW King	whokuston
17.10.54	yes		PW King	W. Juknolon	30.1.55 yes		P. W King	woodnow
18.10.50	yes		PW Hing	- W Johnston	31.1.95 yes		PW King	W Johns Lon
19.10.50	H NR		PW King	W Johnston	1.2.55		PW King	-w Johns Con
20.10.54	yes ye		PW King	w Johnston	2 113 -0123		PW King	w. Johns lon
	yer		PWKing	Wohnston	3.5.22 nes		PW King	w. Johns Gr
12.10.54			PW King	hi John hon	4255 1000		P. W. King	wychustón
23 .10.54	yes		P. W. King	w. Johns lon	5.2.55 yes		P. W. King	al. Johnston
24.10 -56				Wyokus lon	7.2.55 yes		P.W. King	woohns loon
25.10.54				W. Johnston	1.2.55 465		P. Willing	whohns lon
26.105	4 yes		1 W Hung	in Johnston	8.2.55 yes		P.W. King	- wyohns lon

	-			ils regarding the entries in this Log		Batteries.	Auto-	Radio Officer.	Master,
Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Datteries.	alarm.	Radio Officer.	iviasier.
9.2.55	uls		f W Hing	worknoton	3.5.55	PWKing			
10.2.53	nes		PM/King	w Johns lin	4.5.55	PWKing			
11.2.58	nes		pwenty	n. Johnston					
12.2.53	ones		1 W King	-w. Johns Wu					
13.2.55.	nes		PWKing	woodnow					
14 2 55	yes		PW Hing	w. Jukas lo				2	
15.2.53	nes	A	PW King	witchesten					
16-2-55	nes	(1)	PW. Hing	w. Johnston					
17.2.53	yes		P.W. King	whokuston			(7)		
18.2.55	yes		P. W. King	whomston			Ш		
19 255	nes)	P. W. King	w. Johnston					
20 -2.55	us		P.W. King	Wohnston					
1. 3.55.	uls	1	P.W. King	u Johnston			H		
2.3.55	ne		P.W. King	w Johnshin			4		
3 - 3 - 55	nes		P.W. King	w Johnston					
	ne		P. W. King	wychuston			-		
5.3.55	38		P.W. King	w. Johnston			8		
6.3.55	499		P.W. King	winholon					
7.3.53	ues .	0	P.W. King	w Johnston					
8.3.55	nes	2	P.W. King	w Johnston					
9.3.55	nes		P.W. King	w. Johnston					
10.3.55	200		P.W. King	w Johns lon					
11.3.58	400		P.W. King	wohnston					
12.3.55	yes		P.W. King	12 Johnston					
13 3.55	mes		P.W. Hing	working lon					
14.330	n		P.W. King	so Johns Lon					
15.3.58	ries		P. W. King	w. Johns Lon					
16 3.55	nes		PW Hing	wit johno lon					

17.3.58 yes	p. W yking w. Johnston			
18.3.55 yes	PW King w Johnston			No. of the last of
19.3.55 Typs	PW King w Johnston			
20.3.55 yas	PW King w. Johnston			
X 1 5 15 /000	p.W. King w. Johns lon			
22.3.55 yes	P. W. King whomsion			
23.3.55 yes	P. W. King w. Johnston			
23.3.55 yes	P.W. King wooding Con			
25.3.55 yes	PW King whohuston			
26-3.55 yes	PWKing w. Johnston			
	PW King w. Johnston			
20.777	PW Hing whomston			
21.7.77	P W King w. Johnston	/-\		
30.3.55 yes -	P. W. King w. Johnston	E		
21.3.28 1960	PW King whomston		* 12	
1.4.75	PWKing wohnston			
2.4.55 yes	PW Hong whokuston	H		
3.4.55 yes	PWKing wohnstin	L.		
4.4.55 yes	PW King wohnston			
3.471	PW King wo Soms low			
6.4.55 yes	P.W. Thing wookustin	0		
1.4.55 yes >	PW King whokus lon	2		
8.4.53	PW King w Johnston			
9.4.55 yes	P. W King wohnston			
10.4.53 yes	P. W. King wo Juluston			
11.4.53 yes	1 M Thing b) And so time			
12.4.55 200	P.W. Hing wolnston			
13.4.55 Jes	PWKing witohns lon			
14.4.55 yes	P. W King No Johns Con			
15.4.55 yes	P. W Hing whohnston			
16.4.55 yes	PW. Thing w. Johns lin			
30.4.55 yes	P. W. King w. Johnston P.W. King w. Johnston P.W. King w. Johnston			27
1.5.55 Tyes	1. W. rung w. John Lon			
2.5.55 yes	P.W. King w. Johns Lon			

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

The second second				
Date and Hour of the Occurrence.		Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
5/5/54	Port Stanley	8/8/54	articles of agreement were this	
			day opened and crew from	
			ho! to 30 inclusive were engage	d
			in the presence of the Shipping man	Mir.
• []			Mastin. Mate	
			mastin. Male	
12/5/54	Port. Stanley	12/5/54	hos 31 to 47 inclusing were this	,
			day engaged in the presence	
			who the Shipping masin. Whiteles	
			W. Johnston achilleles	
1.1.	. 10:		I masin. Mate	
19/5/54	Soul Georgia	19/5/50	No 48 was This day engaged	
			in the presence of the Shipping Mash	•
			Mohnolon Walkeleer Mate	
241.11	1	2115	mash. mate	
27/5/54	Montiviacio	27/5/54	no 39 was this day discharged	
			at the british Consulate.	
			hokuslan dubrelee	
1/20-4.0	han Terrides	20/1/16	Maslin Mate.	
1/20 - 5 - 34	Montevideo	28/5/54		
			for duty as night watchman at	
			1900 hours on the night of the	
			27 th May, Ite remained absent	
			without leave until 0800 this	
			DiJohnston Shifferce	
			Mastin Mate	
			- mare	,
37.73				A

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.

OFFICIAL LOG of the from Port Standy F. i. 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 Pine or Forfeiture inflicted
,2	8/5/54	ar. Sea	28/5/54	The above offence has been	
	, ,			read over to Hansen. He	
				admits being absent, lis	
				excuse is, he got drunk ashow	k
		2000-000		Dispolar Shifteen.	
				master. mate.	
72	. 6.54	Southamplion	22/6/54	hos 31 to 38 and 40 to 48 inclusive	
				were this day discharged in the	
				presence of the Shipping mastin.	
		2 3 3 3 3 A		Tohuston M.A. Brown ?	d .
				maslin.	
26	. 6. 54		26/6/54	hos 26 to 30 inclusive were this	
				day discharged lepre the Shipping In.	whi.
				Dohnston M.R. Brans	
				Mashir. Muste	
1 -	7.54	,,	1/7/54	Wr. H. M. Prece Chief Officer NO2.	
	1			was this day discharged and	
				Int. h. R. Brown 2nd Ufficer was	
				promoted to bhief Officer wil	2
				the sanction of the Shipping Mas	
				W. Juhnston M.R. Brown	
				I master. Mate.	
14	+ . 7 . 50	, ,	14/4/54	tw. 7. W. Brown 3rd Officer NO 34. wa	5
			11/24	This day discharged and Mr. M.S	
	-			Smith was engaged as 2nd Officer	
				in the presence of the Shipping ma	
				Mastir. Whate.	

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OFFICIAL LOG of the R.R.S. JOHN BISCOE

from Southampton

towards Fackland Islands and

		,		Defrendences.	
	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	148/54	In. J. P. monley NO So was this	
			, ,	day engaged as 3rd Officer in the	
				presence of the Shipping mashin	
				Defendin M. R. Brown	
				mash Wide	
1 .	10.54	Southamphin	1/10/54	M. Siddy (no 25) mers Boy was this	
				day promoted to asst Steward	
				hos 51 to 5'9 inclusive were engage	d
				in the presence of the Shipping Mas	
				W. Johns Lon Will Brown	
				M. Johns Lon W. R. Brown marin. Male	
4	10.54	Southandhin	4/10/54		
				engaged in the presence of	
				the Shipping mashin.	
				W. Johnston M. R. Bran	
				mashi. Mate.	
11.	11.54	Port Stanley	11/11/54	No. 59 and Nos 63 to 66 and No 69	
				were this day discharged before	
				the Shipping mastin.	
				w. Johns con masen M. R. Bran	<u>u</u> ,
	1 60			iAhro	te.
1	1. 55	4	1/1/55	7 / 7	
				the presence of the Shipping tracki	
				W. Johnstoi M.R. Brown	
26	1.1.			masen Mate.	
AN.	1/55'		25/1/55	hos 56 to 58 and 60 to 62 and 67	
				7-68. 70 to 74 were this day desilars	d
	N.D.	0		25. John ton made M.R. Bran W	المالق

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 Mater 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.

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 l'ine or Forfelture inflicted
28 2 55	Port Staney	1/3/55	7. butts was found to be drunk.	
			on duty as nightiva tilman at 2200	
			Louis a was incapable of duty.	
			Mysloi M.R.B. ram Mashi. Miate.	£1
			mashi. mate.	
1/3/55.	ar. sea	1/3/55	The above offence has been	
			read over to 7 loutes who	
			admitts the offence a has nothing	
			to say	
			Tolus los M.R. Bran	
			In coi: Mate	

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OFFICIAL LOG of the RRS SOHN BISCOE

from Southamp hin

towards

Date and Hour of the Occurrence	ne or situation by Latitude	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forteltur inflicted
14.51				
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N 12	kwani a tau la 111. 1 D			

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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
			,	

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OFFICIAL LOG of the from

towards

	Date and Hour of the Occurrence.	Place of the Occurrence or situation by Latitude and Longitude at Sec	e, Date of Entry.	Entries required by Act of Parliament.	Amour Fine Fortei inflict
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters the Master must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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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 of Porfeiture indicted
		355		

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 en board (if any); and crew, 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 every entry of wages due to any Seaman who enters His Majesty's Service and by the Mater and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service and by the Mater 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.

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.	Fatries required by Act of Parliament.	Antount of line or Forfeiture indicted
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mute 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 Master and by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

Packing over Entries of Officerous. The Master's analysis of Service and Seaman into such Service.

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towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forleiture indicted
			No.	1
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		ANY		
-			r.	
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Perell .			d by the Act must be signed by the Master and by the Mate or some o	than of the

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 Scannan 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 Scannan who enters His Majosty's Service must be signed by the Master and by the Scannan or by the Officer authorised to receive the Scannan into such Service.

OFFICIAL LOG of the from

towards

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

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(120 Men).

(Executed in Twenty-Four Pages.) AGREEMENT AND LIST OF THE CREW



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

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Issued and	

ASSUED BY THE	Man, and the contine			r Elbe and	Brest inclusive.	For this purpo	se the term "the	United Kingdom"	
		1			4	Registered	I Tonnage.	Horse Power of Engines	
Name of Ship.	I	Official No.	Port of Re	giatry.	try. Port No. and Date of Register.		Net.	N.H.P. I.H.P. B.H.P. ²	
R.R.S. JOHN BISC	oé"	10.001		ISLANAS	1.11948	899.97	410.93	750	
	ANAGING OWNER O	R MANAGER.			Seamon and		CHARTERE	2.3	
Name.	(State No. of	Address House, Street ar	ad Town).	accommod	ces for which stion is certified.	Name.		Address.	
Falkland Islands Bovernment	Goot House	Stanle	4. F.L.	4	9		-		H.
whose descriptions are contain are engaged as Sailors, hereby several capacities expressed as Voyages from the F any ports or place of 65 degrees Nort South latitude, trand to end on 31st the option of the	alkland Islam s between the hatitude an ading in any	names on a value to a limits ad 75 deg.	Ship, in the oyage from4	(a) The each of (b) The keep to for in by him the cruther shall conditauthor going, impose not except.	ther in the crew ind heir quart spection by Furthe ew or any ip at the leave the deputy the Master on each me ceeding 2 call stores	nd grease e general ividually ers clean y the Mas r it is a individual termination quarters e satisfac y. For r may at beenber of days pay. and prove	rs shall duties of and cold and tidy ter or Of greed the lamember on of the cition of each breadis entire the crew	mutually assiple the ship. I lectively agray and in readificers depute at at any time finally leaves contract, the mand orderly the Master or ach of the fore discretion, concerned, a ssued to the contract.	ee t nes d wh es ley

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 soper manner, and to be at all times diligent in their respective Buttes, 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 board 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.

use and consumption on board ship and the property in any unused or unconsumed stores by provisions remains in the shipowner. Any member 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: -

Blankets) Pillows	Cost price.
In Chitness whereof the said erein, on the days mentioned against	parties have subscribed their Names their respective signatures.
ligned by	s lon Master
n the 5 L day of	May 1954

		These columns to be filled up at the end of the Voyage.									
Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.						
5 hay 1954	Itanley Falkland Islands	13/0/50	PARKLAND 18.	13/0/50	Di Johnston - Masein Ownet.						
4	- Jackettine &										

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

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

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

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

Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.

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.

Which are excluded.

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and printed on the Sixth page hereof, which the parties agree to Here are to be inserted to which the parties agree and which are not appropriate to the sixth page hereof, which the parties agree and which are not appropriate to the sixth page hereof, which the parties agree and which are not appropriate to the sixth page hereof, which the parties agree and which are not appropriate to the sixth page hereof, which the parties agree and which are not appropriate to the sixth page hereof.

Here are to be adopt.

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

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

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

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.

Should be obtained and used.

Should be obtained and used.

Should be Sks. 5/48 R.I.Co.Ltd., Gp.773 (107).

Wt. 11453/6639 1,500 Bks. 5/48 R.I.Co.Ltd., Gp.773 (107).

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 served upon is in addition to the Line or Lemon fuice and Suyar, or other Anti-Scorbutles required by the Merchant Shinning Acre

				Allowance		Allowance
Article				per week.	Article	per week.
Water	*** *** ***			26 quarts	Condensed	91 024.
Soft Bread	*** *** ***	*** ***		7 lps.	Milk or	
Fresh Meat (including any fr				4 lbs. II ozs.	Dried	4 02s.
Smoked Ham or Bacon			111 444	8 ozs.	Consultand	4] 021.
Fresh Fish	*** *** ***	*** ***		1 lb. 8 ozs.	Milk for Cooking or	
Eggs	*** *** ***	*** ***	111 111	2 No.	Deinel	2 ozs.
Potators	*** *** ***			7 lbs.	Butter	101 024.
Dried or Compressed Vegetal		*** ***		8 ozs.	Suet	2 07.3.
Split Pean		*** ***		4 028.		5 OZS.
Green l'eas, Haricot Beaus of	Butter Beans	***	***	l lb. 4 oza.	Marmainda Jam on Sunna	8 ozs.
Flour			***	2 lbs.	Checse	1 ozs.
Rice		*** ***		G oza.	Pickles	i pint
Catmeal, Rolled Oats or simi	lar cereal	***	***	€ ozs.		8 ода
		212 212	414 255	3 ozu.		5 0Zi.
Coffee (containing not more t	ban 25 per cent. (Chicory)		2 ozs.		2 026.
or					Mustard	i oz.
Cocoa or Chocolate	*** *** ***	*** ***		3 ozs.		1 oz.
Sugar		*** ***		1 lb. 5 ozs.	Curry Powder	toz.

Note.-There is no entitlement under the above Scale to additional quantities of sugar, butter, margarine, suct or cooking tat for use in the oreparation 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 inspracticable; but where soft bread is not issued, an equivalent amount of biscuit stored in scaled tins shall be issued instead.

3. Meat. The term "Meat" includes "Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking.

- When fresh meat is not available, salt or preserved meat may be substituted in the proportion of \$ 1b. of salt meat or \$ 1b. of preserved meat for
- 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 hoard. 4. Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilohards.
- or sardines shall be substituted in the proportion of 21 lbs. of dried fish or 11 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, pitchards or sardines may be substituted for fresh fish in the proportion of 11 oss. of dried fish or l 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 18t ozs. of dried fish or 0 ozs. of kippers or
- 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. Yegetables .- 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 ilb. 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 pess, 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
- 12. Onlone.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1 lb. of fresh onions must be issued.
 - 13. The stokehold hands are to receive sufficient catmeal 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			***		644		3 lb.	To be	considered	equal	Marmalade			***	449	***	1 10.	4			
Preserved 1	test		***	***	***		4 lb.	lo 1	lb. Presh M	eat.	Jam	60		***		***	1 lb.	10			
					***		J oz.	1			Syrup			***	***	***	1 1b.	To	be	considered	equal.
('offee		***	***				11 ozs.	To be	considered	equal.	Butter			***		***	l 1b.	1			
Cocos or Ch			77770	***			à oz.	}			Cheese			***			1b.	1			
Tea	***		***	011	***		1 lb.)			Condensed Mil					***	94 ozs.	1	200		
Flour			434	244	444	***	1 lb.	1			Dried Milk				***		4 025	To	be	considered	equal.
Biscuit			441	***	- 110			To he	considered	coual.	Mr. cond			***							
THE PARTY OF THE P	444	444	444	***	111	*111	1 lb.	1							***	•••		To	be	considered	conal.
Ontineal B	olled Or	ts or	simila	ar cere	Bls		1 lb.)			Curry Powder	***	• •••	***		***		1	-		- 4
Split Pens				***	***		₫ lb.	1m. 1	., .												
Carrier Control			***			***	₹ 1Ь.	To be													
Green Peas.	Marie	e or	Butter	Beans			3 lb.		issued with	meat									17.	centy-tour	
Green Peas.	, IImileo	,, .	.,			1-1	₫ 1b.	rations											120	Lenty-Imit	nag-a
Rice	411							1													

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from d	leck line.	, Load Li	ne.
Freeboard from d	feet S inches	(T)	inches above S.
2	fast 94 inches	(S) Upper edge of li	ne through centre of disc.
Winter	feet /2 inches	(W) 44	inohes below 8.
Winter North	feet 32 inches	(WNA) 64	inohos bolow S.
(if assigned) Allowance for fresh water for all	freeboards:	inches.	
The upper edge of the deck line	from which these freeboar	ds are measured is	inches above
the top of the		d	eck at side.
		om 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 in 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 Foresiture is ascertained in similar account. of Forfeiture is ascertained in similar cases under Sect. 234.

_	OFTENCE.	Amount of Fine for a first offence.	Amount of Fine for a second or subsequent offence.	Signature of Superintendent or Consular Officer.
	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	Ten Bhillings.	One Pound	1
	Bringing or having on board intextcating liquors	Ten Shillings.	One Pound.	1 10
1	Drunkennegs	Ten Shillings	One Pound	Illyingen.
	Taking on board and keeping posessation of any firearm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, without the consurrence of the Master, for every day during which a season retains such weapon or instrument			1. 12. 2
ı		Ten Shillings.	One Pound	1 5 7
1	Insolent or contemptuous language or behaviour to the Master or any officer, or disobediance of any lawful command, if not otherwise dealt with according to law			41, F. S.
	Absence without leave (if not otherwise dealt with according to law) for each day on which	Ton Shillings.	One Pound.	12.4.
	sheeped pocitive in the second succession of the second succession su	Tes Shillings.	One Pound.	1 32 34

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

The employment of a person under the age of 18 in a ship as firemen 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 18 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.

			Capacity.		Apprentice	Date of joining for the	To be	rticulars of Leaving filled up by the Master. ining it should be stated.	Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
Name in full.	of Birth	Nationality† (if British, state birthplace).		Date.	Place of Signing.	for the voyage.	Date.	Cause of Loaving.	respecting an Apprentice left behind abroad.
John Edward henry	19/19/37	der 18 years of age	hungay	rentices.		5/5/54	20/45	4 Dis-	
michael John Siddy.	19/11/36	Longbourgh	meso Bry	-	-	5/5/54			
Tregor Brecking	7/93	o talkland &	Supy	_		12/5/54	276/54	Dis.	
Charles william Hayword	24/6/3	3 Volon				1/10/54			•
David John Hosper.	19/6/3	7				1/10/54			
Henry whyle	8/7/38					1/10/54			
0 0	-								
2. Apprentice	es over 1	years of age.							
	7								
,									

If a British subject, state town or country of birth, and if born in a foreign country, state if a natural-born British subject or naturalised.

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

PARTICULARS.

							ARTIC	CULARS
	1 1				ADDRESSES OF MASTER AND CREW		Date and this	Place of Signing Agreement,
arace No.	Lacorne Tax Code.	SIGNATURES OF CRIW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British, state birthplace—soc footnote).		Name of last Ship, with Official No, or Port of Registry and year of discharge if more than a year previous.	Dute.	Place,
a a	ă			3.	4.	5.	6.	7.
1		motion to many purhus lon	/	Beefast.	11 B. Robert. Glenburn 10 Whiteleged Co. antim. N.J.	Same	5/5/54	Stanley
2		Mullece .		Cardiff.	11 Mio Many Louise 11 Dales	Same.		
3	-5	M.R. Brown.		Newcastle	11 M hay	- 610 -		
4	{	4. w. Bran		Birmster	(1) 50 Ship Rel Burney	- do -	- "-	_ //
5	{	P.W. Ming	32	0	11 M. Gerande, 254 Stradbroke	- slo -	- A	_ " _
W26	1	W Person	36.	Folkland So	M. Kon	- do -	_ * -	
7	-	A. Loodie	34	- de -	(3) A. Rollan (3) 3. Proney Rd Stanley	- 10-		
8	1	3 Llamoso	21	-clo-	10 Lord Julhland b.	-clo-		
9	1	of Hannely	1613	- do -	(1) Ross Road Stanley	-10-	~, ~ —	_ "-
10	-	If loute	111/3	-do-	11) Stepley Falkland So	clo-	- " -	
11		R & Hanne	3.1	-do-	(2) Stanley Falkland &	-clo-	-11-	_ " -
12	-	lig hoults	28	-do-	(a) Stanley Falkland S.	-do-		- ^ -
13		c fone	0.1	-do -	(2) Stanley Falkland Js.	-10-		
14	1	& Jennings	2.1	- clo -	(1) F. Tock 12 Brandon Rd. (1) Stanley Fulkland S.	Protectam		11-
15	-	Hyward	Lis	Partamouth	(1) be blanement Rd registing ten	Same		
16	-	Hickorden	33	manchester	(2) Southampton	-do-		
17	<u> </u>	w. Hellest	32	. Ket Brown	11 W. Clasbeth Tui Ol	-do-		
18	1	Y. Zionan Mill	42	0	(1) W. Najor 19 Mat le 1	- do-		
19	-	J. H. Mathall	30	ortomonth	Marthan 17 Mal-loo St.	-do-	-"-	1,1-
20	1	1 Short	121	Jalk is.	11 Nach ann.	-do-		- " -

* If a British subject, state town or country of birth, and if born in a foreign about the Certificate of Discharge as Engine Drivers. Donkeymen, about the Certificate of Discharge as Engine Drivers. Donkeymen, about the General 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 contributions are payable because of remuneration. (d) Where Hability for National Health and Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Ship R.R.S. John Biscol

OF ENG	GAGEMENT						P. To be fill.	ARTICULARS (ed in by the Station Desertion at any	OF DISCHARG or upon the Disch Member of his C	B, &c. args, Death, or crea.	RELRASR		Number	
In what Capacity engaged, No. of Certificate (if any), and No. of H.N.R.	Unemployment Local Office and Number,	Date and Hour at which he is	Amount of Wages	Amount of Wages Advanced upon or at the	Amount of Weekly, HalfMonthly or Monthly	Signa- ture of Initials of Official before		e at.d Cause of ic or of Death,	nving this Ship,	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 Cirdms for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the sold undersigned Members of the Crew from all Claims in respect of the sold	Signature or Initials of Official before whom	weeks for which Insur- noce Act Coutri- butions	N Su Na
Commission or R.V.2. (if any).		to be on board,	Month,	time of Engage- ment 1	Allotment.	whom the Sen man is engaged 14.	Dute.	Place.	Cause.j	Discharge.	Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.) 19.		are	Referen
38016 master	0,	at once	Rus	ers an		49	13/5/55	1- 1	Dis	NIL	R. Q. D. 16.	2.75	*10	1
63301.					The same	146	1/7/	Dlamley			w johnster			2
mate 65388	nomotivel 1 at mate		58 6 8			3	13/5/	Solow	Dix	NIK	- Lugz -	118		3
2nd mat	117/54		5000			3	155	Stanley	Dis	NIL	M.K. Braus	7		
3rd male			37 10 0			4	13/1	157i	Dio	nie:	- Engle-	1/2		4
W.10			30 0 0			础	13/5/	Stanley	كان	NIL	P.W. King	199		5
Bosin			5200			XB.	13/5/55	- do-	Dis	NIC	W. Peanon.	45		6
AB.		~*~	2500			Lill	13/57	- do-	1) is	NIL	A Gardinia	49		7
4 B.			400			The state of the s	13/5/	-do-	dis	NIL	M el	18.		8
A.B.						Jah.	13/5/	-do-	1) is	NIL	· lead #	46		9
			2400			Till	4/5/	4.1	1.		Wy Coulls	499		0
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5.0.5.			200			K	13/55	-do-	<u>ا</u> ن	NIC	el Henrich	10		2
D.S.			150			郡	13/5/55	do-	dis	NIL	Ofmen 1	759	1	3
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2 who			50 0 0			W.	13/5/	-do-	مان	NIL	Michaelon ,	1	1	6
220 8 00						KB	13/5/55	-do-	10	NIL	to Milles.	18	1	7
BD. 1			H 13 L			44	13/5/33	-do-	di	NIL	v e	26	1	8 4
Elect.			5000			TH	13/5/		dis	NIC	Sell: Machala.	Jeg	1	9
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Gream	te if a natural born		400			J.	1/33	-do	عان	NIY	I set	1		

country, state if a natural born British subject or naturalised.

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

Cabin Boys, not merely as Boys.

the words "not conditional" should be inserted above the antry of the amount, the words "not evenese"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Descried," "Left Sick," "Died." this Ship," thus "H.M.S. Revenese"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Descried," "Left Sick," "Died."

The number of weeks for which contributions are payable (if insurable). (b) F. Where the scaman 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

							PARTI	CULARS
e No	Tax	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE DOOKS.	Age.	*Nationality pl British, state thrthplace—ace 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		Place of Signing Agreement.
Referen	Income Tax Code.		2	footnote).		previous. 5.	Date.	Place.
21			12/33	-1	(1) J. Victor Globe Holel,	Same	5/5/	15-1
22		le gahnsan	20-	Jalkland S.	(1) M. MARY 55 Davis Street (2) Stanley Falkland Is	- do-	- "-	Stanley
23		D Stream	18		(1) F. James Donglas Station (1) Cast Fulkland Islands	-110-	- "-	- " -
24		Peter Shay		0,1	1) W. Beatrice 7. Alladyce St.	-10-		
25		I Shory	50	Landon	11 M. Vista 11 Romaney Rol.	- elo-		
26		M.J. Jedoly	17	Lang barryh	(1) F. James 24 Steventankel	-1lo-		
27		& Winsly	18	Douthamption (a) M. Chyabeth		-"-	_ " _
28	-	g. Meny	16	Landan	1) M. Stilla halka breek	_ do -		· · · ·
29		J & Beny		Falkland S.	11) M. Kouis Fisher, West Drive	-do-	- * -	
30		2 many.	19.	Harlan	13 M. FLEN 108 Davis Street	- do -	_ "-	
31		F.K.M Hillenbraux	47	Junuary of	11) W. Marlard Falancer (2) 9. Lewiere F., Mildell Konder V. W.7	Same	145/54	- / -
32		A B. MoNK.	35	Somerset	11) F. William Bostwick Lodge.	- Service	12/5/54	
33		Dun In lon	22		10 Matcher Rd. Albuch Hanto.	Filfrey		
34		KV. Blanchock	26	hondon	(1) (F) Harry G. Blancher	ch Jame		
35		B. Kemp.	23		(1) (F) Frederich Kamb.	010-		- H -
36		D.a. Banit.	21	Pendon	(2) Sweet Biner Stubboars Asland, Kent	_do-	4. ~~	
37		B. Taylor	30	Kellei	121. Harborough hd. Kilword Leics.	_ do-	- 4	
38		Ol Clarks		no. Walder	(pl) (1000) to Balmoral hiercent	-do-	_ u	
39	1	1. Trembell			(WE) HELLANDER FORWAN	- do -		_ " - *
40		1 L Johnson	24	Rotford British	(1) F. Had 39 Raglan Rd. Rettord	- clo -		"-"

If a British subject, state town or country of birth, and if born in a foreign that any member of the Crew enters His Majerty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving contributions are payable because of remuneration, (d) Where inhility for National Health and Unemployment Insurance differ they should be shown on Seamen's Identity Cards.

OF ENGAGEMENT PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Discription of any Members of his Cress. We the understanted Members of the Crew weeks																		
OF EN	GAGEMENT									To be fill.	of in by the Mast Desertion of any	er upon the Disch Member of his C	arge, De	ish, ar			Number	
In what Capacity engaged, No. of Certificate	Unemployment	Date and	Am	ount of	11 11	unt of	Ameu	nt of	Signa- ture or initials	Date, Place	and Cause of le	coving this Ship,	Dol	апсе	We the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Maxier and Owner or Owners thereof, from all Claims for Wages, or otherwise in respectof this Voyage, and 1, the Maxier, do breely release the said undersigned Members of the Crew from all Claims in respect of the sold	Signature or Initials of Official before	which Insur-	Ng
Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Lecal Office and Number.	Mour at which he is to be on board,	per or C	nges Week alendas onth	or tir	on it the ne of gage- ent !	Mind Mo or Mor Allota	kly on Usly	Official before whom the Sea-	Date,	Place.	Cause,	of V pel Disc	nge narge	release the said undersigned Members of the Crew from all Claims in respect of the sold Voyage. Signatures of Crew (each to be an the line on which he signed in Col. I.)	whom the balance of Wages was Paid and Release signed and Date.	Act Contri- butions are payable	Reference)
(if any). 8,	9,	10,		11		12.	19		man is engaged	15	16,	17.	1	8.	19.	20,	21.	
Greaser		onu	24	0 0					46	13/5/5	Stanley	کان	N	1	l. dolarow			21
Geaser			4	0 6					46	13/5/55	-d-	200	N	16	D Shingt	49		22
Thainer Greaser.			20	0 0				(U	1/1/55	Stanles	مانه	17	1011	Patra Mª Kore	18.		23
Stewd.			32	0 6					H	13/15/5	Stanley	di	N	16	W. P. Store	Hs.		24
mess Boy.	Promotion asset Stewd		10	00				(All	13/5/55	Manler	Di	N	1	m.g. Siddy	119.		25
mess Bay.	1/10/54		10			Œ			婚	24/54	Sata	Dis	R	16	Tas I Iren	1		26
mess Boy.			10					1	18	46	46	265	N	16	Des True	1		27
book.			30					(All	1	do	do	N	14	the Lis (Terner			28
asst.			24					(独	450	10	do	N	16	4			29
book.								(想	do	260	4	N	16	Des Desus	d.		30
Boy.			10		-			(46	22/6/54	Solon	Dis	N	14	Ens 2			31
Superin				1 =	-				1	1	1	16	N	16				32
Supern				1 -				(H	1	/	1	N	1 4	547			33
				/		- 3		+	1/6	1	1	8	N	/ /	Engr			34
-110				/					H	1	1	1	1/	1 (Eng 2			35
-110-		- 11-5	-	-					1.6	06	1	1		, ,	- 0	_		36
_ do-		-*-		/-					V	1	do	1	N	16	Eng 2			37
do		11	-	/	-	-			4/4	16	do	06	N	1 /	ing 2	-		38
-10-		- "		/					11	17/5/54		CONSAN		1-	1. 200 8.80	LIU. 27	2-	39
10-				1 -				-	41	27/4/4	5oten	Dis	N		Eug 2	100		40
do-				1				1.	1	7,54	-0 Gm	103	1 70	1 2	7			

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 mords "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 demicile. (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

						ŀ	ARTIC	CULARS
					ADDRESSES OF MASTER AND CREW	Name of last Shin with	Date and this	Place of Signing
Reference No.	Income Tax Code.	SIGNATURES OF CRICW AND NUMBERS OF DISCHARGE BOOKS.	Age	"Nationality [if British, state birthplace—soc 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,
Refe	Peo		2.	3.		5.	6.	7.
41		Boerhim	14	7. Starley	(1) F. Gregor. (2) 7 Filippy Rd. Stanley.	Frist.	12/5/	Stanley
42	as	Rigo	21	Stanley	11) F Hubert. 11) 82 Davis St. Stanley.	First	_slo-	
43		Gloser .	29	Southerd.	M. Gissie Coeck.	Lame.	- do-	
44		Amberns.	24	chathen.	(1) of Aulifor denders. Whilelook Kent.	Jame.	_do	
45		al. M.S.	30	Wick	(1) W. anne 4 Thomas Place	Jame	-do-	
46		Kelley W.7.	33	London	(1) Shipley Horks.	Same	-do-	
47		Shale D.C.	27	Bustol	(a) Square S. W. 7.	Same	do	_ 4 -
48		R745 300	35	Edinburgh.	10 43 Fernicside Prize Edin 4.	So Harvester.	9/5/54	Luith 50
49	1_	ASS :11- :	25	Lutton.	1 2 Sunset Rd Danuer & Hill	Floritan	17/14	Solon
50	_	J. Moder	20	Sheffield	(1) 23 Duckershand Town Wood	Har Enphridush	16/8/50	·do.
51		CW Staywood.	24/4/	Jacka &	(2) Smiddlelow Sturing	Oak hipeline	1/0/54	do
52		Mader	19/6/3	Solon	(1) Park Sin Quali home west	End Jecta	do	de
53		36 Whyte	1/2	8 Jolan	10 16 magdaline ver Jol	w. Vecla	do	- do:
54	1	Myselpinis 1	29.	Leonina	164 Healbl. Blaine mo	N. Keema	do	do.
55	1	U. 4. Tasker	52	Quelec	10 100: Bookered Garage Monto	ne Frampt 17	4/10/5	do
56	1	Caralnes.	25	Salford	mo Dalis middle leavene St. Daly no poly	and Castle	1/0/34	Solow
57		R. C. Boopler.	26	Westin	1.10 y/ westmaluem had wa	custin shue	do	de.
59	1	nogly	22	1 sid	(1) T. Grange John.	April do	den	do.
60	1	John Down assay	23	100	10 1: Stanley O B'han	makom do	do	do
	U	1	100	. I seering de	Homes Kavender hadge warren	Rd Just	4/1/54	de

The capacities of Engineers not employed on the Propelling Engines and Botters should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as should be described as a first any mamber of the Crew enters His Majesty's Service, the Name of the King's Ship into which he exters is to be stated under the head of "Cause of Leavising to the Crew enters His Majesty's Service, the Name of the King's Ship into which he exters is to be stated under the head of "Cause of Leavising the Crew enters His Majesty's Service, the Name of the King's Ship into which he exters is to be stated under the head of "Cause of Leavising the Crew enters His Majesty's Service, the Name of the King's Ship into which he exters is to be stated under the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he exters is to be stated under the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the King's Ship into which he externs the head of "Cause of Leavising the Company of the Crew enters His Majesty's Service, the Name of the Crew enters His Majesty's Service, the Name of the Crew enters His Majesty's Service, the Name of the Crew enters His Majesty's Service, the Name of the Service enters His Majesty's Service, the

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

Name of Ship hall John Busine

F ENC	GAGEMENT									To be fill	ARTICULARS ed in by the Man Detertion of an	OF DISCHARG	B, &c. harge, Di Crew.	eath, o	7	RELRASE		Number	
In what Capacity engaged, No. of Certificate					Atriot	ges			Signa- ture or		e and Cause of le		,			We the undersigned Members of the Crew of Ilius Ship, do hereby release this Ship, and the Master and Owner or Gowers thereof, from all Claims for Wages, or otherwise in respect of this Voryace, and I. the Master, do bereby release the said undersigned Members of the Crew from all Claims in respect of the said	Signature or initials of	weeks for which insur-	
nny), and o, of H.N.R. commission or R.V.L. (if any).	Unemployment Local Office and Number,	Date and Mour at which he is to be on board,	Mor	ges Veck lendar	Adva up- or at time Roge men	the e of age-	I Initial or Mo Alloh	onthly nthly ment,	Official before whom the Sen- man is engaged 14.	Date.	Place,	Cause.§		lance Wages id on charge		.0,000	Official before whom the balance of Wages was Pald and Release signed and Date.	Act Contri- butions are payable	Reference No
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country, state it a natural born British subject or naturalised.

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

Cabin Boys, not merely as Boys.

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0

PARTICULARS

1							ARIK	JULARS
	1				ADDRESSES OF MASTER AND CREW	of last Ship with	Date and this	Place of Signing Agreement,
Reference No.	ncome 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 Official NAME OF FRIEND AND HOME ADDRESS.	of last Ship, with io, or Port of Registry year of discharge nore than a year previous.	Date,	Place,
Ä	A		2.	3,	4.	5,	6.	7.
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The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as a lift any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

** NATIONAL 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.

OF ENG	GAGEMENT						P. To be fill	ARTICULARS of in by the Masi Descritor of any	OF DISCHARG er upon the Disch Member of his C	B, &c. large, De	alh, or		RULMASM		Number				
In what Capacity engaged.t Certificate (if any), and No, of R.N.R. Commission or R.V.L. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.		unt of ages Week ilendar nth.	Amoun Wag Advan upor or at time Ruga ment	tbe of ge.	Amous Week! HalfMor or Mon Allotme	thly thly eat.	Signa- lure or Initials of Official before whom the Sen- man is engaged 14.	Dute.	e and Cause of ke or of Death. Place. 16.	Cause,	Dai of V pai Disc	lance Vages d on barge,		We the undersigned Members of the Crew of this Ship, and hereby release this Ship, and of this Ship, and the Members thereof, from the Members of the Members of the Members of the Ship and the Members of the Crew from all Claims for add medical members of the Crew from all Claims in respect of the said Voyage, Signatures of Crew (each to be on the line on which be algaed in Col. 1.)	the holance of	Coutri- butlens	Reference Na.
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country, state if a natural born British subject or naturalised.

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

Cabin Boys, not merely as Boys.

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

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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. (c) Masters should ensure that the DIS. A. number is given on Health Cards and the local office and serial number

99

Ship

PARTICULARS Date and Place of Signing ADDRESSES OF MASTER AND CREW SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. Place m 81 (II) 82 (2) (1) 83 (8) (i) 84 (2) (1) 85 rti (1) 86 (31) (1) (2) (1) 88 (4) (I) 89 (2) (1) (2) (U) 91 (E) (11) 92 (2) (1) 93 (2) (1) 94 (2) (1) 95 (2) (1) 96 (1) 97 (2) (1) 98 (2)

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(1)

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PARTICULARS OF DISCHARGE, &c.
To be filled in by the Master upon the Discharge, Death, or
Discript of any Member of his Crew. RELEASE OF ENGAGEMENT Number of weeks for which insurance Act Contributions are payable We the undersigned Members of the Crew of this Ship, do bereby 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. Date, Place and Cause of leaving this Ship, In what Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any). Date and Amount of Wages Advanced upon which he is or Calendar or at the time of Ringue-ment; Unemployment Local Office and Number. Balance of Wages pald ou Discharge, Official before whom the balance of Wages was Pald and Release signed and Date, 81 83 87 92 97

country, state if a natural born British subject or naturalised.

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	OF ENG	AGEMENT						To be fill	ARTICULARS ind in by the Mas Discrtion of an	OF DISCHARG ter upon the Disch y Member of his C	B, &c., args, Death, or trem.	RELIASE		Number of	
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FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

other In

Services required by Law.

Services required by parties interested.

(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 8 0 8 0 For every desertion certified by a Consular 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

(19.) For custody of ship's papers, making any endorsenent 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

8. d 8. d

(83.) 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 paperawhen 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. 33, 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 times numbered from One to Thirty both inches were and and hefore me and signed the said Admon to my parame, and that the same has been made the and the case storehant Shipping Acts.

The death are blocks of the even engaged have been delivered to me laster, expert in cases where it is stated no discharge books (Dis. A) have been produced.

SHIPPING MASTER. STANLEY FALKLAND IS. 19 5 54

I hereby certify, that the Undermentioned Jeamen whose names appear on lines 31 - 47 have been engaged before me and signed the said agreement in my presence and that the Dame has been made as regumed by the merchant Shipping acts STANLEY FALKLAND IS I hordry whitey that the undermentional

BRITISH CONSULATE MONTEVIDEO

Vessel arrived 26/5/1954 Agreement deposited 27/5/1954 returned 27/5/1954

Assenge rate of exchange: \$ 8.99 -(for conversion of seamen's wages only)

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I herescertify that the Seamen on 39 has been DISCHARCED at this port with my sanction on the ground of MUTUAL CONSENT and that the sum of fo. 1.04 being wages due to him has been paid , and that -

have been delivered to



agreement deposited I relieved the

GERCANTILE HARINE OFFICE - 40CT 1954 SOUTHAMPTON

> BRITISH CONSULATE MONTEVIDEO

Vessel arrived 28-TH OCTOBER, 1954 Agreement deposited 29-14 OCTOBER, 1954 -do- returned 29TH OCTOBER 1954

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



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CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

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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 51, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 1001., or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and 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 Crow 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.

- The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.
- 7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.
- 8. In all cases the Superintendent should have at least six hours notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with the Master must—
 - (a) Produce the Certificate for himself, his Mates, and his Engineers, and
 - (b) Produce the Apprentices destined for the voyage, together with their indentures.
 - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crow, 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 rend over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 5l.
- 13. The Master of a foreign-going Ship incurs a Penalty of 51, if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

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

- Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.
- 15. If the Ship remains at any port for a period less than forty-eight hours, and the Consular Officer or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be produced to the Consular Officer or Superintendent for inspection.
- 16. The engagement or discharge of any Seaman abroad, must be made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a Penalty. (See also paras. 20, 21 and 22 below). The Master must also obtain the sanction of the Consular Officer, or Superintendent, as the case may be, before he leaves a seaman or apprentice behind at a port abroad, whether by reason of desertion or of illness, or through some other cause.

Return to the United Kingdom.

- 17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 101.
- 18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner.
- In the column for particulars of discharge, the date, etc., of termination of service should be entered and if the wages continue to accrue under the Agreement until some later time, the date when they cease should also be stated. It is not necessary to enter the date, etc., of the payment of wages.
- 19. Within forty-eight hours after the Ship's arrival at her final port of destination, in the United Kingdom or upon the discharge of the Crew, whichever first happens, the Muster is to deliver to the Superintendent of the Microantile Marine Office the Agreement, and the Official Log-Book, and accounts of the wages and effects of any Semman 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 Semman 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 51. for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.
- 21. Upon paying off or discharging any Scaman, the Master is bound under a penalty of 10l, to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20l, 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.)