



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

# OFFICIAL LOG BOOK

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

FOR EITHER

## A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
JOHN. BISCOE	181806	PORT STANLEY FALKLAND. IS.	899.9	410.9	W <sup>M</sup> JOHNSTON	38016

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port. Stanley F.I. Date. 13 <sup>th</sup> May 1953	Antarctic Survey.	Port. Stanley F.I. Date. 24-4-56

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of Stanley F.I. on 24<sup>th</sup> day of April 1956

Countersigned

*H. J. G. G. G.*

Superintendent.

SHIPPING MASTER,  
STANLEY. FALKLAND IS

*W. R. Brown* Master.

99 Blenheim Drive, Address  
Wembley Park,  
Middesex.

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

### List of Crew and Report of Character

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
1	D. Johnston	Master			30 & 31
2	H.R. Brown	Mate	V.G.	V.G.	30, 32
3	M.S. Smith	2 <sup>nd</sup> Mate	V.G.	V.G.	30, 32
4	J.P. Morley	3 <sup>rd</sup> Mate	V.G.	V.G.	30
5	P.W. King	R/O.	V.G.	V.G.	30
6	W. Pearson	Bos'un	Voyage not completed		31, 32
7	A. Goodwin	A.B. & Lamps	V.G.	V.G.	31
8	J. Llamosa	A.B. & Launch	V.G.	V.G.	
9	R.G. Hansen	A.B.	V.G.	V.G.	
10	G. Jennings	S.O.S.	V.G.	V.G.	
11	O. Jones	S.O.S.	V.G.	V.G.	37
12	H. Jennings	S.O.S.	V.G.	V.G.	
13	D. Miller	O.S.	V.G.	V.G.	
14	P.J. Johnson	O.S.	V.G.	V.G.	36
15	H.G. Ward	Chief Engineer	V.G.	V.G.	32
16	J.R. Richardson	2 <sup>nd</sup> Engineer	V.G.	V.G.	32
17	W. Hibbert	3 <sup>rd</sup> Engineer	V.G.	V.G.	32
18	V. Morrow	Electrician	V.G.	V.G.	32
19	J. Marshall	Donkey man	V.G.	V.G.	30
20	J. Shost	Greaser	V.G.	V.G.	30
21	D. Stewart	Greaser	V.G.	V.G.	
22	G. Johnson	Greaser	V.G.	V.G.	
23	J. Morrison	Greaser	V.G.	V.G.	
24	W. Shorey	Steward	V.G.	V.G.	28 & 29
25	M.J. Siddy	Asst. Steward	V.G.	V.G.	32

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

### List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	G. Hayward	mess Boy	V.G.	V.G.	30
27	D. Hooper	mess Boy	V.G.	V.G.	30
28	H. Whyte	mess Boy	V.G.	V.G.	30
29	W. H. Parker	cook	V.G.	V.G.	30
30	J. Morris	Asst. cook	V.G.	V.G.	30
31	J. H. Barber	Sup'y			29
32	G. W. Brookfield	"			29
33	H. Smith	"			29
34	A. Graham	"			29
35	J. George	"			29
36	R. Lapp	"			29
37	R. J. Lanton	"			29
38	D. G. Mumford	"			29
39	G. Hemmen	"			29
40	R. H. Halder	"			29
41	R. Banks	"			29
42	J. Raymond	"			29
43	M. R. Bann	Master			30
44	D. Evans	Chief Steward	V.G.	V.G.	31, 36
45	J. Bruce	cook	V.G.	V.G.	31
46	H. Thompson	Asst. cook	V.G.	V.G.	31
47	B. Merry	mess Boy	V.G.	V.G.	31, 35, 37
48	R. Hatchett	" "	D.R.	V.G.	31, 33, 36
49	D. Hooper	" "	V.G.	V.G.	31, 36
50	A. Irving	R/O.	V.G.	V.G.	31

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

### List of Crew and Report of Character—Continued

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
51	R. Le Pivert	3 <sup>rd</sup> Officer	V.G.	V.G.	31.
52	M. Simpson	Sub'y			31.
53	D. Mathews	"			31
54	R. Walcott	"			31
55	J. Smith	"			31
56	J. Heap	"			31
57	G. Scotland	"			31
58	J. Fellows	"			31
59	G. Lamour	"			31
60	G. Glement	"			31
61	R. Thompson	"			31
62	P. Bunch	"			31
63	S. Ward	"			31
64	M. Royle	"			31
65	L. Fox.	"			31
66	J. Bridges	"			31
67	A. Dannelly	"			31
68	S. Arkell	"			31
69	P. Luyver	"			31
70	S. Broome	"			31
71	S. Mintile	S.O.S.	D.R.	D.R.	32, 34.
72	E. Spencer	Cadet	V.G.	V.G.	
73	K. Blotheuse	S.O.S.	V.G.	V.G.	36
74	R. McGill	R.B.	V.G.	V.G.	36
75	L. Robson	O.S.	V.G.	V.G.	36

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

### List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
76	S. Biggo	Greaser	V.G.	V.G.	
77	R. Newman	Mess Boy.	V.G.	V.G.	
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					

No.	Name and Surname of each Member of the Crew	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					

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

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**

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

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

(Signed) \_\_\_\_\_ Officiating Clergyman.

Master or Officer in Command.

Columns to be filled in by the

	Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Rank, Profession or Occupation of Father.	Name and Surname of Mother.	Maiden Surname of Mother.
1							
2							
3							

## DEATHS

Columns to be filled in by the

	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
1							Members of Crew (other than Lascars**) including
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							Lascars
12							
13							
14							
15							
16							
17							
18							
19							
20							

Persons who were not

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

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

(See Instructions on previous page).

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

(See Instructions on previous page).

Officer in Command.					To be filled in by Official to whom Report is made
Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported
1 Masters.					
2					
3					
4					
5					
6					
7					
8					
9					
(see footnote**) 10					
11					
12					
13					
Members of the Crew. 14					
15					
16					
17					
18					
19					
20					

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

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

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

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

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.
14. 5. 55	Brew mustered at boat stations. Boats swung out & in. Fire drill exercised	All life saving appliances examined & found in good order	14. 5. 55	W Johnston M.R. Brown
28. 5. 55	Brew mustered at boat stations for roll call. Fire drill exercised	- do -	28. 5. 55	W Johnston M.R. Brown
11. 6. 55	Brew mustered at boat stations. Boats swung out & in. Fire drill exercised.	- do -	11. 6. 55	W Johnston M.R. Brown
From June 19 <sup>th</sup> to Oct 12 <sup>th</sup> 1955 the vessel underwent her annual refit by Messrs. J.J. Langcraft Ltd. Southampton.			12. 10. 55	M.R. Brown J.S. Smith
15. 10. 55	Brew mustered at Boat Stations & instructed in their duties. Fire drill also held.	All L.S.A. & Fire fighting equipment examined & some tested	15. 10. 55	J.S. Smith M.R. Brown
22. 10. 55	do	do	22. 10. 55	J.S. Smith M.R. Brown
29. 10. 55	do	do	29. 10. 55	J.S. Smith M.R. Brown
25. 11. 55	do	do	25. 11. 55	J.S. Smith M.R. Brown
3. 12. 55	do	do	3. 12. 55	J.S. Smith M.R. Brown
13. 12. 55	do & No 2 Boat waterbome	do	13. 12. 55	J.S. Smith M.R. Brown
24. 12. 55	Boat & Fire drill held.	do	24. 12. 55	J.S. Smith M.R. Brown
2. 1. 56	do & No 2 Boat waterbome	do	2. 1. 56	J.S. Smith M.R. Brown
16. 1. 56	Boat & fire drill held.	do	16. 1. 56	J.S. Smith M.R. Brown
9. 2. 56	do	do	9. 2. 56	J.S. Smith M.R. Brown

\* 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.  
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[illegible]

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

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

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

\* 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.

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
15. 5. 55	Brew + Officers quarters, galley Pantry + store rooms etc inspected and found in a clean + orderly condition	15/5/55	W. Johnston M. R. Brann
22. 5. 55	- Do -	22. 5. 55	W. Johnston M. R. Brann
29. 5. 55	- Do -	29. 5. 55	W. Johnston M. R. Brann
5. 6. 55	- Do -	5. 6. 55	W. Johnston M. R. Brann
12. 6. 55	- Do -	12. 6. 55	W. Johnston M. R. Brann
From June 19 <sup>th</sup> 1955 to Oct 12 <sup>th</sup> 1955 the vessel underwent the annual refit by J. Thompson's Ltd.		12-10-55	M. R. Brann J. Smith
16-10-55	Brew + Officers quarters, galley, store rooms etc inspected and found in a clean + orderly condition.	16-10-55	M. R. Brann J. Smith
23-10-55	do	23-10-55	M. R. Brann J. Smith
30-10-55	do	30-10-55	M. R. Brann J. Smith
5-11-55	do	5-11-55	M. R. Brann J. Smith
12-11-55	do	12-11-55	M. R. Brann J. Smith
26-11-55	do	26-11-55	M. R. Brann J. Smith
11-12-55	do	11-12-55	M. R. Brann J. Smith
17-12-55	do	17-12-55	M. R. Brann J. Smith
24-12-55	do	24-12-55	M. R. Brann J. Smith

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
2-1-56	All accommodation, storerooms, galley, storerooms etc. inspected & found in a clean & orderly condition	2-1-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
8-1-56	do	8-1-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
16-1-56	do	16-1-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
23-1-56	do	23-1-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
30-1-56	do	30-1-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
7-2-56	do	7-2-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
14-2-56	do	14-2-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
23-2-56	do	23-2-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
28-2-56	do	28-2-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
4-3-56	do	4-3-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
11-3-56	do	11-3-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
18-3-56	do	18-3-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
25-3-56	do	25-3-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
1-4-56	do	1-4-56	<u>M. R. Brown</u> <u>J. S. Smith</u>
15-4-56	do	15-4-56	<u>M. R. Brown</u> <u>J. S. Smith</u>

[illegible]

[illegible]

### EMPLOYMENT OF LASCARS.

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

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

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

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

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

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

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

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

Master \_\_\_\_\_ Date \_\_\_\_\_

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

(17) For Examination of Provisions or Water to be paid by the party who proves to be in default, in addition to costs of survey—	(43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts—	s.	d.
In all countries ... .. £1 5 0	In all countries except China ...	9	6
	In China ... ..	10	0

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

## LOAD LINE, DEPTH OF LOADING, Etc.

### POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.		Load Line.	
Tropical.....	3.....feet	5.....inches.	(T)..... $4\frac{1}{4}$ .....inches above S.
Summer.....	3.....feet	9 $\frac{1}{4}$ .....inches.	(S) Upper edge of line through centre of disc.
Winter.....	4.....feet	1 $\frac{1}{2}$ .....inches.	(W)..... $4\frac{1}{4}$ .....inches below S.
Winter North Atlantic (if assigned)	4.....feet	3 $\frac{1}{2}$ .....inches.	(WNA)..... $6\frac{1}{4}$ .....inches below S.
Allowance for fresh water for all freeboards.—.....		4 $\frac{1}{4}$ .....inches	
The upper edge of the deck line from which these freeboards are measured is.....		nil	.....inches
above the top of the.....		Wood upper	.....deck at side.
(Above particulars to be taken from Load Line Certificate).			
Maximum draught of water in summer.....	17.....feet	7 $\frac{3}{4}$ .....inches.	

## NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

## DEPARTURES.

Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				
		Forward. (3)	Aft. (4)	Port. (5)	Star-board. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)		
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
16. 5. 53' 1100	Port Stanley	12' 6"	14. 6	7. 11	7. 11	7. 11	1025	-	-	-	-	-
25. 5. 55 1100	Montevideo	12. 8	14. 8	7. 9	7. 9	7. 9	1025	-	-	-	-	-
9. 6. 55 0900	St. Vincent	12. 6	14. 6	7. 11	7. 11	7. 11	1025	-	-	-	-	-
12-10-55 1500	Southampton	14.10	13.2	7.5	7.5	7.5	1025	Not claimed				
21-10-55 1800	St. Vincent	14.5	12.10	7.9½	7.9½	7.9½	1025	Not claimed.				
23-11-55 1430	Montevideo	14.5	13.7	7.5	7.5	7.5	1025	"	"	"	"	"
5-12-55 1100	Port Stanley	14.3	13.5	7.7	7.7	7.7	1025	"	"	"	"	"
7-2-55 1800	Port Stanley	13.8	14.9	7.2½	7.2½	7.2½	1025	"	"	"	"	"

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

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

				SIGNATURES.		ARRIVALS		
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.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.				
—	13.6	7.11	—	—	W. Johnston	M. R. Bram	23.5.55 1900	Montevideo
—	13.8	7.9	—	—	W. Johnston	M. R. Bram	9.6.55 0330	St. Vincent
—	13.6	7.11	—	—	W. Johnston	M. R. Bram	19.6.55 0930	Southampton
—	14.0	7.5			M. R. Bram	J. S. Smith	21.10.55 1500	St. Vincent.
	13.7½	7.9½			M. R. Bram	J. S. Smith	5.11.55 1500	Montevideo
	14.0	7.5			M. R. Bram	J. S. Smith	27.11.55 1600	Port Stanley.
	13-10	7-7			M. R. Bram	J. S. Smith	18-1-56 2200	Port Stanley
	14-2½	7-2½			M. R. Bram	J. S. Smith	6-4-56 1200	Port Stanley

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

[illegible]

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

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

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Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
16.5.55	YES		P.W. King	W. Johnston	27.11.55	YES		A. J. Fawing	M.R. Broom
17.5.55	YES		P.W. King	W. Johnston	28.11.55	YES		A. J. Fawing	M.R. Broom
18.5.55	YES		P.W. King	W. Johnston	29.11.55	YES		A. J. Fawing	M.R. Broom
19.5.55	YES		P.W. King	W. Johnston	26.11.55	YES		A. J. Fawing	M.R. Broom
20.5.55	YES		P.W. King	W. Johnston	27.11.55	YES		A. J. Fawing	M.R. Broom
21.5.55	YES		P.W. King	W. Johnston	5.12.55	YES		A. J. Fawing	M.R. Broom
22.5.55	YES		P.W. King	W. Johnston	6.12.55	YES		A. J. Fawing	M.R. Broom
23.5.55	YES		P.W. King	W. Johnston	7.12.55	YES		A. J. Fawing	M.R. Broom
25.5.55	YES		P.W. King	W. Johnston	8.12.55	YES		A. J. Fawing	M.R. Broom
26.5.55	YES		P.W. King	W. Johnston	9.12.55	YES		A. J. Fawing	M.R. Broom
27.5.55	YES		P.W. King	W. Johnston	10.12.55	YES		A. J. Fawing	M.R. Broom
28.5.55	YES		P.W. King	W. Johnston	11.12.55	YES		A. J. Fawing	M.R. Broom
29.5.55	YES		P.W. King	W. Johnston	12.12.55	YES		A. J. Fawing	M.R. Broom
30.5.55	YES		P.W. King	W. Johnston	14.12.55	YES		A. J. Fawing	M.R. Broom
31.5.55	YES		P.W. King	W. Johnston	15.12.55	YES		A. J. Fawing	M.R. Broom
1.6.55	YES		P.W. King	W. Johnston	16.12.55	YES		A. J. Fawing	M.R. Broom
2.6.55	YES		P.W. King	W. Johnston	17.12.55	YES		A. J. Fawing	M.R. Broom
3.6.55	YES		P.W. King	W. Johnston	18.12.55	YES		A. J. Fawing	M.R. Broom
4.6.55	YES		P.W. King	W. Johnston	19.12.55	YES		A. J. Fawing	M.R. Broom
5.6.55	YES		P.W. King	W. Johnston	20.12.55	YES		A. J. Fawing	M.R. Broom
6.6.55	YES		P.W. King	W. Johnston	21.12.55	YES		A. J. Fawing	M.R. Broom
7.6.55	YES		P.W. King	W. Johnston	22.12.55	YES		A. J. Fawing	M.R. Broom
8.6.55	YES		P.W. King	W. Johnston	23.12.55	YES		A. J. Fawing	M.R. Broom
9.6.55	YES		P.W. King	W. Johnston	26.12.55	YES		A. J. Fawing	M.R. Broom
10.6.55	YES		P.W. King	W. Johnston	4.1.56	YES		A. J. Fawing	M.R. Broom
11.6.55	YES		P.W. King	W. Johnston	5.1.56	YES		A. J. Fawing	M.R. Broom
12.6.55	YES		P.W. King	W. Johnston	6.1.56	YES		A. J. Fawing	M.R. Broom
13.6.55	YES		P.W. King	W. Johnston	7.1.56	YES		A. J. Fawing	M.R. Broom

14.6.55	YES		P.W. King	W. Johnston					M.R. Broom
15.6.55	YES		P.W. King	W. Johnston	8.1.56	YES		A. J. Fawing	M.R. Broom
16.6.55	YES		P.W. King	W. Johnston	9.1.56	YES		A. J. Fawing	M.R. Broom
17.6.55	YES		P.W. King	W. Johnston	10.1.56	YES		A. J. Fawing	M.R. Broom
18.6.55	YES		P.W. King	W. Johnston	11.1.56	YES		A. J. Fawing	M.R. Broom
19.6.55	YES		P.W. King	W. Johnston	13.1.56	YES		A. J. Fawing	M.R. Broom
20.6.55	YES		P.W. King	W. Johnston	14.1.56	YES		A. J. Fawing	M.R. Broom
21.6.55	YES		P.W. King	W. Johnston	15.1.56	YES		A. J. Fawing	M.R. Broom
22.6.55	YES		P.W. King	W. Johnston	16.1.56	YES		A. J. Fawing	M.R. Broom
23.6.55	YES		P.W. King	W. Johnston	17.1.56	YES		A. J. Fawing	M.R. Broom
24.6.55	YES		P.W. King	W. Johnston	18.1.56	YES		A. J. Fawing	M.R. Broom
25.6.55	YES		P.W. King	W. Johnston	19.1.56	YES		A. J. Fawing	M.R. Broom
26.6.55	YES		P.W. King	W. Johnston	20.1.56	YES		A. J. Fawing	M.R. Broom
27.6.55	YES		P.W. King	W. Johnston	21.1.56	YES		A. J. Fawing	M.R. Broom
28.6.55	YES		P.W. King	W. Johnston	22.1.56	YES		A. J. Fawing	M.R. Broom
29.6.55	YES		P.W. King	W. Johnston	23.1.56	YES		A. J. Fawing	M.R. Broom
30.6.55	YES		P.W. King	W. Johnston	24.1.56	YES		A. J. Fawing	M.R. Broom
31.6.55	YES		P.W. King	W. Johnston	25.1.56	YES		A. J. Fawing	M.R. Broom
1.7.55	YES		P.W. King	W. Johnston	26.1.56	YES		A. J. Fawing	M.R. Broom
2.7.55	YES		P.W. King	W. Johnston	27.1.56	YES		A. J. Fawing	M.R. Broom
3.7.55	YES		P.W. King	W. Johnston	28.1.56	YES		A. J. Fawing	M.R. Broom
4.7.55	YES		P.W. King	W. Johnston	29.1.56	YES		A. J. Fawing	M.R. Broom
5.7.55	YES		P.W. King	W. Johnston	30.1.56	YES		A. J. Fawing	M.R. Broom
6.7.55	YES		P.W. King	W. Johnston	31.1.56	YES		A. J. Fawing	M.R. Broom
7.7.55	YES		P.W. King	W. Johnston	1.2.56	YES		A. J. Fawing	M.R. Broom
8.7.55	YES		P.W. King	W. Johnston	2.2.56	YES		A. J. Fawing	M.R. Broom
9.7.55	YES		P.W. King	W. Johnston	3.2.56	YES		A. J. Fawing	M.R. Broom
10.7.55	YES		P.W. King	W. Johnston	4.2.56	YES		A. J. Fawing	M.R. Broom
11.7.55	YES		P.W. King	W. Johnston	5.2.56	YES		A. J. Fawing	M.R. Broom
12.7.55	YES		P.W. King	W. Johnston	6.2.56	YES		A. J. Fawing	M.R. Broom
13.7.55	YES		P.W. King	W. Johnston	7.2.56	YES		A. J. Fawing	M.R. Broom
14.7.55	YES		P.W. King	W. Johnston	8.2.56	YES		A. J. Fawing	M.R. Broom
15.7.55	YES		P.W. King	W. Johnston	9.2.56	YES		A. J. Fawing	M.R. Broom
16.7.55	YES		P.W. King	W. Johnston	10.2.56	YES		A. J. Fawing	M.R. Broom
17.7.55	YES		P.W. King	W. Johnston	11.2.56	YES		A. J. Fawing	M.R. Broom
18.7.55	YES		P.W. King	W. Johnston	12.2.56	YES		A. J. Fawing	M.R. Broom
19.7.55	YES		P.W. King	W. Johnston	13.2.56	YES		A. J. Fawing	M.R. Broom
20.7.55	YES		P.W. King	W. Johnston	14.2.56	YES		A. J. Fawing	M.R. Broom
21.7.55	YES		P.W. King	W. Johnston	15.2.56	YES		A. J. Fawing	M.R. Broom
22.7.55	YES		P.W. King	W. Johnston	16.2.56	YES		A. J. Fawing	M.R. Broom
23.7.55	YES		P.W. King	W. Johnston	17.2.56	YES		A. J. Fawing	M.R. Broom
24.7.55	YES		P.W. King	W. Johnston	18.2.56	YES		A. J. Fawing	M.R. Broom
25.7.55	YES		P.W. King	W. Johnston	19.2.56	YES		A. J. Fawing	M.R. Broom
26.7.55	YES		P.W. King	W. Johnston	20.2.56	YES		A. J. Fawing	M.R. Broom
27.7.55	YES		P.W. King	W. Johnston	21.2.56	YES		A. J. Fawing	M.R. Broom
28.7.55	YES		P.W. King	W. Johnston	22.2.56	YES		A. J. Fawing	M.R. Broom
29.7.55	YES		P.W. King	W. Johnston	23.2.56	YES		A. J. Fawing	M.R. Broom
30.7.55	YES		P.W. King	W. Johnston	24.2.56	YES		A. J. Fawing	M.R. Broom
31.7.55	YES		P.W. King	W. Johnston	25.2.56	YES		A. J. Fawing	M.R. Broom
1.8.55	YES		P.W. King	W. Johnston	26.2.56	YES		A. J. Fawing	M.R. Broom
2.8.55	YES		P.W. King	W. Johnston	27.2.56	YES		A. J. Fawing	M.R. Broom
3.8.55	YES		P.W. King	W. Johnston	28.2.56	YES		A. J. Fawing	M.R. Broom
4.8.55	YES		P.W. King	W. Johnston	29.2.56	YES		A. J. Fawing	M.R. Broom
5.8.55	YES		P.W. King	W. Johnston	30.2.56	YES		A. J. Fawing	M.R. Broom
6.8.55	YES		P.W. King	W. Johnston	31.2.56	YES		A. J. Fawing	M.R. Broom
7.8.55	YES		P.W. King	W. Johnston	1.3.56	YES		A. J. Fawing	M.R. Broom
8.8.55	YES		P.W. King	W. Johnston	2.3.56	YES		A. J. Fawing	M.R. Broom
9.8.55	YES		P.W. King	W. Johnston	3.3.56	YES		A. J. Fawing	M.R. Broom
10.8.55	YES		P.W. King	W. Johnston	4.3.56	YES		A. J. Fawing	M.R. Broom
11.8.55	YES		P.W. King	W. Johnston	5.3.56	YES		A. J. Fawing	M.R. Broom
12.8.55	YES		P.W. King	W. Johnston	6.3.56	YES		A. J. Fawing	M.R. Broom
13.8.55	YES		P.W. King	W. Johnston	7.3.56	YES		A. J. Fawing	M.R. Broom
14.8.55	YES		P.W. King	W. Johnston	8.3.56	YES		A. J. Fawing	M.R. Broom



OFFICIAL LOG of the  
from Port Stanley

28  
R.R.S. JOHN. BISCOE  
towards Southampton

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
13/5/55	Port Stanley	13/5/55	Articles of agreement were this day opened and nos 1 to 42 inclusive were signed on in the presence of the Shipping Master. W. Johnston M.R. Broom Master Mate.	
0800 17. 5. 55	49° 5' S 58° W	17/5/55	W. Shorey (Steward) no 24 had sudden attack of fever during the night. Temperature rose to 103 and pulse 120 signalled Port Stanley for medical advice. Was advised to return to Stanley. Treatment 2 Aspirins every 4 hours and 300,000 units penicillin every 24 hours. W. Johnston M.R. Broom Master Mate.	
1100 17. 5. 55	49° S 58° W	17/5/55	Vessel put about and course set for Port Stanley. W. Johnston M.R. Broom Master Mate.	
0630 18. 5. 55	Port Stanley	18/5/55	Vessel arrived at Port Stanley at 0600. W. Shorey landed to hospital. W. Johnston M.R. Broom Master Mate.	
1600 19. 5. 55	Port Stanley	19/5/55	W. Shorey discharged from hospital and returned to ship. Sailed for Montevideo. W. Johnston M.R. Broom Master Mate.	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.  
NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

OFFICIAL LOG of the  
from Port Stanley

29  
R.R.S. JOHN. BISCOE  
towards Southampton

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
1000 22. 5. 55	41° S 56½° W	22/5/55	W. Shorey had sudden relapse in condition. Temperature rose to 104 pulse 114. Received medical advice from Stanley. Administered 300,000 units penicillin and 2 Aspirins every 4 hours. Sponged body in tepid water. W. Johnston M.R. Broom Master Mate.	
0800 23. 5. 55	39° S 56½° W	23/5/55	Patient's condition improved during the night. Temp. 99.4 pulse 80. Continued treatment. W. Johnston M.R. Broom Master Mate.	
1900 23. 5. 55	Montevideo	23/5/55	Vessel arrived Montevideo and W. Shorey removed to hospital. W. Johnston M.R. Broom Master Mate.	
1000 25. 5. 55	Montevideo	25/5/55	Received advise from hospital W. Shorey suffering from Pneumonia in left lung and could not rejoin. Completed Eng 2 A form and vessel sailed at 1100 hours. W. Johnston M.R. Broom Master Mate.	
19. 6. 55	Southampton	19/6/55	Nos 31 to 42 inclusive were this day discharged on E.N.G. 2 Form. W. Johnston M.R. Broom Master Mate.	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.  
NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

OFFICIAL LOG of the R.R.S. <sup>30</sup> John Biscoe  
from Port Stanley towards Southampton

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
24/6/55	Southampton	24.6.55	No 19 and Nos 26 to 30 inclusive were this day discharged in the presence of the Shipping Master. Articles of Agreement were deposited in the Shipping Office. W. Johnston M.R. Brown Master Mate.	
11/7/55	Southampton	11/7/55	M.S. Smith 2 <sup>nd</sup> Mate was this day promoted to Mate and J.P. Morley 3 <sup>rd</sup> Mate was promoted to 2 <sup>nd</sup> Mate. J. Short Greaser was promoted to Donkey man. W. Johnston M.R. Brown Master Mate.	
31.7.55	"	31.7.55	P.W. King R.O. No 5 resigned his position while on leave and was discharged on E.N.G. 2 Form. W. Johnston M.R. Brown	
13.9.55	"	13.9.55	I W. Johnston Master was relieved of my command and M.R. Brown succeeded and name placed on Ships Register. W. Johnston M.R. Brown	
13-9-55	"	13-9-55	I, M.R. Brown, have this day taken over command of the R.R.S. John Biscoe from W. Johnston. The following documents were handed into my possession:-	

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 R.R.S. <sup>31</sup> John Biscoe  
at & from Southampton 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
			Ship's Register, Load Line Certificate, Documentation Certificate, Safety Equipment Certificate, Safety Radio Certificate & Lloyd's Greenboard Report. M.R. Brown W. Johnston Master Mate.	
1500 27-9-55	Southampton	27-9-55	Nos. 44 to 49 inclusive were this day engaged on E.N.G. 2 form in the presence of the Shipping Master. M.R. Brown J.P. Smith Master Mate.	
1500 28-9-55	"	28-9-55	Nos. 50 & 51 engaged on E.N.G. 2 form in the presence of the Shipping Master. M.R. Brown J.P. Smith Master Mate.	
1700 30-9-55	"	30-9-55	W. Pearson No 6 left the ship indicating verbally that he had no intention of returning with the ship to the port of engagement. M.R. Brown J.P. Smith Master Mate.	
0900 1-10-55	"	1-10-55	A. Goodwin No 7 has this day been promoted to Boson with a salary of £32 per month. M.R. Brown J.P. Smith Master Mate.	
1400 10-10-55	"	10-10-55	Nos. 52 to 70 inclusive were	

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

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

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OFFICIAL LOG of the R.R.S. John Biscoe  
at & from Southampton towards Port Stanley F.I.

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
			this day engaged as Supercargo	
			at 1/- per month before the	
			Shipping Master. Also S. Hittle	
			No 71 was engaged as S.O.S.	
			at £20 per month. J.S. Smith.	
Mon.	Southampton	12-10-55	N.R. Brown monthly M.B.	
12-10-55			The following increased salaries	
			are to be made retrospective	
			from July 1 <sup>st</sup> 1955. N.R. Brown	
			Master £81-5-0. M.S. Smith	
			Chief Officer £62-10-0. H.B. Ward	
			Chief Engineer £66-13-4. J.R.	
			Richardson 2 <sup>nd</sup> Eng. £58-6-8	
			W. Hibbert 3 <sup>rd</sup> Eng. £45-16-8.	
			J. Mawson Elect. £38-6-8	
			The following increased monthly	
			salaries are to be made	
			retrospective from Oct. 1 <sup>st</sup> 1955	
			D. Evans Chief Steward £40.	
			J. Bruce Cook £36-13-4. H.	
			Thompson Asst. Cook £25. M.	
			Siddy Asst. Steward. £25. Able	
			seamen £25. Greasers £25.	
			N.R. Brown J.S. Smith.	
			Master Mate.	
1300				
12-10-55	"	12-10-55	Articles of Agreement returned	
			to ship from M.M.O.	
			N.R. Brown J.S. Smith.	
			Master Mate.	
1300				
12-10-55	"	12-10-55	W. Pearson No 6 failed to	

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.

33  
OFFICIAL LOG of the R.R.S. John Biscoe  
from Southampton towards Port Stanley F.I.

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
			rejoin vessel for the return	
			voyage to port of engagement	
			Eng 2. form completed and	
			forwarded to M.M.O. with	
			Discharge Book No. R. 571344	
			Balance of wages £37-6-8	
			(Sept 8 <sup>th</sup> to Oct 12 <sup>th</sup> ) are forfeited	
			for the benefit of the Owners. £37-6-8	
			N.R. Brown J.S. Smith.	
			Master Mate.	
1500				
12-10-55	Southampton	12-10-55	The Master & Officers of this	
			ship have received the	
			following allowances for	
			the upkeep of uniforms.	
			Master £40. Chief Off. & Chief	
			Eng £35. Second Off. Second	
			Eng. & Electrician £32.	
			Radio Off. & Third Eng. £30	
			N.R. Brown J.S. Smith.	
			Master Mate.	
1130				
23-10-55	D.R. 10°24'N	23-10-55	After numerous verbal warnings	
	D.R. 27°23'W		R. Hattlett No 48 continues	
			to be lax in the execution	
			of his duties. For these	
			offences he is fined 10/-	10/-
			N.R. Brown J.S. Smith.	
			Master Mate.	
1130				
23-10-55	"	23-10-55	R. Hattlett No 48 when	

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

34  
OFFICIAL LOG of the R.R.S. John Biscoe.  
from Southampton towards Port Stanley F.I.

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
			charged with the above offence replied: - No reply. M.R. Brown J.S. Smith. Master Mate.	
1200 1-11-55	25° 12' S 42° 43' W	1-11-55	R. Hansen No. 9. has this day been promoted to the rating of Lamp-trimmer at £28-6-8 per month. M.R. Brown J.S. Smith. Master Mate.	
0230 18-11-55	Montevideo	18-11-55	J. Hurtle No. 71 unlawfully entered the batten store & removed for his own use the following goods:- 144 bars of soap & 24 tubes of toothpaste the total value of which is £5-7-0. He then attempted to smuggle the goods ashore, but was detained by the Customs & the goods confiscated. For entering the store he is fined 10/- & a further 10/- for attempted smuggling. also the value of the goods will be deducted from his pay. When charged with the offence he replied, "I admit it, but I was drunk at the time." M.R. Brown J.S. Smith. Master Mate.	£6-7-0

27-11-55 Port Stanley 27-11-55 J. Hurtle No. 70 signed off

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

35  
OFFICIAL LOG of the R.R.S. John Biscoe.  
from Port Stanley 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
			Articles of Agreement before the Shipping Master. M.R. Brown J.S. Smith. Master Mate.	
0700 14-1-56	Port Stanley So. Georgia	14-1-56	B. Mervy No. 47 failed to turn to at the appointed time of 0600 thereby failing to complete his morning duties in a satisfactory manner. Mervy has received numerous warnings regarding his ability & for this offence he is fined 10/-. When charged he replied: - No reply. M.R. Brown J.S. Smith. Master Mate.	10/-
0900 17-1-56	52° 36' S 48° 37' W	17-1-56	B. Mervy No. 47 has been brought before me by the Chief Steward for using insulting & obscene language. When charged he replied that the Chief Steward had used similar language to him. As no definite facts could be established the incident is only noted in case of future reference. M.R. Brown J.S. Smith. Master Mate.	

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

OFFICIAL LOG of the  
from Port Stanley

36  
R.R.S. John Biscoe  
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
1600 19-1-56	Port Stanley	19-1-56	Nos 14 & 73 discharged & Nos 74 & 75 engaged before Shipping Master. M.R. Brown J.S. Smith Master Mate.	
1600 23-1-56	Port Stanley	23-1-56	D. Evans No. 44 released from articles by Mutual Consent & repatriated to U.K. He receives full pay until March 10 <sup>th</sup> 1956. M.R. Brown J.S. Smith Master Mate.	
1600 1-2-56	Port Stanley	1-2-56	No. 76 engaged before Shipping Master. M.R. Brown J.S. Smith Master Mate.	
1900 1-2-56	Port Stanley	1-2-56	D. Hooper No. 49 promoted to Storekeeper & Engineer Steward. Rate of pay £20 per month. M.R. Brown J.S. Smith Master Mate.	
1800 7-2-56	Port Stanley	7-2-56	No. 77 engaged before Shipping Master. M.R. Brown J.S. Smith Master Mate.	
1330 18-3-56	66° 55'S 66° 48'W	18-3-56	R. Hatchett No. 48 for the extreme neglect of his duties is fined £1 for this his second offence. When charged he replied: No reply. M.R. Brown J.S. Smith Master Mate.	£1

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

OFFICIAL LOG of the  
from Port Stanley

37  
R.R.S. John Biscoe  
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
2345 24-3-56	Admiralty Bay.	25-3-56	While endeavouring to clear away from the ship in a wood dinghy the six members of the Base here were deposited into the water when the boat overturned. R. Napier - Base Leader - was drowned & sank immediately. Search was made by two ship's boats until 0120 March 25 <sup>th</sup> but no trace of body found. M.R. Brown J.S. Smith Master Mate.	
1400 26-3-56	"	26-3-56	Inquiry into the death of R. Napier held on board. Verdict of Accidental Death recorded. Report of Inquiry & written statements to be forwarded to F.I.D.S. Office - Port Stanley. M.R. Brown J.S. Smith Master Mate.	
1000 7-4-56	Port Stanley	7-4-56	O. Jones No. 11 was, this day, admitted to the King Edward VII hospital suffering from T.B. M.R. Brown J.S. Smith Master Mate.	
1000 20-4-56	"	20-4-56	Is continued good conduct and attention to his duties. O. Merry No. 7, fined 10/- on 14-1-56 has had this fine cancelled.	

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38  
R.R.S. John Biscoe.  
towards

38  
R.R.S. John Biscoe.

towards

[illegible]

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other 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.



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

# AGREEMENT AND LIST OF THE CREW

## FOREIGN-GOING SHIP.

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

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

The Several Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom..... are engaged as Sailors, hereby agree to serve on board the said Ship, in the several capacities expressed against their respective names on a voyage from<sup>4</sup>

Voyages from the Falkland Islands to any ports or places between the limits of 65 degrees North latitude and 75 degrees South latitude, trading in any rotation and to end on 31st. May, 1956 or earlier at the option of the Master.

And the Crew agree to conduct themselves in an orderly, faithful, honest and sober manner, and to be at all times diligent in their respective Duties, and to be obedient to the lawful commands of the said Master, or of any person who shall lawfully succeed him, and of their Superior Officers, in everything relating to the said Ship and the Stores and Cargo thereof whether on board, in boats or on shore; in consideration of which Services to be duly performed, the said Master hereby agrees to pay to the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent he is liable to be disrated.

And it is also agreed, that the additional clauses on pages 2 to 4 and the Regulations authorized by the Ministry of Transport which are printed herein and numbered<sup>5</sup>

are adopted by the parties hereto, and shall be considered as embodied in this Agreement; and it is also agreed, that if any Member of the Crew considers himself to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose.

And it is also agreed, that<sup>6</sup>

and it is also agreed that

The crew will transfer to any other vessel owned or chartered by the Government.

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

The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or Officers deputed by him. Further it is agreed that at any time when the crew or any individual member finally leaves the ship at the termination of the contract, they shall leave the quarters in a clean and orderly condition, to the satisfaction of the Master or authorised deputy. For each breach of the foregoing, the Master may at his entire discretion, impose on each member of the crew a fine not exceeding 2 days pay.

All stores and provisions issued to the crew are only for use and consumption on board ship and the property in any unused or unconsumed stores or provisions remains in the shipowner. Any member of the crew taking ashore, selling, destroying or giving away any such stores or provisions renders himself liable to prosecution.

The crew shall wear uniform when and where required.

No overtime will be paid - all rates of pay being inclusive.

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.

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

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

Signed by ..... Master

on the 13 day of May 1955

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.
13 May, 1955	STANLEY FALKLAND ISLANDS.	24.4.56	PORT STANLEY	24.4.56.	M. R. Brown Owner.

- Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
  - Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
  - Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the 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.
  - Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and printed on the Sixth page hereof, which the parties agree to adopt.
  - Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
- N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng 1 should be obtained and used.

## ADDITIONAL CLAUSES.

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

Mattress	}	Cost price.
Blankets		
Pillows		

## ADDITIONAL CLAUSES.

# ADDITIONAL CLAUSES.

## SCALE OF PROVISIONS.

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

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

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

### CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- General.—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water, soft bread, meat and potatoes the issue shall be approximately equal each day.
- Bread.—The issue of soft bread under the scale shall not be required:—
  - in a ship of less than 1,000 tons gross registered tonnage; or
  - if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;
 but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tins shall be issued instead.
- Meat.—The term "Meat" includes "Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of  $\frac{1}{2}$  lb. of salt meat or  $\frac{1}{4}$  lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Note.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.
- Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of 2½ lbs. of dried fish or 1½ lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Fish.—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ ozs. of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13½ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- Potatoes.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost. When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 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.
- Rice.—If rice is not procurable semolina may be carried as a substitute.
- Dried Milk.—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.
- Vegetables.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when  $\frac{1}{2}$  lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to  $\frac{1}{2}$  lb. of fresh onions must be issued.
- The stowhold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

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

Salt Meat	1 lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	To be considered equal.
Preserved Meat	1 lb.		Jam	1 lb.	
Coffee	1 oz.	To be considered equal.	Syrup	1 lb.	
Cocoa or Chocolate	1½ ozs.		Butter	1 lb.	
Tea	1 lb.		Cheese	1 lb.	
Flour	1 lb.	To be considered equal.	Condensed Milk	9½ ozs.	To be considered equal.
Biscuit	1 lb.		Dried Milk	4 ozs.	
Rice	1 lb.		Mustard	1 oz.	To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder	1 oz.	
Split Peas	1 lb.	To be considered equal when issued with meat rations.			
Flour	1 lb.				
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				



Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
1		Master to sign first.	47	Belfast.	(1) B. Robert Glenhouse (2) Whitehead Belfast.	Same.	13/5/55	Stanley
2		U.R. Brown	26.	Newcastle	(1) M. Brown 99 Blenheim Ave (2) W. Wembley	- do -	13/5/55	- -
3		R.345 300 H. Smith	26.	Luton	(1) M. Tenn 2 Thurst Road (2) Denmark Hill London S.E.5	- do -	13/5/55	- -
4		R.546 453 J.P. Haley	21	Sheffield	(1) M. Edith 23 Buckingham Rd. (2) Town Moor Doncaster	- do -	13/5/55	- -
5		P.W. King	33	London	(1) M. Bernice 254 Sandbrooke (2) Grove Street Essex	- do -	13/5/55	- -
6		R.571 344. W. Pearson	37.	Falkland Is.	(1) M. Rose 1 Stanley (2) Falkland Islands.	- do -	13/5/55	- -
7		A. Goodwin	35.	Falkland Is.	(1) M. Bella 3 Pioneer Rd. (2) Stanley Falkland Is	- do -	13/5/55	- -
8		J. Gorman	25.	Falkland Is.	(1) M. Rose Port Howard (2) West Falkland.	- do -	13/5/55	- -
9		R. Gorman	22	Falkland Is.	(1) M. Rachael 8 Fitzroy Rd (2) Stanley Falkland Is.	- do -	13/5/55	- -
10		G. Jennings	22	Falkland Is.	(1) F. Lock 12 Brandon Rd. (2) Stanley Falkland Is.	- do -	13/5/55	- -
11		G. Jones	22	Falkland Is.	(1) F. John Stanley Arms. (2) Stanley Falkland Is.	- do -	13/5/55	- -
12		S. Jennings	18.	Falk. Is.	(1) J. Lock 12 Brandon Rd (2) Stanley Falkland Is.	Fitzroy	13/5/55	- -
13		D. Miller	17.	Hambleton	(1) J. Stanley (2) Port Howard West Falkland Is.	First	13/5/55	- -
14		P. Gorman	19	Falk. Is.	(1) F. Louis Douglas Station (2) East Falkland Island.	First	13/5/55	- -
15		H. Ward	47	Portsmouth	(1) W. Margaret (2) Glenmore Rd. Tiddington	Same	13/5/55	- -
16		R. Richardson	35	Manchester	(1) W. Betty 107 Langbush Rd. (2) Southamption	- do -	13/5/55	- -
17		W. Miller	33.	West Brom	(1) M. Nellie 181 Wapell Road (2) West Brom. Sticks	- do -	13/5/55	- -
18		V. Gorman	43	Belfast	(1) W. Elizabeth Thurn Road (2) Belfast	- do -	13/5/55	- -
19		J.H. Marshall	31	Portsmouth	(1) W. Daisy 19 Kalerloo St. (2) Southsea.	- do -	13/5/55	- -
20		S. Scott	22	Falkland Islands	(1) M. Agnes Bleaker Islands (2) East Falkland.	- do -	13/5/55	- -

OF ENGAGEMENT

In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Detention of any Member of his Crew.			RELEASE			Number of weeks for which National Insurance Contributions are payable.	Release No.
							Date.	Place.	Cause.	Date.	Place.	Cause.		
Master	M.S.S.	at once	6 p.m.	agreement			13/5/55	Port Stanley	Superseded	Eng 2	-	-	1	
mate	M.S.S.		58 6 8				13/5/55	Port Stanley	Dis	Eng 2	-	-	2	
2 <sup>nd</sup> mate	M.S.S.	17/5/55	58 6 8				24/4/56	Stanley	T.A				3	
3 <sup>rd</sup> mate	M.S.S.	17/5/55	58 6 8				24/4/56	- do -	T.A				4	
R.O.	No. 1547		41 13 4				31/7/55	Port Stanley	Resigned	Eng 2	-	-	5	
Boatman			32 - -				24/4/56	Stanley	T.A				6	
PROMOTED LAMPTRIMMER			32 - -				24/4/56	- do -	- do -				7	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				8	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				9	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				10	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				11	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				12	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				13	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				14	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				15	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				16	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				17	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				18	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				19	
PROMOTED LAMPTRIMMER			24 - -				24/4/56	- do -	- do -				20	

1 The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys, not merely as Boys.  
2 If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".  
3 If the advance of wages is not conditional on going to sea 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."

country, state if a natural born British subject or naturalised.  
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.  
The words "not conditional" should be inserted above the entry of the amount.  
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS	Age	Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
21		D. Minant	37	Falkland Islands	(1) M. Mary 55 Davis Street (2) Stanley Falkland Is.	Same	13/5/55	Stanley
22		L. G. G. G.	21	-do-	(1) F. Victor "Globe Hotel" (2) Stanley Falkland Islands	-do-	13/5/55	"
23		S. Thompson	23	-do-	(1) M. Mabel "Goose Green" (2) East Falkland Islands	-do-	13/5/55	"
24		W. F. Shorey	51	London	(1) W. Molly 7. Alladale Street (2) Stanley Falkland Is.	-do-	13/5/55	"
25		M. J. Siddy	18	Loughborough	(1) M. Vista 11 Romney Rd (2) Conington Rd Bournemouth	-do-	13/5/55	"
26		C. Hayward	17	Southampton	(1) (2)	-do-	13/5/55	"
27		D. Hodder	17	Southampton	(1) (2)	-do-	13/5/55	"
28		H. Blythe	17	Southampton	(1) M. Christine 16 Hagalahini (2) Terrace Southampton	-do-	13/5/55	"
29		W. H. Parker	53	Quebec	(1) Dick Fisher (2)	-do-	13/5/55	"
30		J. Morris	30	Leamington	(1) M. Edith 164 High Street (2) Blaine Iron	-do-	13/5/55	"
31		J. Barber	25	Exmouth	(1) F. Alfred 97B Thimbley Rd (2) London S.W. 12	-do-	14/5/55	"
32		G. G. G. G.	33	London S.E. 13	(1) F. Algernon, London G.R. N.R. Rd. (2) Southampton Seaside, Richmond, Yorks	-do-	14/5/55	"
33		H. Smith	29	Hull	(1) F. Edmund 17. Ballham Ave (2) Blackpool S.S.	-do-	14/5/55	"
34		A. Graham	28	St. Erasmus	(1) F. Alexander (2) 27, Back, St. Erasmus, Lewis, Scotland	-do-	14/5/55	"
35		A. J. George	46	LANWETHYD WELLS	(1) F. G. G. G. (2) TULLO, LANWETHYD WELLS, PLECKSHIRE.	-do-	14/5/55	"
36		R. G. G. G.	25	Donthig	(1) F. Edward (2) 49 Mueslith Rd. Donthig	-do-	14/5/55	"
37		R. J. J. J.	24	Asford Kent	(1) F. 2 Allot Villers Street Road (2) Asford Kent	-do-	14/5/55	"
38		D. G. G. G.	23	Loughton	(1) (2) Mrs Olga Lodgegate House High Beach	-do-	14/5/55	"
39		R. G. G. G.	29	London	(1) F. George H. (2) Brickwork Longway	-do-	14/5/55	"
40		R. G. G. G.	22	London	(1) J. Albert (2) 56 Hercules Rd. Norwich	-do-	14/5/55	"

## OF ENGAGEMENT

In what Capacity engaged,†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement ‡	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged §	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE			** Number of weeks for which National Insurance Contributions are payable	Reference No.
							Date.	Place.	Cause, §	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.		
Steward		11	24			14/5/55	14/5/55	Stanley	T.A.		D. Stewart	14/5/55		21
Boys		24				14/5/55	14/5/55	-do-	-do-		R. Johnson	14/5/55		22
Boys		20				14/5/55	14/5/55	-do-	-do-		Shannon	14/5/55		23
Steward		32				14/5/55	14/5/55	-do-	-do-		Ch. J. Siddy on line	14/5/55		24
CHIEF STEWARD	24-156	24				14/5/55	14/5/55	Monmouth	Sick		Should be line 24/5/55	14/5/55		25
Boys		10				14/5/55	24 JUN 1955	Southampton	do	Nil	Eng 2.	14/5/55		26
Boys		10				14/5/55	24 JUN 1955	Southampton	do	Nil	Eng 2.	14/5/55		27
Boys		10				14/5/55	24 JUN 1955	Southampton	do	Nil	Eng 2.	14/5/55		28
Boys		30				14/5/55	24 JUN 1955	Southampton	do	Nil	Eng 2.	14/5/55		29
Boys		24				14/5/55	24 JUN 1955	Southampton	do	Nil	Eng 2.	14/5/55		30
Boys		1				14/5/55	14/5/55	do	do.	Nil	Eng 2.	14/5/55		31
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		32
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		33
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		34
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		35
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		36
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		37
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		38
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		39
Boys		1				14/5/55	do	do	do	Nil	Eng 2.	14/5/55		40

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Cabin Boys, not merely as Boys.  
The words "not conditional" should be inserted above the entry of the amount.  
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died,"  
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen.  
‡ 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.  
§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving."  
|| If the advance of wages is not conditional on going to sea  
\*\* NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

PARTICULARS

Reference No.	Inmate Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS	Age	Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date	Place
41		Roger Banks	26	4124 Park Essex	(1) JOSEPH. FAIRFIELD WESTON	Same	14/5	Stanley
42		John Raymond	40	Paddington London	(2) NEABURY. BERKSHIRE.	—	1/5	—
43		M. R. Brown	26	Newcastle	(1) Ellen Staines	—	—	—
44		P. J. Evans	26	Midbros	(2) 3. St James Res: London, S.W.8.	—	—	—
45		S. 80709	42	Walsley	(1) Mrs. Mary Ldn	—	—	—
46		H. W. Thompson	43	Walsley	(2) 99. Llanwrnach Glyn, Pembrokeshire	—	13/5	Stanley
47		T. B. M. Perry	40	Ldn	(1) W. E. L. G.	—	24/5	Stanley
48		R. H. H. H. H.	42	Portsmouth	(2) 3. Bilsdale Ave Redcar	First	24/5	Stanley
49		D. H. H. H.	43	S. 80709	(1) W. H. H. H.	—	—	—
50		A. J. H. H.	25	Portsmouth	(2) 47. Cheltenham Glyn, Glos. Glos. Glos.	Oakley	do	do
51		R. J. H. H.	21	Portsmouth	(1) B. W. H. H.	—	—	—
52		H. H. H. H.	24	Portsmouth	(2) 67. Galloway Glyn, Glos. Glos. Glos.	First	do	do
53		S. H. H. H.	24	Ldn	(1) M. H. H. H.	—	—	—
54		R. J. H. H.	22	Portsmouth	(2) 77. S. H. H. H. Rd. Sholing	First	do	do
55		S. H. H. H.	21	Portsmouth	(1) F. H. H. H.	—	—	—
56		John H. H.	23	Portsmouth	(2) 21. W. H. H. H. Lane Hedge End	do	do	do
57		R. J. H. H.	22	Portsmouth	(1) M. H. H. H.	—	—	—
58		S. H. H. H.	21	Portsmouth	(2) Park View Glyn, Glos. Glos. Glos.	Same	do	do
59		G. M. H. H.	20	Portsmouth	(1) W. H. H. H.	—	—	—
60		E. H. H. H.	25	Portsmouth	(2) 2. North Grove Sunderland	Crackshot	1/5	do

OF ENGAGEMENT

In what Capacity engaged.	No. of Certificate (If any), and No. of R.N.R. Commission or R.V.2. (If any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE		Number of weeks for which National Insurance Contributions are payable
							Date.	Place.	Cause.	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	
Subj			1				19/5/55	Stanley	Dis.	Nil	Eng 2.	41
—			—				23/5/55	Stanley	Dis.	Nil	Eng 2.	42
Master	ESS. 70672						23/5/55	Stanley	T.A.		M. R. Brown	43
Steward							23/5/55	Stanley	h.c.		S. J. Evans	44
Cook							24/5/55	Stanley	T.A.		S. J. Evans	45
—							24/5/55	Stanley	T.A.		H. W. Thompson	46
—							24/5/55	Stanley	T.A.		B. H. H. H.	47
—							24/5/55	Stanley	T.A.		R. H. H. H.	48
—							24/5/55	Stanley	T.A.		D. H. H. H.	49
—							24/5/55	Stanley	T.A.		P. J. Evans	50
—							24/5/55	Stanley	T.A.		R. J. H. H.	51
—							24/5/55	Stanley	T.A.		H. H. H. H.	52
—							24/5/55	Stanley	Dis.		S. H. H. H.	53
—							24/5/55	Stanley	Dis.		R. J. H. H.	54
—							24/5/55	Stanley	T.A.		T. H. H. H.	55
—							24/5/55	Stanley	Dis.		John H. H.	56
—							24/5/55	Stanley	Dis.		B. H. H. H.	57
—							24/5/55	Stanley	T.A.		S. H. H. H.	58
—							24/5/55	Stanley	Dis.		G. M. H. H.	59
—							24/5/55	Stanley	Dis.		E. H. H. H.	60

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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."  
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‡ If the advance of wages is not conditional on going to sea should be described as such.  
\* 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.  
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\*\* NATIONAL INSURANCE ACTS, 1911. Details of the National Insurance schemes for seafarers are given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

Name of

PARTICULARS

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
61		PASS. 156813 P.B. Thompson.	30	English	(1) Mrs Teresa. (2) 43 Devereux Rd., London N. 24	First	10/10/55	Doon
62		PASS. 155977 R.B. [unclear]	25	Irish	(1) J. Alfred (2) 107 Claremont Ave., New Malden,	do.	do	do.
63		PASS. 157439 J. [unclear]	20	Irish	(1) Mrs Kathleen (2) 12 Lakeside Rd., Wilmslow Green,	do	do	do
64		PASS. 152273 M.J. [unclear]	22	Irish	(1) Mrs Mrs L.G. Cappola. (2) 40 Womersham Rd., High Wycombe.	do	do	do
65		PASS. 696110 L.J. Fox.	22	Irish	(1) J. Arthur (2) 87 Compton Cres. London N. 7.	do	do	do.
66		PASS. 381470 J.D. Bridger.	24	Irish	(1) J. John (2) 171 Hammer Rd., Weybridge, do.	do	do	do
67		PASS. (SA) 646455 Donnelly	24	Irish	(1) Bro Brian (2) 42 Harrogate Mansions, 9 Arden Rd.,	do	do	do.
68		PASS. 142516 J.C. Atwell	38	Irish	(1) Bro in Law S. H. Haskins (2) 9 Long Ave., Wandsworth, Surrey	do	do	do
69		PASS. 163949 P. [unclear]	26	Irish	(1) Mrs Vera (2) 32 Chestnut Gr. E. Bantock do.	do	do	do.
70		PASS. 140290395 G.E. Broome	42	Irish	(1) Mrs Mrs L. Holt (2) 1404 Weybridge Green, Weybridge, do.	do	do	do
71	S	PASS. (FAIRLAND 15443) 2858 S.R. Hiddle	20	Irish	(1) Linda R. J. [unclear] (2) 108 Davis St. Port Stanley same	do	do	do
72		Emery Spence	17	Irish	(1) F. William (2) 7 Fitzroy Road East F.I.	First	1/12/55	Stanley
73		K. Bletheroe	21	Irish	(1) F. Stanley (2) 45 Fitzroy Rd. East. Stanley	Fitzroy	1/12/55	Stanley
74		R.E. McGill	26	Irish	(1) M. Maule (2) Falkland Islands.	Fitzroy	19/1/56	Stanley
75		Les Robson	17	Irish	(1) Mrs J. Robson 5 Hooley St (2) Stanley F.I.	Fitzroy	19/1/56	Stanley
76		G. Biggs	22	Irish	(1) F. Bennett, 5 Dean Street (2) Stanley	First	1/12/56	Stanley
77		R. Newman	15	Irish	(1) F. Henry, Deal Inlet (2) Falkland Is.	First	7/12/56	Stanley
78					(1)			
79					(2)			
80					(1)			
					(2)			

Ship

John Biscoe

OF ENGAGEMENT

In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE		Number of weeks for which National Insurance Contributions are payable	Reference No.
							Date.	Place.	Cause.	Balance of Wages paid on Discharge.	Signature of Master or Owner or other person in respect of this Voyage, and I, the Master, do hereby release the said undersigned Member of the Crew from all Claims in respect of the said Voyage.	Signature of Official before whom the balance of Wages was paid and Release signed and Date.		
Suppy		10/10/55	1				26/1/55	Stanley	Dis		P.B. Thompson.	[Signature]		61
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		62
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		63
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		64
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		65
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		66
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		67
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		68
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		69
Suppy		do	1				26/1/55	Stanley	Dis		[Signature]	[Signature]		70
SOS		do 20	1				27/1/55	Stanley	Dis	7 6 6	[Signature]	[Signature]		71
Leadet.		One 15					24/1/56	Stanley	T.A		[Signature]	[Signature]		72
S.O.S		do 20					24/1/56	Stanley	Dis	10 9 1	[Signature]	[Signature]		73
A.B.		25					24/1/56	Stanley	T.A		[Signature]	[Signature]		74
O.S.		15					24/1/56	Stanley	T.A		[Signature]	[Signature]		75
Green		20					24/1/56	Stanley	T.A		[Signature]	[Signature]		76
Uneso		at once	10				24/1/56	Stanley	T.A		[Signature]	[Signature]		77
Boy.							24/1/56	Stanley	T.A		[Signature]	[Signature]		78
														79
														80

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The words "not conditional" should be inserted above the entry of the amount.  
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\* If a British subject, state town or country of birth, and if born in a foreign should be described as  
† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as  
‡ If the advance of wages is not conditional on going to sea  
§ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving"  
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							Date.	Place.
1	2	3	4	5	6	7	8	9
81					(1)			
					(2)			
82					(1)			
					(2)			
83					(1)			
					(2)			
84					(1)			
					(2)			
85					(1)			
					(2)			
86					(1)			
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87					(1)			
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88					(1)			
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89					(1)			
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96					(1)			
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97					(1)			
					(2)			
98					(1)			
					(2)			
99					(1)			
					(2)			
100					(1)			
					(2)			

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE		** Number of weeks for which National Insurance Contributions are payable	
In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.Z. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	21.	
							Date.	Place.	Cause.					19.
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	81
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														100

country, state if a natural born British subject or naturalised.  
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.  
the words "not conditional" should be inserted above the entry of the amount.  
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died," given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, etc.  
‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving."  
§ If the advance of wages is not conditional on going to sea  
\*\* NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

## PARTICULARS

							PARTICULARS	
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
		1.	2.	3.	4.	5.	6.	7.
101					(1)			
					(2)			
102					(1)			
					(2)			
103					(1)			
					(2)			
104					(1)			
					(2)			
105					(1)			
					(2)			
106					(1)			
					(2)			
107					(1)			
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108					(1)			
					(2)			
109					(1)			
					(2)			
110					(1)			
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111					(1)			
					(2)			
112					(1)			
					(2)			
113					(1)			
					(2)			
114					(1)			
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115					(1)			
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116					(1)			
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117					(1)			
					(2)			
118					(1)			
					(2)			
119					(1)			
					(2)			
120					(1)			
					(2)			

\* If a British subject, state town or country of birth, and if born in a foreign country, state the country of birth.

3 If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving". If the advance of wages is not conditional on going to sea should be described.

**\*\* NATIONAL INSURANCE ACTS, 1946.** Details of the National Insurance schemes for seafarers are

\*\* NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

## OF ENGAGEMENT

[illegible]

Country, state if a natural born British subject or naturalised.  
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards  
Cabin Boys, not merely as Boys.  
the words "not conditional" should be inserted above the entry of the amount.  
this Ship," than "I.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."  
given in Leaflet N.1.24, copies of which may be obtained from any Mercantile Marine Office.

## FEES CHARGEABLE BY CONSULAR OFFICERS.

## NOTICE.

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

## Services required by Law.

	In countries other than China	In China
	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	8 0	8 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned)	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer	3 0	3 0
(13.) For every desertion certified by a Consular Officer	4 0	4 0
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4 0	4 0
(15.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48)	0 6	7 0

## Services required by parties interested.

	In countries other than China	In China
	s. d.	s. d.
(33.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—		
In Countries other than China—		
Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.		
In China—		
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval	6 6	7 0

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

SHIPPING MASTER,  
STANLEY, FALKLAND IS

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

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

H. B. M. Vice-Consul

SHIPPING MASTER  
13.5.55.

I hereby certify that I have this day sanctioned the engagement of the seamen whose names appear on lines 31 to 42. The Agreement was signed in my presence and the same has been made as required by the Merchant Shipping Act.

H. B. M. Vice-Consul

SHIPPING MASTER  
14.5.55.BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 23/5/1955

Agreement deposited 24/5/1955

- do - returned 24/5/55

Average rate of exchange: \$9.03 - 1/2  
(for conversion of seamen's wages only)

H. B. M. Vice-Consul

Articles deposited and returned this day. All changes reported.  
Vessel proceeds to Falkland Isles.

Mercantile Marine Office  
10 OCT 1955  
SOUTHAMPTON

H. B. M. Vice-Consul

## CERTIFICATES

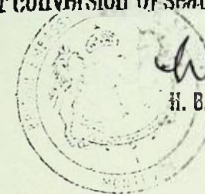
Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 5/11/1955

Agreement deposited 5/11/1955

- do - returned 16.11.55

Average rate of exchange: \$ 10.91 - 1/2  
(for conversion of seamen's wages only)

H. B. M. Vice-Consul

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 14 and 73.

H. B. M. Vice-Consul

SHIPPING MASTER,  
19.1.56.  
STANLEY, FALKLAND IS

I hereby certify that I have this day sanctioned the engagement of the seamen whose names appear on lines 74 and 75. The Agreement was signed in my presence and the same has been made as required by the M.S.A.

H. B. M. Vice-Consul

SHIPPING MASTER,  
STANLEY, FALKLAND IS

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 14.

H. B. M. Vice-Consul  
SHIPPING MASTER,  
STANLEY, FALKLAND IS

and should be forwarded at once to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff.

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or Endorsements, an additional form Eng. 1 should be used.

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1900.

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

The cases of seamen having the following reference Numbers

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

under Section 28 (12c) †

*Stanley Falkland*  
.....Signature  
SHIPPING MASTER.

.....Date

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

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

# INSTRUCTIONS TO MASTERS.

## Agreements.

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

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

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

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

## Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 7). The employment of children under the age of 14 years is prohibited.

## Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

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

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

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

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

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

## Ports Abroad.

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

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

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

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

## Return to the United Kingdom.

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

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

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

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

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

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

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

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 9, cols. 19 and 20.)