

ISSUED BY THE
MINISTRY OF TRANSFORT
IN PUPTUANCE 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.

					N. A. C.	
Name of Ship.	Official No.	Port of Registry.	Regis Tonn Gross.		Name of Master.	No. of his Certificate if any.
JOHN. BISCOE	181805	POTT STANLEY FALKLAND. IS.			NM JOHNS TON	38016
Port at which and Date when voyage commenced		Nature of the Voyage	or Em	ploymen	t. Port at which a	
Port Stanley F. 1 Date 13th May 19.		Antarctio	vey	•	Port Akaul	2y F.1.
Delivered to the					tile Marine Office	
CHINDING	Superii MASTE	ntendent. ER, KLANŌ <sup>18</sup>	99		R. Bran endan Sdus, embley Park	

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

### List of Crew and Report of Character

	·		Report of	Character.	If there is any entry in the Official Log relating to a member of the Official to a
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
1	S. Johns Com V	master			30031
2	M.R. Brown V	Ariote	٧.٤.	٧.9.	30.32
3	M.S. Smith 1	2nd vmate	V.9.	٧.9.	30.32
4	J. P. morley	3rd mate	N.G.	1.9.	30.
5	9. W. King	R10.	V.G.	V.g.	30.
6	W. Pearson	Bos un	· voya	Leted	31.32.
7	A. Goodwin	A.B+Lamps	V. q.	٧.٩.	31
8	J. Llamosa	A.B+Launch	٧.٩.	٧.٩.	
9	R. G. Hansen	A.B.	٧.٩.	V.9.	
10	G. Jennings	S. O. S.	V.S.	V.S.	
11	O. Jones	S. D. S.	v.ç.	V.9.	37.
12	M. Jennings	S. O. S.	٧.٩.	V.9.	
13	D. miller	0.5.	v.ç.	V.9.	
14	P. J. Johnson	D.S.	V.S.	0.9.	36.
15	H. G. Ward	Engineer	v.9.	V.9.	32.
16	J. R. Richardson	2. Ergineer	v.q.	v.g.	32.
18	W. Hibbert	3rd Engineer	V.9.	v.g.	32.
19	1 morrow	Electrician	V.g.	V.9'.	32.
20	J. Marshall	Douking man	v. 9.	V.G.	30
21	9. Slort	Greaser	V.q.	.v.q.	30.
22	D. Stewart	Greaser	V.9.	1.9.	
23	6. Johnson	Greaser	V.9.	V.9.	
24	J. morrison	Greason	V.9.	V.S.	
25	W. Slovery	Steward	V.G	V.G.	28.+ 29
	M.J. Siddy	asst. Stward	V.9.	. V.9.	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.

			1		
		and the same	Report of	Character.	If there is any entry in the Official Log relating to a member of the Crow, the
No.	Name and Surname of each Momber of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
26	& Hayward	Mess Boy	V. G-	14	30
27	D. Hoopen	huso Boy	:VG	V. G-	30
28	H. Wlyte	Mess Boy	V.G	V. G	30
29	W. H. Parker	book	V.G	V. Co	30
30	J. morris	asst book	V.G	V.G.	30.
31	J. # Barber	Sup'y	<i>*</i> **		29.
32	G. W. Brookfield	' '			29.
33	H. Smith	5			29.
34	A. Graham	٠.			29.
35	J. George	,			29.
36	R. Japp.	L			29.
37	R.g. Lanton	~1			29.
38	D. G. Mumford				29.
39	G. Hemmen	Ł,			29.
40	R. # Nalder	٠,			29.
41	R. Banks	. 4			29.
42	J. Ray mond	•			29.
43	M.R. Bram.	Master.			30.
44	W. Evans	Chief Stewar	v.s.	V.S.	31, 36.
45	J. Bruce	book	V-9-	٧.٩.	31
46	H. Thankson	Clest book	٧.٩.	v.q.	31
47	B. Merry	Mieso Boy	V.9.	V.q.	31,35.37.
48	R. Hatchett		D.R.	V.9.	3, 33.36.
49	D. Hooker		J.q.	v.9.	31.34.
50	a. Irwing.	R/o.	1.9.	1.9.	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

_			Report o	f Character.	If there is any entry in the Official Log relating to a member of the Creating
No	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
51	R. Le Pivert	3º Offices	V.9.	v.q.	31.
52	M. Vaimpson	chuke 'y			31.
53	D. Mathews	- 1			31
54	R. Walcott	.,			31
55	J. Anieth				31
56	9. Heap	4			31
57	b. Scotiland	-,			3;
58	1. Fiellows	1,			31
59	G. Lamous				31
60	C. Clement				31
61	R. Thankon				31
62	P. Bunch	u			31
63	J. Ward				31
64	M. Royle	,			31
65	L. Fox.	.,			31
66	J. Bridges				31
67	a. Donnelly	<b>\</b> 1			31
68	3. axrell				31
69	P. Sugges				31
70	J. Broome				31
71	S. Hintle	S.O.S.	D.R.	70	
72	E. Sperces	badet	V.S.	D.R.	32.34.
73	K. Clatherse	S.o.S.	V.G.	V.C.	
74	R. Misile	A.B.	v.q.	V.9.	36
75	L. Robson	0.5.		v.C.	34
		0.5.	V.S.	v.q.	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.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the	
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name	
76	S. Biggo	Greases	V.S.	V.9.	19.	
77	S. Biggo R. Mewman	Meas Boy.	v.q.	v.q.		
78						
79					-10	
80						
81					20	
82						
83					99	
84						
85						
86						
87						
88						
89						
90						
91						
92						
93						
94						
95						
96			Transfer			
97						
98						
99						
100						

03 102 CAUTION .- Section 130 of the Merchant Shipping Act, 1894, provides that if 01 No. character, knowing the same to be false, he shall Name and Surname each Member of the Crew List of Crew and Report in respect of of each Character Report of Character. offence be guilty of a misdemeanour. For General Conduct. any person makes a false report -Continued If there is any entry in to Official Log relating to member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name

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#### MARRIAGES, BIRTHS, AND DEATHS

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

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

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

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

(2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Ministry of Transport may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Ministry of Transport direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board each ship of the Registrar-General of Shipping and Seamen.

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

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

In addition to the brief statement of the "Cause of Death" on the following page, the Master should be careful to add in the body of the official log-book. full particulars of all the circumstances attending

**MARRIAGES** 

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

the death, more particularly in case of murder, disappearance or suicide.

If death occurs in a port the name of the port should be given.

and it should be stated whether the death occurred on board or in hospital.

If a seaman dies on shore from an accident which happened, or

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

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

\_Master or Officer in Command.

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To be filled in by Official to whom Report is made

Columns to be filled in by (See Instructions on previous page).

Officer in Command.

	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.
I							
2							
3							

#### DEATHS

100.00					TO SECTION AND ADDRESS.		
				1		Colum	ns to be filled in by the
	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
1							Members of Crew (other than Lascars**) including
2							
3							
4							
_5							
6							
7							
8							
9							
10							Lascars
11							
12							
13							
14							Persons who were not
15							
16							
17							
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19.							
20							
*In	the case of	f an Infant or Child th					

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

Officer in Command									to whom Report is made
Father.			Mother.			Signature of Master and M	ot	Signature of	Port at which Report
Nationality stating Birthplace).	Last place of abode.	Nation (stating Bi	rthplace).	Last plant of about	ace le.	or other Mem of the Crev	ber	Father or Mother.	is made and Signature and Title of Officer to whom reported.
r									
2									
3									
(See Instructions or	previous pa	ge).							m t (1)
Officer in Command							o:		To be filled in by Official to whom Report is made
I,ast place of Abode	e. (see inst:	of Death ructions on ous page).		ure of er or charge.	or o	ature of Mate ther member f the Crew.	Surge	gnature of eon or Medi- Practitioner, if any	Port at which Report is made and Signature and Title of Officer to whom reported
I Insters.									
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7					41				
8			ulk						
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see footnote**)									
ı									
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lembers of the Crew.									
5		3							
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				1 1					

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 (Muster)

(Section 5 (5) of Rules.	the Merchant Shipping (Safety and Load I 1933.)	ine Conventions) Act, 1932, and Ivale 5 (3)	of the Merchant Shi	pping (Musters)
Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
	Stations. Boats swung out	all life saving appliances examined	5	Johnston
	Fire drill exercised	appliances examined of found in good order	14 . 5. 58	M.R.Bra
	brew mustined at boat			Dal 1
	stations for well call	4		W. Johnston
28. 5. 55	Fire drill exercised	- <del>bo</del> -	28. 5. 55	AR Brown
	brew mustred at boat stations. Boats swing on	+		Johnston
11 1 55	Fire drill exercised.	_ Do .	11.6.55	1000
			11 6 00	W.K. Draw
underven	I has annual	55 the versel refit by Messo.		M.R. Crans
J. J. Ilhan	y craft Ltd. South	i amptan.	12-10-55	Alsonile
	Commentered at	all L.S.A. + Fine ad fighting equipment examined + same tested		M. R. Brans
15-10-55	in their dutes.	examine of & some	15.10.5	
15-10-55	thre drill also should	tested		488in.H
			J	M.R. Brown
22-10.55	do	do	22-10-55	188in, H
				UR Bran
29-10-55	do		90: 10 ===	M. K.
		do	29-10-55	
				M.R. Bran
25 - 11 - 55	do	do	25-11-55	H88: 12
				M. R. Bran
3-112-55	do	do	3 10 51	VI. 101
	<b>3,6</b>	0.0	3-12-38	Aline St
	do			MR Brown MR Brown MR Brown
3-12-55	+ Mo 2 boat waterbane	do	13-12-55	MO 5 H
	R. 4'			A & Brown
4-19-55	Boat & Fine dill held.	do	91. 19 5	OUC K 104
	Leva.	5,0	24-12-38	H88mitt
	de			UNR Brown
1 - 56	o the 2 book waterbone	do	2 - 1 - 56	·mo' #
	2 A			May Jun. 10
5-1-56	Boot à fine dille held.	,		WKBions
	held.	do	16-1-56	MR Brown MR Brown MR Brown MR Brown MR Brown MR Brown MR Brown MR Brown
				1 P Brows
2 - 56	do	do	9-2-56	.000. F.
* An an-	should be made out			the same

\* An enwy 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 MERCHENT SMIPPING ACTS, 1894 to 1982.

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.

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.
28'-2.56	Boat muster & Fire drill held.	all h.S.A. inspected of found in good	28-2-56	M.R. B.
10-3-56	do	do	10.3.56	M.R.B.
14-3-56	do	do	24 - 3 - 56	M.R.B.
-				

<sup>\*</sup> An entry should be made of the type of drill or muster held, i.e., whether beats 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 hold in any week, a statement of the reasons should be entered in the first three columns of the table.

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

(Section 5 (5) 0 Rules	, 1933.)			, maters)
Date of Drill or Muster and of Examination of the Life-Savin 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 Mato.

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 sengers or crew were mustered, whether the crew were practised in fire drill, etc.

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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.)

Rules,	[955.]				
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.	
- X					
- 19 4			die in		
	***				
1 11 430					
- 22 - 3					
12					
			SELECTION OF THE PARTY OF THE P		
				138 73	
18 6					
		ster held, i.e., whether boats were swung			

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

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(Section 5 (5) of Rules.	the Merchant Snipping (Salety and Boat 1933.)			S (-Attaters)
Date of Drill or Muster and of Examination of the Life-Saving Appliances.		Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
			*/	
* An entry	should be made of the type of dell and		,	

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

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

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	Brew + Officers quarters, bally	a seletan	Du Johns ton
15. 5. 55	Panting a store wome etc inspecte and found in a clean & orderly conde	lia	M. K Bran
			De Johnston
22. 5. 55	- % -	22.5.55	,
			D. Johnston
29.5.55	- Do -		M.R. Bran
			S. John ton
5. 6. 55	_ \$0 _	5.6.53	
			M. R. Braus
12 - 6 - 55	20 -		
From Jun	219" 1955 to Oct 12" 1955		M. R. Brann
amual	efit by J. Thomy arallo his	12-10-53	H88mith.
	bres + Offices quarters	,	M.R.Bran
16-10-35	bres + affices quarters belly statement etc inspectes o found in a clean dovderly condition.	16-1055	A88in16-
			M.R. Bran
23-10-55	do	23-10.55	Alsonito-
			Vr. R. Bran
30 - 10 -55	do	30-10.55	A881
			M. K. Dram
5 - 11 -55	do		482m,160
			M.R. Bian
12 - 11 - 55	do	12-11-05	A88m, 1to.
			M. R. Bran
26 - 11 - 55	do	26.11.55	488m.14+
	do	11 12 5-	M. R. Brann
11 - 12 - 55	5.6	11-12-30	Assiik.
17 .0	elo		VAR Bran
17-12-55			H88m. H
24-12-55	do	24-12-55	M. R. Brann
			A Somit

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

	- AT making	Results of Inspection	Date of Entry	Signatures of Master and Mate
	Date of Inspection	100 accomodation storerooms		M.R. Bram
2-	1- 56	esaller hometres etc.		Alsing Be
8 -	-1-56	do	8-1-56	
16	-1-56	do	16 -1-56	M.R. Brann
	- 1-56	do	23 - 1-56	M.R. Brann
30	- 1 - 56	do	30 -1 -56	M.R. Brans
7 -	- 2 - 56	do	7.2-56	M.R. Braun
14	-2-56	do	14.2.56	M-R-Brown ABSwith.
23	- 2 - 56	do	23 -2 -56	M. R. Brann
28	- 2-56	do	28-2-56	M.R. Brans
4	- 3-56	do	4-3-56	M.R. Bram
(1	- 3-56	do	11-3-56	AR Brann
18	- 3-56	do	18.3.56	M.R.Bram ABBin, H.
25	- 3 - 56	do		W. R. Browns
1 -	4-56	do	1.4.56	M. R. Brown
15 -	4-56	. do	15.4.56	M.R. Brann
			Control of the Contro	

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

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	all accomodation		M.R. Brown
-4-56	starrooms, galley etc inspected & found in a clean, orderlay condition	22-4.56	488m. H.
Variable 1		200	
	LIVE DEFINE OF	1 2 82 2138	2/4
	PROPERTY IN CASE ARCHITECT		
***			
			***
•			
		•	
			•

#### RECORD OR INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1987).

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate

#### 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	Engine Department	STRWARDS' I		
	DEPARTMENT.		Certd. Ship's Cook.	Others.	TOTAL.
From the United Kingdom.					
To the United Kingdom.					

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

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

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

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 FE (The numb				connection with the Offici. Fees Orders in Council).	nl Log:-
(17) For Examination of to be paid by the party default, in addition t In all countries	who proves to be in	to an Britis	y entry in the	sular Seal or Signature Official Log-Book of a h entry is not required ing Acts—	8. (
				es except China	9 10
Note.—Consular Fee	Stamps to the value of the 1	Fees charged must be no account be remov	affixed to this Form ed.	, and cancelled. Stamps must o	m.
	LOAD LINE,	DEPTH OF	LOADING,	Etc.	
	POSITIONS OF 7	THE DECK LINE AN	ND LOAD LINES.		
Freeboard from	n deck line.			Load Line.	
Tropical3	feet	5	inches. (T	) 4 1/4 inches at	oove S.
Summer 3	feet	914	Inches (S	Huner edge of line through	centre

	Precedent Hom deck				Load Line,	
Tropical	3	feet	5	inches.	(T) 4 /4 inches a	bove
			914		(S) Upper edge of line through of disc.	ı ce
Winter	4	feet	1 1/2	inches.	(W) 474 inches b	elov
Winter North	1 4	feet	3/2	inches.	(WNA) 6 1/4 inches	belo
(if assigned	4)		444			
					nil	in
		od upper	<u> </u>		deck at side.	
		(Above particula	rs to be taken from Load	Line Certific	73/4inches.	
Maximum di	raught of water in su	mmer		retor which w	ould be shown on the scale of fact	
on the	the stem and stern pe	ost of the ship if sh	nmer is the draught of w he were so loaded that th upright on an even keel.	e upper edge	ould be shown on the scale of feet of the summer load line were on	

#### NOTES.

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 sait water

6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water." the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010. be entered will be 1010.

7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of these Rules.

The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and

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

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

			The same		DEPAR'	rures.						
	W Self In Self	ACTUAL DRAUGHT ACTUAL FREEBOARD AMIDSHIPS.*							ALLOWANCE.			
Date and Hour of Departure. (1)	Dook, Wharf, Harbour or Other Place. (2)	Forward.	Aft. (4)	Port.	Star- board.	Mean.	Density of Water.	For Density of Water.* (0)	For Ashe Rubbis	sh.*	For Fuel, of be consum Stretch of Water (11)	ied on
16. 5.53	0.00	Ft. Ins.		Ft. Ins.	Ft. Ins.			Ins.	Weight.	Ins.	Distance.	Ins.
25.5.55	Prof Stanley	12 6	14.6		7.11			-		-	-	
9.6.55	Montevidio	12.8			7.9	7.9	1025					
12-10-55	SV. Vincent	12.6	14.6		7.11		1025	1	:-	0	. ,	
1500	On al		13.2			150		,	DA (	0 -	med	
1800	St. Uncont				7-94				I.	cia	med.	
5-12-55	Part Stanley										4	
7-2-55	Part Stanley								, u		••	
1800	V	100		1 20			,523				4	
The same of the sa												
					-							
L. STATES											1 - 2	
				4								
											The same	
											er silver i	
-												
	A DEC TO SOUTH A											
		1										

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

DOCK, WHARF, HARBOUR OR OTHER PLACE

OF THE SHIP'S PROCEEDING TO SEA. See Not

				SIGNA	TURES.	ARRIVALS		
Total	Mean Draught in salt water as calculated after making the appropriate allowances.	Mean Precboard 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.		0.00		23.5.59		
	13.6	7. 11		W. Johnston	M.R.Bran	1900	Montevid	
	13.8	7.9	-	W. Johns hon	M. K. Bran	9.6.55	St. Vincen	
	13.6	7.11		w.Johnston	M. R. Brans	19.6.55	Southamp	
	14.0	7.5		MRKZ	M20 - H	1500	Al Asi	
	13.7%	y 9%°		M. R. Brann	Stagning.	5-11.55	An a	
		1.12		A D. A.	Aggm. In	27-11.35	O : le	
	14.0	7.5		M.K. Draw	488m. 14.	18-1-56	Port Ston	
	13-10	7-7		M.R. Bran	Alin 88th	2200	Part Stan	
	14-2%	7-24		M.R. Bran	Alines A c	1200	Port Star	
				The state of the s				
			46					
	-		-					
						-		
					*10			
E E								
		-						
						-		
							BINE	
				A CONTRACTOR OF THE PARTY OF TH			18 11 44	

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

		TO FIE			DEPAR'	TURES.						
	D. J. W.	ACTUAL OF W	Draught ater.*	Аото	AMIDSHIP	BOARD S.*	Density		Al	LLOWA	NCE.	
Date and Hour of Departure.	Dock, Wharf, Harbour or Other Place.	Forward.	Aft. (4)	Port.	Star- board.	Mean.	of Water.	For Density of Water.* (9)	For Ashe Rubbi		For Fuel, be consum Stretch of Water (11)	eto., to ned on Inland
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
										23	T. M. T.	
											- 7	
		100										
- Bank												32
										4		
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		-										
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3133												
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	HTMA CARENT											
- United	BATTER OF THE PARTY OF THE PART											
- All and a	Sept 19 19 19 19			200	-							
			Tille.	1	1							-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE

the

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

				SIGNA	ATURES.	AY	RRIVALS
Total llowences.	Mean Draught in sait water as calculated after making the appropriate allowances.  (13)	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances.  (14)	Date and time of Posting the Notice. (Notice L.L. 14A or 14B), (15)	Мантин. (16)	MATE. (17)	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place. (19)
Ins.	Ft. Ins.		(10)	(20)	(2.7)	(10)	(18)
Alia.	Tt. Als.	-					
				4			

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

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

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

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

	Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.											
Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.			
16.5.55	YES		PW King	oh Johnston	93-11-55	YES		a. J. Fring	M.R. Braun			
17.5.55	YES		PWKing	w. Johnston	24-11-55	YES		a. J. Fring	M.R. Brown			
18.5.55			PW King	w. Johns lin	25-11-55	YES		a. J. Frany	M.R. Bian			
19.5.55	YES		PWKing	w. Johnston	26-11-55	YES		a. J. Frainy	M.R. Brann			
20.5.55	YES		PW King	w. Auhus loi	27-11-55	YES		a. J. Fruing	M.R. Brown.			
21.5.55			P W. King	W. Sohnstin	5-12-65	YES		a. J. Freing	M.R. Brann			
22.5.95	YES		PW King	D'Auhus lon	6-12-55	YES		a. I Truing	M.R. Brown			
23.5.55	YES		PW King	Bigohing Lon	7-12-55	YES		U. J. Fring	M. R. Brann			
25.5.55	YES		PW King	is. Johnston	8-12-55	YES	8 1	a. J. Fraing	JA-R. Branne			
26.5.55	YES		PW King	whohmston	9-12-55	YE5		a. I Triving	M. R. Brann			
27.5.55	YES		PW King	w Juhnston	10-12-55	YES	9	a. J. Frewing	VA.R. Brann			
28.5.59	YES		P W King	w. Johnston	11-12-55	YES	17.	a. y. Fraing	W. R. Bran.			
29.5.55	YES	<u>A</u>	P.W. King	w. Tohnston.	12-12-55	YE5	11	a. J. Frenny	M.R. Brann			
30.5.55	YES	E	PWKing	in Juhus Con	14-12-55	YES	_	a. J. Freing	M.R. Brann			
31.5.55	YES	-	PW King	w Johnston	15-12-55	1/5	-0	a y Inving	U. R. Braun			
1.6.55	YES	7	PiW King	w. Johnston	16-12-53	Yes	>	a. J. Francy	M.R. Brann			
2.6.55	YES	I	PW King	w. Johnston	17.12-65	YES		a J. Inving	M. R. Braun			
3.6.55	YES	4	PW King	w Avhno Loin	18-12-55	YES		a. J. Francis	M.R. Bran			
4.6.55	YES		PW King	w. Johnston	19-12-55	YES		a. J. Truing	M.R Bran			
516.55	YES		PW King	whohms ton.	20-12-55	YES		a. J. Fring	MR. Bran			
6.6.53	YES	0	RW. King	with histon	21-12-55	YES		a. J. Inwing	M.R. Biram			
7.6.55	YES	2	P W King	to both time	22-12-55	Yes		a. J. Twing	M.R. Brann			
8.6.95	YES		P.W. King	W. Dohns Lin.	23-12-55	YES		a. J. Graing	Fel Brans			
9.6.55	YES		P.W. King	w. Auhus bi	26-12-55	466		a y Grwing	UN R. Biran			
10.6.55	YES		PW King	4 Ochnola	4-1-55	YES		a. I Friveny	M. R. Brain			
11.6.53	YES			es Ophrolin	5- 1-55	YES.		a Johnson	M.R. Bran			
12-6-58	YES		1	w Johns lin	6-1-56	Yes		a Johning	M.R. Bran			
13.6 55	YES		P. W.King	woohnobi.	7-1.50	1/55		a y Frively	M. R. Brann			
								~ /				

							N 5		
14.6.55	VES		f. W. King	10 Johnston	11				M.R.Bram
15.6.55	1	A	P.W. King	wo Only Con	3-1-56	YES		a. J Truing	M. R. Bran
16.6.55	YES	É	PW. King	worker	9-1-56	445		a Joseving	W.R. Brann
17.6.55	YES		PW King	w Johnston	10-1-56	Y45		Ol I Freing	M.R. Bran
18.6.55	YES		P. W. King	wohnston	11-1-58	705		al J Sowana	The Bran
19 .6.55	, ,	1	P. W. King	work. be	13-1-56	VES		A Josaving	M.K. Brann
Gran 1	9-6-55	to 12-	10-55 die ven	The state of the s	14-1-66	YES		a y Fouring	M. R. Bran
ly 4. 31		er to	at Southand	Ian.	15-1-56	YES.		a J Francis	M.R. Bran
12-10-55	YES	1 5	a. y. Freeze	Un R Brann	16-1-56	YES		a J Francia	M.R. Biam
13-10-55	YPS		a. J France	Mr R Brang	17-1-56	YES		a J. Frevince	M.R. Bian
14-10-55	y 25		a. J. Freding	MR Bran	18-1-56	455		a I Truing	M. R. Brans
15-10-55	YES		a. J. Fraince	AL O. A.	00000			a I Fouring	M. R. Brown
16-10-55	YES		a. J. Frang	M. R. Brann	19-1-56	at	Port S	anley	
17-10-55	YES		a. J. Frwing	MR Bran	8 . 2 . 56	485		a y Fraing	M.R.Bran
18-10-55	YES		a. J. Fring	THE Brann.	9. 2. 56	YES		a J Freing	M.R. Brann
19-10-55	YES		a. J. Freme	M.R. Brown	10. 2. 56	YE5		a J Franka	M. R. Bran
20-10-55	yés		a. J. Fraing	M. R. Bion	11.2.56	YES		a J Fruins	M. R. Brown
21-10-55	YES		a. y. Friency	MR Roine	12. 2. 56	YES		a y Jowing	M. R. Bran
22-10-55	YES		a. y Frainy	M. R. Bran	13.2.54	455		a Johning	M. R. Bram
23-10-55	YES		a. y Stwing	M.R. Biom	14. 2. 56	YES		a Jonwing	M.R. Bran
14-10-55	YES		a. J. Towing	M.R Brown	15. 2. 56	165		a J Truing	M.R.Bran
25-10-55	YES		a. J. Fring	M. R. Brown	16.2. 56	Yes		a Johnsony	M.R.Bran
26-10-55	YES		a. J. Fring	In R Brown	17. 2. 54	755		a y Evering	M. R. Brown
27-10-55	YES		a. J. Freena	M. R. Brown	18. 2. 56	755		Of Frains	M R Bran
28-10-55	YES		a. d. Truring	M.R. Brown	19.2.56	YES		a y Fraing	M.R. Brann
29-10-55	YES_		a. y. Truing	MR Brown	20.2.56	yes		a Johnson	M.K. Bran
30-10-58	YES		a. J. Frwing	TAR Ream	21. 2. 56	755		a J Friend	M. R. Bran
31-10-55	YES		a. y. Fraing	W.R. Brown	22.2.56	yes_		a Josephy	M.R.Bran
1-11-55	YES		a. J. Fring	MR. Bian		Y25		a. J. Frence	M. R. Bian
2-11-55	YES		a. J. Fruena	M. R. Biann	1. 3. 56	1/5		A. J Frwing	Mr. R. Bran
3-11-55	YES		a. J. Fraing	M.R. Riam	2.3.56	Y <sub>E</sub> s_		a. J. Frwing	M. R. Brown
4-11-55	YES		a. J Fring	M. R. Bran	5. 3. 56	YE-8		ay Lowing	W. R. Right
5-11-55	YES		a. J. Frang	M.R. Bran	7. 3. 56	YES		O.J. Fring	M.R. Grann
6-11-55	YES		a. J. Inwing	M.R. Bran	8, 3.56	YE5		a J. Freing	M.R. Brann

# 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.

Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
3. 56	YES		a. J. Frwing	M. C. Bran					
2. 3. 56	YES		a. J. Fraing	In R. Brown					
3.56	YES		a. J. Francy	M.R. Bran					
3. 56	YES		a. J. Freing	M.R. Bram					
. 3. 56	YES		a. J. Freezy	M.R. Brans					
3. 56	YES		a.J. Fring	M.R. Bram					
3.56	YES		a. J. Freing	M. K. Bram					
3.56	YL:5		a. J. Fraing	At R. Kians					
.3.56	YES		a. J. Freing	M.R. Brann	_				
3. 56	YES		a. J. Fowing	M.R. Braun					
3.56	YES		a y Francy	M. R. Brown					
3. 56	YES		ad Faving	M.R. Brown					
. 3. 56	YES		ay Joving	M. R. Brann					
3. 56	YES		ay Frainy	M.R. Brann					
3.56	YES	(2)	ay Freezing	M.R. Bram					
3.56	YES	11	ay Fenny	M.R. Bram					
4. 56	YES	`	a I Towing	M.R. Bran					
4.56	YES	+	ay Frant	M.R. Rian					
4. 56	YES	Z	a y Journy	M.R. Bran					
. 56	YES		a J Freezing	MR Brain					
4. 56	YES		ay Fourny	MR. Bran					
. 56	YES		ay Francy	MR Brain					
						3534			
					1			May Not to the last	West or
		+							
				*				*	
		-							

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		201 E 1 28		
				27

from Port Stanley

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

towards Southampton

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

		Note,—The end	iles regarding	watering it doors, etc., on rassenger breamers, as required under Section	n 22 of th
	Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Lutitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
1	3/5/55	Port. Stanley	13/5/55	articles of agreement were this	
				day opened and hos 1 to 42	
				inclusive were signed on in	
				the presence of the Shipping masen	
				Deluston M. R. Bran	
				mashe mote.	
17	5: 53	4925 58W	17/5/55	W. Shorey (Stiward) ho 24 had suddle	m.
				attack of fever during the night	
				Temperature rose to 103 and pulse 120	
				signalled Foot Stanley for medical	1 - 1
				to Stanley Treat I a Robins	
				to Stanley Treatment 2 asprins	
	The state of the s			every 4 hours and 300,000 unils	
*				pennicillan every 24 hours	
				My Johnston M. R. Brown	
17	1100	495 58W	14/4/50	Vessel put about and course	
		10000	11/0/35		
			·	set for York Stanley	
				DiJohnston M.R.B.	
10	0630	Port Stanley	100/11/20	masin Mate.	
	3.33	1649 Stanley	18/5/55		
				0600. W. Shoney landed to lospital	1
				W. Johnston M. R. Bran	
16	40	012		Master. Mate.	
19.	5 55	Port Stanley	19/5/55		
				and returned to ship Sailed for monters	dio
				Mash. Wiete.	
	NR	tvery entry in this Los	0 1	Macte.	

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. JOHN. BISCOE from Port Stanley towards Southampton

Merchant Shipping (Safety and Load Line Conventions) Act, 1932, arc 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 Forfeitur inflicted
	. 5. 55	415 562W.	22/5/55	W. Shorey Lad sudden replace in	
				condition Temperature rose to 104	
				+ pulse 114. Received medical advice	-
				from Stanley. administered 300.000	
		25000		unils penicillan and 2 asperins even	-
				k lows. Sponged body in tipid wall	-
				W. Johnston M. R. Brann	
13.	5 - 55			masin. mata.	
0	800	395 562W.	23/5/55		9
				the night Temp. 99:4 pulse 80.	
				Continued treatment.	
				Masin. Mate	
23	5. 55	montinideo	23/4/50	Vessel arrived montevideo and	
	700		20/0/00	w. Shoney removed to hospital	
		Section Property		w. Johns Lon M. R. Brann	
				mastis Mate	
5.	5. 55	montivideo	25/5/55	Received advise from lospital	
				W. Shoney suffering from Preumonia	
		35 945 35 945		in left lung and could not rejoin	
			58888	Completed Eng 2 A form and vessel	
	-	Park R.S.		sailed at 1100 hours.	
				Mastin M.R. Bran	
			, , ,		1.
19	. 6 . 5 5	Southample	19/6/5	s hos 31 to 42 inclusive were to	
				day discharged on ENG2 Form 10 Johns lon M.R. Brand master Maat	
				master Master	-

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

OFFICIAL LOG of the RR.S. John Biscol towards Southamp ton

			and the same		
	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 Fine • Forfeitu inflicte
2	4/6/55	South any lin	24.6.55	tho 19 and has 26 to 30 inclusive	
				were this day discharged in	
	4	100 mari		the presence of the Shipping Most	
			50 C C C C	articles of agreement were depose	
				in the Shipping Office	
		Act years		W. Johnston M.R. Brann	
				mashi. Mate.	
11	7/55	Southands lon	1/7/55	M.S Smith 2"d Mate was this	
				day promoted to mate and J.P.	
			Sec. 15.0	morley 3rd Mate was promoted to	
				2nd Mate. I Short Greaser was	
				promoted to Donkey man	
				D. Johnston M.R. Brans	
				Mastr. Mate.	
31.	7. 55'	n	31.7.55	P. W King R.O. hos' resigned his	
		100000		position while on leave and	
		L. C. AK		was discharged on E.N.G.2 Form.	
		BANKA TONING		DiJohnston. M.R.Brann	
13.	9.55	n.	13.9.55	I bigolos ton master was	
_				relieved of my Command and	
		Andrews .		M.R. Brown succeeded and	
-				name placed on Ships Regioning	
				W. Johns Con. M. R. Brans	
13=	9-55	ч	13-9-55	9. M.R. Brann, Inava this day	
-		*		taken are command of the	
				R.R.S. John Biscae from W. Johnston	
				The following documents	
	NR_	Every entry in this Log-F	Cooks in the	thoused into my hospes,	
	11, 11,	PACE A CHIPLE A IN TURE I VOC-	MOR PACIFICAL	DU THO Hot would be all 11	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters 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. Jahn Biscore at & from South amplian 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 Fine or Forfeltu inflicted
			Milis Registies Load him bestificate	
			Daratioatian Cartificate Dafety	
			Equipment Cartificate Safety	
			Radio Calificate + Alaydo drasboon	1
			Rapart.	
			M. R. Bram M. Johnston.	
1500	Doublampton	27.9.55	Mas. 44 to 49 inclusive were this	
			day engaged on FNG 2 form in the	
			presence of the Shipping Master.	
			M.R. Bram HSSmilte	
			Masta Mate.	
1500		28.9.35	Mos. 50 + 51 engaged on ENG 2 form	
			in the presence of the Shipping Wast	ч.
			JA.R. Brann 488mitts.	
			Master Maie.	
1700		30-9-55	W. Reason Mob Pope the ship	
			indicating verbally that he	
			had no intention of returning	-
			with the ship to the hart of	
			engagement.	
	To Paralle same	3.	MR Bran 488:11.	
0900			· Master Mate	
-10.58	- 11	1-10-55	a. Goodism No7 has this	
			dry been fromated to Bosse	
			with a salary of \$32 per not	
			MRBan 489 H	
1400			master Mate	
-10.55		10-10-55	Mrs. 52 to 70 inclusing 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 Scaman or Apprentice who has died must be signed by the Master and by the Mater and some other member of the Crew; and every entry of wages due to any Scaman who enters His Majesty's Service must be signed by the Master and by the Scaman or by the Officer authorised to receive the Scaman into such Service.

OFFICIAL LOG of the RRS. 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 Forfeitur inflicted
			this day engaged as Supernumar	Leo
			at 1/- per manth before the	
			Shiffing Mastar. also S. Hintle	
			Mo 71 was engaged as S.O.S.	
			at \$20- for month. Af Somith.	26
Moon.	Southampta	12-10-55	The following increased salarse	
			are to be made retrospective	
			from July 137 1955. N. R. Brown	
			Master £81-5-0. M.S. Smith	
			blief Officer \$62-10-0. H.S. Ward	
			Chief Engineer \$66-13-4. J. R.	
			Richardson 2" Eng. £58-6-8	
			1. Mibbert 3 Eng. £ 45-16-8.	
	1.00		The following increased months	4
	Det W		salaries are to be made	7
			netrospective from Oct. 181 1955	
			D. Evans blief Steward \$40.	
			J. Bruce Cook. £36-13-4. H.	
			Thompson asst. book \$ 25. M.	
			Siddy asst Steward. \$25. able	
			seamen £25. Greasers £25.	
			N.R. Brann Assint.	
1300			Maste Mate.	
2-10-55			articles of agreement returned	
			to slip from MMO.	
			M.R. Brann H88mite.	
1500			Waster Mate.	
	500 00000	- 10.03	W. Harson No 6 Harlor ta	

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 Crow, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mater and some other member of the Crow; 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 RRS. 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
	· in the second second		rejoin vessel for the return	
			voyage to part of engagement	5
	Section 1		Eng 2. form completed and	
	The Late of the Control of the Contr		forwarded to M.M.O. with	
			Discharge Book Mo. R. 571344	
			Balance of wages £37-6-8	
			(Sept 8" to Oct 12") are fafeited	
			for the benefit of the Owners	£37-
			M. R. Bran Assinta	
			Master Mate.	
500	Southampto	12-10-55		
		- 1 4-	slip have received the	
	And Calenda	and Free St	following allowonces for	
	design of h		the wheel of winforms.	
	and the state of the state of		master \$40. Chief Off. + Chief	
			Eng \$ 35. Second Off. Second	
	A to a war few		Eng. & Electrician \$32.	
			Radio Off. & Third Eng. £30	
			M. R. Brann MSSmith.	
		The same	Master Mate	
30	D.R. 10°24'N	23-10-53	After numerous vabalivanin	99
	DR. 27°23W		R. Hatchett Mo. 48 continues	
			to be lax in the execution	
	in the second		of his duties. For these	
			offences he is fined 10/-	10
			M. R. Bram Assimilto.	
	The state of the s		master. Mate.	
130	11	93-10-8	R Matchett Mo 48 when	

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

OFFICIAL LOG of the R.R.S. galu Biscae.
from Southambian towards Part Stanley F.I.

Hot	te and ir of the irrence.	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 Forfelture inflicted
				charged with the above	
				affence replied: - Mo reply.	
				MRBiam ASSmill.	
				master mate.	
1-11-	The same of the sa	25° 12'5	1-11-55	- 0 10	
		42° 43'w		day been from ated to the	
				rating of hamptrinmer at	
				£28-6-8 her. month.	
				M.R. Bram Assinto.	
			,	master Mate.	
18-11-		Marles de o	18-11-35		120 LS
				the banteen store & removed for his	
				our use the following goods: - 144	
			The second secon	bas af soat + 24 tubes of toothpaste	
				the total value of which is \$5-7-0.	
			the state of the s	He then attempted to smuggle the	
				goods ashare, but was detained by	
_				the bustoms of the goods compriscated.	
				La entering the store he is fined ig-	
				+ a further 10/- for attempted amongling.	
				also the value of the goods will be	
				deducted from his dray . When	
				beldes en esnesse alt ities begand	
	-		,	I admit it but I was downk at	
				the time.	5-7-0
-				M.R. Bram Pas It.	
71600		. 1.		Master Umate.	
Cisto	N.B.—E	very entry in this Log-Boo ery entry of illness, injury	7-11-55	S. Hutte Mo Yo signed off	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Master and by the Master and by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

[OTE.—Reading over Entries of Offences.—The Master's especial attention.

15

NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (0) 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. John Biscoe.
from Parl 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 Pine or Forfeiture indicted
	2		articles of agreement before	
			the diffing master.	
			M.R. Bran HSR. H.	
0700	Sout in Real		Master. mate.	
4-1-56	So. Georgia	14-1-56	B. Merry No 47 failed to tun	
			to at the appointed time of 0600	
			thesely failing to complete his	
			moning duties in a satisfactory	
			manner. Mery has received	
	•		mumerous manings regarding	
			his ability of for this offence	
			he is fined 10/ When charges	<u> </u>
			he replied! - No reply.	
	2000		M.R. Bran Assint.	10/
0900	52° 36's	4.6	Master Wate.	
7-1-56	48° 37' 20	17.1.56	B. Merry Mo. 47 has been	
			Irongluk before me by the	
			Solvey Steward for many	
			insultina d'observe language.	
			When charged he replied	
			that the blief Steward had	
			used Similar Janguage do	
			him. Do mo definate facto	
			could be established the	
			incident is only mated in	
			case of fulture reference.	
			M. K. Gram Johnillo.	
			by the Act must be signed by the Master and by the Mate or some other	

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 Approntice 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 Soaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entry of Officer authorised attention is called to Section 228 (b) (c) and

OFFICIAL LOG of the from Part Stanley

R.R.S. John Biscoe. towards

				ALTERNATION OF THE PARTY OF THE
Date and Hour of the Occurrence.	1	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture indicted
1600	Part Stanley	19-1.56	Mas 14 + 73 discharged + Nos 74+	
			75 engaged before Shipping Mastar	•
			M.R. Brann Allington	-
			Mastes Mate.	
23 - 1 - 36	Port Stanley	23-1-56	D. Evans No. 44 released from	
	•		anticles by Mutual Consent +	
			repatriated to U.K. He receives	
			full frag until March 10 1956.	
			M.R. Bran JSlin. K.	
1/200			Master. Mate.	
1-2-56	Part Stanley	1-2-5	Mo. 76 engaged before Shipping	
			Master. Jossinh	_
			M. K. Brain	
1900			Master Mate.	
1-2-56	Part Stanley		D. Hoofer Mo. 49 framated to	
			Storekeeper & Engineer Steward.	
			Kate of fray \$20 yes month.	
			Le P. Rom.	
			W. K. Wishing	
1800			M. R. Brann Mate.	
7-2-56	Part Stanley	72-56	Moster Mate. Mo. 77 engaged before Shipping Moster.	
7-2-56	Part Stanley	72-56	Master Mate. Mo. 77 engaged before Shipping Moster. U. R. Bran De Sunta.	-
7-2-56	Part Stanley	72-56	Master Mate. Mo.77 engaged before Shipping Moster. M.R.Bram Assure. Master Mate.	-
7-2-56	66° 55's	18-3 36	Master Mate. Mo.77 engaged before Shipping Moster. M.R.B. am Jan. Master. Master Mate. R. Hatchett Mo. 48 for the	-
7-2-56	66° 55's	18-3 36	Master Mate. Mo.77 engaged before Shipping Moster. M.R.B. am ISSunt. Master Mate. R. Hatchett Mo. 48 for the extreme neglect of his duties is.	-
7-2-56	66° 55's	18-3 36	Master Mate. Mo.77 engaged before Shipping Moster. M.R.Bram Assure. Master Mate. R. Hatchett Mo.48 for the extreme neglect of his duties is fined \$1 for this his second	
7-2-56	66° 55's	18-3 36	Master Mate. Mo.77 engaged before Shipfing Moster M.R.Bran Assimila. Master Mate. R. Hatchett Mo.48 for the extreme neglect of his duties is fined £1 for this his second affence. When alwaged he replied;	
7-2-56	66° 55's	18-3 36	Master Mate. Mo.77 engaged before Shipping Moster. M.R.Bram Assure. Master Mate. R. Hatchett Mo.48 for the extreme neglect of his duties is fined \$1 for this his second	L.

Crew, and every entry of illness, injury or death must also be signed by the Master and by the Maste or some other of the every entry of wages due to, or of the sale of the effects of, any Seamon or Apprentice who has died must be signed by the Master and by the Master and some other member of the Crew; and every entry of wages due to any Seamon or Apprentice who has died must be signed by the Master must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

[OTE.—Reading over Entries of Offences.—The Master's expectal attention is a sufficient of 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. John Biocoe from Post Stanley towards from Pail Stanley.

100			0		
	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	admirally	25.3.56	While on de rais to close	
		Born.	20.50	away from the slid in a wood	,
				dingly the six members of the	
		1		Base here were deposited into	
				the water when the book overtuned	
				R. Mafrier - Base Leady - was drame	
				() ^	
				to saile immediately. Search was	
				made by two ships boats until	
				0.20 March 25 but no trace of	
				body found.	
				A.R. Bram Assimile.	
	1400			Master. Mate.	•
9	16-3-56		26-3.50	Ingury into the death of R. Hopes	
				held as board. Merdict of accident	리
4				Death recorded. Report of duguery 2	
				withen etatements to be forwarded	
				to F.I.D.S. Office - Part Stanley.	
				M.R. Brang ASSmith	<del></del>
	1000			Master. Mate.	
3	\$7-4.56	Part Stanley	7-4-56	6. Jones Mo. 11 wais this day	
1				admitted to the King Edward Ti	
	-			hospital suffering from T.B.	
				M. R. Brann of Shuit.	-
				Marte Mate	
.2	0-4-56		20.4.56	Is continued good conduct and	
				attentian to his duties. O. Merry	
				Motor fined 10/- on 14-1-56 has	
				had this fine concelled.	
	N.K.	-Every entry in this Log-	Book required	I by the Act must be signed by the Master and by the Mate or some other	er of the

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

OFFICIAL LOG of the R.R.S. John Biscoe.
from Par 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 Pa	rliament.	Amou Fine Forte Inflie
			W. R. Brann	4.889x	
			Maste	Mate	
400	Part Stanley	24 1. 51			
4.56	( ar C stante	24-4.16	a constant	ce of the	
			closed in present		
	-		Milyhnia Master		
			M.R. Bran	A Shinte	
			Moste	Mate.	
				- ( - <u>)</u>	
	•				
-4	,				
			,		
- m					

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.

Affinisan

Clasic

SHI/LOG/JO#8

(Executed in Twenty-Four Pages.)

# GREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP



In pursuance of 57 & 68 Vict. ch. 60.

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

Name of Ship	1	Official No.	Port of Reg	inter	Port No. and	Registered	Tonnage.	Horse Power of Engines	
				Date of Register.		Grosa. Net.		N.H.P. I.H.P. B.H.P.	
R.R.S. JOHN B	ISCOE	181806	FALKLAND	ISLANUS	1 0/1948	899.97	410.93	750	
REGISTERED	MANAGING OWNER O			No. of	Seamen and	CHARTERER.3			
Name.	(State No. of	Address House, Street a	nd Town).	Apprentic	ces for which tion is certified.	Name.		Address.	
GOVERNMENT	CONT. IN. I.E.	HOUSE,	ISLANDS.	4	49.				

The Scheral 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

Voyages from the Farking 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 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, thate

and it is also ggreed 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 anthorised deputy. For each break of the forefoing, the Master may at his enti-thoose on each member of the crev not exceeding 2 days pay. ernetion, sed, a fine

All stores and provisions issued to the crew are only for use and consumption on board ship and property in any unused or unconsumed stores 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 liaster he may ship substitutes at once.

Mo cash shall be advanced or liberty granted other than at the pleasure of the master.

III Off 1111955 whereof the said Parties have subscribed their Names herein, on the days mentioned against their respective signatures.

Signed by	- h	5. Joh	us lon	
	./	/		1945.5

-		These columns to be filled up at the end of the Vovage.										
Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at winch Voyage terminated.	Date of Dolivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.							
13 may, Ass	FALKLAND ISLANDS.	24.4.56	PORT STANLEY	24.4.86.	M. R. Bran Owner.							

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

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

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

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

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

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

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

Place S.S. before name if a Steamship, and he will be white ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.

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

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

Place S.S. before name if a Steamship in the M.S. if a Motor Ship.

Place S.S. before name if a Steamship in the M.S. if a Motor Ship.

Place S.S. before name if a Steamship in the M.S. if a Motor Ship.

Place S.S. before name if a Steamship in the M.S. if a Motor Ship.

Place

Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and printed on the Sixth page hereof, which the parties agree to adopt.

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

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

Here any other stipulations may be inserted to which the parties agree to law.

Here any other stipulations may be inserted to which the parties agree to law.

Here are to be inserted the Numbers of any of the Sixth page hereof, which the parties agree to law.

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Here are to be inserted the Numbers of Transport and printed on the Sixth page hereof, which the parties agree to law. should be obtained and used.

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

Mattress )
Blankets )
Fillows ) Cost price.

[Twenty-four pages.

#### 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	Alloscance per week.
Water			28 quarts	, 21 1 1	01
Soft Broad	***	***	7 lbs.		υg oza.
Fresh Meat (including any fresh offal or fresh sausage	***				4
	)		4 lbs. 11 ozs		4 OZ3.
	*** ***		8 azn.		13 ozi.
Fresh Fish	444 000		1 lb. 8 oza.	Milk for Cooking or	
Eggs	*** ***	ž.,	2 No.	Dried	2 ozs.
Polalocs	*** 860		7   ius.	Butter	10] aza.
Dried or Compressed Vegetables			8 07.11.	Suet	a uza.
Split Peas	111		4 GZE.	Continue first fother than west on Manuages	1 OZ4.
Group Poss Haringt Dann - Dann Dann			1 lb, 4 oza	Manusaluda Jam as Curus	9
i lous	*** 9**	449	2 lbs.	Change	777
	141 (01)	***		Chreso	OZ1.
Rice	*** 99*	***	6 ozn.	Pickles	m I pint
Ontmeal, Rolled Oats or similar cureal		***	6 ozs.		à u4e
Tes	***		3 oza,	Dried Fruits	5 ozs.
Coffee (containing not more than 25 per cent. Chicory	1	***	2 oza.	Fine Salt	2 oza.
10				Mustard	- 1 oz.
Cocoa or Chocolate			S oza.	Popper	1 07
Custan	***		1 lb. 5 ogs.	Cherry Posteline	70.7
ougar	401	0.000	1 10. 0 010.	Curry Lowder	-102-

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

#### CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

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

  - (a) in a ship of less than 1,000 tons gross registered tonnage; or
- (b) if rough weather or illness, or absence of cook, or torce unajoure renders the making of bread impracticable,

but where soft bread is not issued, an equivalent amount of biscuit stored in scaled tins shall be issued instead.

3. Most.—The term "Ment" includes "Pork." The weight of fresh ment is the weight, including fat, and bone, before preparation for cooking.

When fresh ment is not available, salt or preserved ment may be substituted in the proportion of \$\frac{1}{2}\$ lb. of salt ment or \$\frac{1}{2}\$ lb. of preserved ment 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 release should be placed on fresh ment keeping in good condition for more than 15 days from the date on which it is taken on board.

- 4. Smoked Ram 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 22 lbs. of dried fish or 14 lbs. of kippers or tinned tish to 1 lb. of smoked ham or bacon.
  - 5. Fish.—The weight of fresh fish is the gross weight before preparation for cooking.

Dried fish or kippers, tinned salmon, horriogs, pilchards or sardines may be substituted for fresh fish in the proportion of 14 oas, of dried fish or loz. of kippers or tinned fish to 2 ozs. of fresh fish.

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

Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried tish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 134 ors, of dried fish or 9 ors, of kippers or tinned fish to 8 eggs.

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

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

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

- 9. Dried fallk .- Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as camble it to be kept in good condition, in a cool, dry place, for the period during which it may be required.
- 10. Vegetables.-Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when 41b. of fresh vegetables (or vegetables preserved in tine) is supplied, these are to be regarded for purposes of the scale as
- equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

  11. Dried Fruits.—Dried fruits issued under the above scale most be raisies, sultanas, currants. figs, prunes, apples, peace, spricets or
- 12. Onlone. The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in seuson, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other regetables in the proportion of 1 oz. to 1 lb. of fresh onions must be issued.

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

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

SUBSTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE

Preserved Meat	***	***	***	***	***	\$ lb. 1 lb. 1 ox. 11 ox.	To be considered et a 1 lb. Fresh Men  To be considered et	1.	Marmalade Jam Syrup Butter	 	100 100 100 100 100	 	 1 lb. 1 lb. 1 lb. 1 lb.	10	be	considered	equal.
Ten Flour Biscuit		***	***			1 ib. 1 ib. 1 ib. 1 ib.	To be considered so	qual.	Chress Condensed S Dried Milk Missard Corry Powd	 		 	 \$ He. 9\$ 025. 4 024.	-		considered considered	
Green Pens. Haric	al or	Bulte	***			1 lb. 1 lb. 1 lb.	To be considered when issued with								17	fucaly-four	pages

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

Freeboard from deck line.	Load Line.
Tropical feetinches.	(T) inches above 8.
8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(8) Upper edge of line through centre of disc.
Winter	(W) inches below 8.
Winter North Atlantic (if assigned)  Lt. 1cet 3 - inches.	(WNA) fa =inches balow 8.
All the second s	imahas
The upper edge of the deck line from which these freeboards	are measured isinches above
the top of the	deck at side.
(Above particulars to be taken from	Load Line Certificate.)

The Winter North Atlantic load line (if assigned) applies for Voyages across the North Atlantic, north of latitude 36 N., during the winter months as defined in the Load Line Rules. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Rules.

#### REGULATIONS FOR MAINTAINING DISCIPLINE

SANCTIONED BY THE MINISTRY OF TRANSPORT IN PURSUANCE OF S. 114 (2) OF THE MERCHANT SHIPPING ACT, 1894.

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

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

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

Master, and must at the same time be attested to be true by the signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shown to the Superintendent or Consular Officer before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks nt to remit or reduce any Fine upon any Member of his Crew, which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced accordingly, an entry being made of the fact in the Official Log. If wages are contracted for by the Voyage, or by Share, the amount of the Fines is to be ascertained in the manner in which the Amount of Forfeiture is ascertained in similar cases under Sect. 234.

	OFFRICE.	Amount of Fine for a first offence.	Amount of Fine for a record or subrequent offence	Signature of Buperintendent or Consular Officer.
	Striking or assaulting any person on heard or belonging to the Ship (if not otherwise prosecuted)	Tan Enillogs.	One Pound.	)
5	Bringing or having on board integrating liquors	Ten Shillings	One Pound,	Gruson
	Prunkennegs	Ten Bhillings.	One Pound.	1. Janu
	Taking on board and keeping possession of any firearm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, without the occurrence of the Master, for every day during which a scaman retains such weapon or instrument			J. W METER
- }		Ten Shillings.	One Pound.	C La Cha
	involent or contemptuous language or behaviour to the Master or any officer, or disphedience of any lawful command, if not otherwise desit with according to law	May 57 1111		SING Y.
		Ten Shillings.	One Pound.	11, 11
	absence without leave (if not otherwise dealt with according to law) for each day on which such	Tes Shillings.	One Pound.	S. V. Villan

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

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

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

The Agreement with the crew must contain a list of all members of the crew under 18 years of age with the dates of their birth. This summary must be included in every agreement with the crew.

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

Name in full.	Date of	Nationality† (if British, state birthplace).	Capacity.	If Particular	Apprentice	Date of joining	To be	rticulars of Leaving filled up by the Master. ining it should be stated.	Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
Name of Ida.	Birth			Date.	Place of Siguing.	for the voyage.	Date.	Cause of Leaving.	Apprentice left behind abroad.
		der 18 years of age	including App	rentices.					
David Richard Frank hiller	22 6 37.	British	0.5.						
1 Hooher.	19/4/37	Southemple	mens Bun						
	24/4	30111	hier						
Scharle Ednard Hagnard.	1938	_ "	hun						
Henry hikute	1/38	_ "-	Bay						
Brian Mesry	3/1/40								
Robin Leslie Hatchett	9/12/38								
Comist Shencer	295/55	Forthland So.	Castet	1	il	1 - 12 - 55			
Leo Roban	15.32	_ "	0.5.						
Raymond Newman	22.3.4		Mess.			7-2-56			
0			J						
	1								
2. Apprent	ic es over 1	8 years of age.							

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

Ship.

							Nan	ne c
_						I	PARTIC	CULAR
	Income that Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE HOOKS.	Age.	"N_floradity (if British state Lirthplace—see Lostnote).	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 this	Place of Sig Agreement,
	Inc	1,	2	3.	4.	5.	6.	7.
1					10 B. Robert Glenburne	- 0	13/5/	0-

19 Whilihead Belfast. 158 Stanley Master to sign first. 147 Belfast (1) M. man 99 Claundon Edo - 160 2 155 N. wembler U.R. Bran (1) M. Jean 2 Smoot Road R 345 300 3 (2) Nemark Still London S.E. S. - cio -135 H28inte: (1) M. Edich 23 Buckensham Rol R:546453 J P Moder - do -135 .... (2) Town mour 1 arcester 11) M. Gertmile 254 Straybroke 5 P.W. King (2) Grove Styrol toners -- 110 (1) M. Rose Stanley K.571344. (2) Fackland Islands -ao -155 carren 11) M. Bella & Pronew Rd. Falkland (1) Stanley Falkland Is -- 10 --1) M. Rose Pat Howard Falkland Islands 1 Lest Falkland. - do -(1) M. Rachael & Februar Rd. Falkland -do -RQNO Stanley Falkland Is 133 (1) F. Lock 12 Brandon Rel Fackland 10 33 Slands (2) Stanley Falhland h. ----do -John Stanley arms 13/5 Jackland 11 Stanley Fathland Is Islands 11) 7. Jock. 12 Brander Rose 12 18. Fach . S. Stanley Falkland & 13 133 10 Pat Howard West Faihlan. 11) F. Louis Douglas Station 14 Falk. Sh Cast Falkland Island - mangaret 15 H4 9 Ward 11) W. Retty 107 hope buch Rel 16 louthamp tin -do 133 "M. Wellie 181 Walrall Road 17 12. Lest Brom. Stell -do-18 -do -10 W. Davis 19 Kalerloo St. 19 Jouthsea - do -153 Falkland 11) M. Agres Bleak 20 -do-

1 The capacities of Engineers not coupleyed on the Propelling Engines and Bollers should be described here and in the Couldness of Dishers of D 3 If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is

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

OF EN	GAGEMENT						To be fill	ARTICULARS	OF DISCHARG	il. &c. harge, Death, or Crew.	RELEASE		Number	
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 Bugage- ment ‡	Amount of Weekly Half-Monthly or Monthly Allotment,	Signa ture or Initials of Official before whom the Sea			enving this Ship,		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 Waters, or otherwise in respect of release the sold 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 singed in Col. 13)	Official before whom the talance of Woges was	of weeks for which National Insur- ance Contri butions are payable	Reference No.
8.	m 55.	10,	11,	12,	13,	engaged	15.	10.	17.	7 18.	on which he signed in Col. 1.)	Release signed and Date.	21.	
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2°0			58 6 8			499	74/ 156 24/	-do-	7.A		NgWand.	100	-	
ling			50		1	75	24/1/56	-do-	T.A.		Allehorden	49		16
ing			4134			49	14/5%	-do-	-do-		w Miflest	49	1	17
bled,			32			46	24/4/26	-do-	-do-		1. Zumons.	49.	1	18
Donkeynn			3			H	24 JU		As:	N/a	ENG. 2.	-	]	19
Paoriori	DEYMAN					4th	BOUTH4					6.19		20
Green.	7-53		34			13	156	Stanley	TA		9. Short.	192		

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 Cable Boys, not merely as Boys.

Like "one indicated above the entry of the amount.

Like "Indicated above the entry of the amount."

Like "Will.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged." "Deserted." "Left Sick." "Died."

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

10							-	ne of
							PARTI	CULARS
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	"Nationality (II British state birtiplace—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 Part of Registry and year of discharge if more than a year previous. 5.	Date and this	Place of Signing Agreement,
21		1.	2.	Jaikland Jaikland	(1) M. Many 55 Davis Street	Same	13/3/55	Stanley
22	1	d) Mirant	37	-cio-	(1) F. Victa Globe Hotel" (1) Stanley Faikland Islands	-do-	13/5/5	- "-
23		& garmaien	23	-do-	(1) M. habel Goor Green (1) Cast Falkland Blands	-do-	13/5/	
24		W. Shorey	51	Landen.	(3) Stanley Faithland Is.	-do-	13/01	-0-
25		M. J. Sidely.	18	Rong boroug 6	(1) M. Vista 11 Komny Kol (2) Construct Pk Bounmonth	-do-	13/5/	
26		C. Huyward	17.	Southampton	(2)	-do-	13/5/55	-"-
27		DHoder	17.	Southampton	(1)	_do -	13/5/55	- "-
28		It Whyte Regulou	17.	Southamptin	(1) M. Christine 16 magalahini (2) Ferrace Southamp ton	- 10-	3/5/55	
29		W. H. tacher	53	Quebec.	(1) Stap Father, (2) Edich 164 High Street	-do-	13/5/5	
30		1 Morris	30	Cermon him	19 Elain from	-016-	13/5/55	- "-
32		THOOLDER.	25	tgyps.	(1) F. alyena bouled as NERS.		14/5/53	_"-
33		Hont.	33	London 5.613	(1) F. Edward. 17. Balliam Ave	_060-	14/5/	- "-
34		a. qualam	28	Starsway	(1) F. Olerander. (2) 27, Bruke, Stormany	-do-	14/5/5	-11-
35		A. J. Senze.	161	LL DINGETYD WELLS.	(1) F CHYS  (2) THILSS, LLANWETTO WELLS		14/5/	-"-
36		Rottapp	25.	Dording.	(1) F. Edward. (2) 49 Muselith Ros. Worthing.		14/3/3	-11-
37		R. J. Janlar	24	ashford Kint	(2) G. 2 about Villas Chart Road	-do -	14/3/55	-0-
38		Doly Mundord.	<u>23.</u>	Loughton.	(1) (2) Nors Olgon Longate Hone Lighthand	- clo -	4/5/55	
40		Reherralde	29	Kondon	(1) F. albert.	- clo -	14/5/5	
				Moracon	(9) 21 11 11		14/51	

(2) 56. Hercules Rd. Nagurah † The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers. Domkoymen.

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 and Leaving

F ENG	AGEMENT			Ů.						To be fill	ARTICULARS lad in by the Mus Desertion of an	OF DISCHARG ler upon the Disc y Member of his C	P., &c. harge, Death, or crew.	RELEASE	-	Numbe	
In what Capacity ragaged,†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he to be on board,	or Cale Mon	es /eek endar (b,	Add or th Un	ount of fages ranced pon at the me of gage ent ‡	IIali or M Alic	ount of teekly. (Monthly floathly otment,	Signa ture or Initials of Official before whom the Sen- man is engaged	Dale,	or of Death	Cause,§	Balance of Wages paid on Disclurge.	We the undersigned Members of the Crew of this Ship, and hereby release this Ship and the Master and Owner of Owner thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and 1 the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (ends to be on the line on which he signed to Col. 1.)	Paid and Release signed and Date,	weeks for which National Insur- ance Contri- butions are payable	
8,	G.	10,	11.			12,		13.	4	15. 124/ 144	10.	17.	18,	10.	4.16	21.	;
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	-	- "-	20 -	_	_		-	-	3/5	14/56	-do-	-do-		8 Morrison	Lyl.	7	
Terraind		-,,-	32 -	-	_		-		4	124/4/56	-do-	-ds-		Chr. of Siddy on line		7.	
Cenant	CHIEF STEWARD - 24-1-56		24 -	-					4	25/5/55	montevid	n Sick		Should be lim 24 1/4	ENGZA		
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country, state if a natural born British subject or naturalised.

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

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The words "not conditional" should be inserted above the entry of the amount. The words "not evening"; and the other causes of leaving the Ship, should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died," Left Sick, " "Died," "Discharged," "Deserted," "Left Sick, " "Died," "Discharged," "Discharged," "Deserted," "Left Sick, " "Died," "Died," "Died," "Discharged," "Discharged

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

								CULARS
					ADDRESSES OF MASTER AND CREW	Name of last Ship, with	Date and this	Place of Signing
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British state birthplace—see footnote).	NAME AND BELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place,
24	-	1.	2.	1.	4.	5.	6.	7.
41 {		Rose Baik	26	GIDEA PARK	O NOUBURY BERKSHIRE	Same	14/5/	Stanley
42		John Rod and.	40	Paddiglan Lordon	100 3. St James Gres: London S.W.	"-		
43		M. R. Brans	26	Newcast	10 Mrs Many Han	bley tk.	3/9/55	Dolen
44 {	9	DI Euro	19/16	Midlero'	3 Bilsolale Ave Redia	First	19/05	1
45 {	11	John S. 80709	42	Wulater	On Whangt.	lad " Oakley	6	6
46 {	5	116 Shorton	135	Jatela	(1) Br William Johns yolis	lead 11 First	de	2
47 {	5	73 Merry	40	Lolin	(2) 77 Sullivan Rd Shorting	Front	06	16
48	5	R Hatlett R 6366734P	12/3	Portini	10 21 Wilden Lane Vedge End	de	de	do
49 {	5	Depoper	19/37	Soton	(1) Park View Qual Lane West &	of Same	28	d
50 {	4	A. J. Fraing 2516155	25	Portano	(1) 2 North grove Sunderly	nd Crachsles	19/53	h
51 {	5	a.f. le Pust.	21	307	( 10 6 Westwook fol Potched	- Marshall	16	de
52		Huyron Pass.	24	Fifes his	w/s / B · freez, want	mgh 8	910/55	do.
53		J.M. Cettlese.	24 NZ	Ldn.	(1) his hily lukland	Can Obo	do	060.
54 {	-	R.I. Dalut.	22	Não head	and 26 allendale Rd., moun	in la	tikiso	do.
56		TO Us Miss	05,0	Dlackhe		heath , first	do	do
57		John Heap.	23	Manet 318 (les &	18 Orchard Rd. Shalfe	d, Bainne	do ena.	do.
58		Willow PASS.	1281	Dungor Sultan	(1) Mrs. Lucy Grady hears	Donks.	do	do
59		4. M. Lamour. Poss	26	Boldfield 11304	10 J. alexander les De	latida do	de	06
60		le 1 les Mass.	1317	Belfast.	(1) Mrs / Vinsenny	ngor, do	do	do
			10	Mey		lesso 1/2	do	do

The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as all of the All of the Advance of wages is not conditional on going to sea \*\* NATIONAL INSURANCE ACTS, 194.6. Details of the National Insurance schemes for seafarers are

-	OF ENG	GAGEMENT						To be fill	ARTICULARS led in by the 31 ist Descrition of any	OP DISCHARG	R, &c. arge, Death, or reco.	RELEASE		Number	
	In what Capacity engaged,†	No. of Certificate (If any), and No. of R.N.R. Comunission	Date and Honr al which he is	Wages per Week or Calendar	Amount of Wages Advanced upon or at the time of	Amount of Weekly. HallMonthly or Monthly	Signa ture or Initials of Official before		e and Cause of le or of Death	aving this Ship,	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner of 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 to respect of the said	Official before whom	of weeks for which sallon d Insur- noce Contri- butions	noce No.
	engagea.1	or R.V.2. (If any).	to be on board,	Month,	Engage- ment ‡	Allotment,	whom the Sen man is engaged 14.	Date.	Place.	Cause.	Discuarge.	Voyage.  Signatures of Crew (each to be on the floc on which he signed to Col. 1.)  10.	Dild and	nre payable 21.	Refer
	Suhar			-/-			B	19/6/55	Bota	Lis.	A/11-	long 2.			41
-	7			-		0	H	do	do	ols	N11.	Eng 2.	1		42
	man	css.706/2	1		2 3	7. pr		23/4/56	Stanley	1.A		n. R. Brann	HG		43
d	Stwa	/	29/1/5	32			0	23/1/56	Stanley	h.c.		St. Evan	46		44
	Corch		06	30-			4.	24/	Stanley	1.A		of the	46.		45
-	loon		19/	74			0	24/4/56	Stanley	T.A		N Mhondron	149		46
	Les B.		16/19/	10			1	24/56	Stanley	T.A		B Menny	49.		47
1	us Bou		20/	10			d	24/5%	Stanley	T.A	-	R. Hatakett	4/5		48
SE	ORENGE P	STP 2-56	1/1/5	20-			6	34/50	Stanley	TA	_	Design .	49		49
	a la o	2 cl Ac/144	19/55	45 DE P.			6.	156	Stanley	TA	-	a. J. Fraing	49		50
	nd fu	2M - 75453	19/55	t pc F			6	24/36	Stanley	TA		2. f. le Pent.	25		51
	Supri		19/10/55	- 1 -			2		Stanley	Jis.		Houpson	45.		52
	Luby.		Xo-	-1-			L	28/1/55	Manley	Dis.		Sto Cattles .	45		53
Section 1	Luila		(No.	-/-			1	24/1/55	Stanley	سانة		R.O. Vales to	49		54
	Dip	4	04	-/-			2	24/36	Stanley	1.A		Whit.	4/9		55
	Luby		do	- / -			2	24/1/55	Stanley	<u>ا</u> نه	-	John Heap.	45		56
	Aupy		do.	-/-			1	28/1/55	Stanley	مان		B. Deottand.	45		57
	Depar		do	-1-			2	14/31	Manles	T.A		JUTellow	4.9.		58
	Suber		do	-1-			L	28/11/55	Starley	ان	-	g. M. Larmond.	45		59
	Luky		Olo	-1-			2	26/11/35	Stanley	ان		Ce e els	45/5		60

country, tate if a natural born British subject or naturalised.
Refrigorating 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 Leafiet N.I.24, copies of which may be obtained from any Morcantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and to be the subject, state town or country of birth, and if born in a foreign

Ship John Biscal.

OF ENC	BAGEMENT			2				To be felt	ARTICULARS led in by the Man Descrition of an	OF DISCHARG ter upon the Disch y Member of his C	E, &c. targe, Diale, or	RULPASO		Number of	
In what	No. of Certificate (If any), and No. of R.N.R.	Date and	Amoun Wage per W	1 of	Amount of Wages Advanced upon	Amount of Weekly. IfalfMouthly	Signa ture or Initials of Official		e and Cause of le or of Heath	paving this Ship,	Balance	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Marter 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	Eignature or Initials of Official before whom	wreks for which National fasur ance	Na
Capacity engaged.	No. of R.N.R. Commission of R.V.2. (If any).	which he is to be on board.	Mout	b.	or at the time of Engage- ment 2	IfalfMonthly or Monthly Allotment.	Official lectore whom the Sea- man is engaged 14.	Date,	Place.	Cause.§	of Wages paid on Discharge,	Crew from all Claims in respect of the said Voyage, Signatures of Crew (each to be on the line on which he signed in Cot. 1.)	the balance of Wages was Pald and Release signed and Date. 20,	Contri- butions are payable	Reference
Ink's		10/10/55	- /		12,	13,	2	28/11/55	Stanley	کن	-   -	P.B. Thompson.	H	21.	61
Supy		040	-1	-			2	24/1/55	Stanley	ان		gh /	H		62
Dupy		do	-1	-			2	2/1/53	Stanley	dis		Am. Land.	ff		63
Supry		060	-1	-			L	28/11/55	Stonley	Dis		If lays	199		64
Supra		oh	-1	-			L	26/11/	Stanley	Dis	-+-	LJFx.	7/9	-	65
Supy		ol.	-1	-			1	3/11/	Stanley	15		A. D. Daidger.	1/4		67
Supy		do	-1	-			K	29/11/55	Stanley	15		Yestell.	216		68
upy		as	-1				2	28/11/55	Stanley	Dis		Phone	2/4		69
Supry		do	-1				2	24/1/55	Stanley	Dis		G.E. Broome	15		70
505		Olo o					L	27/1/55	Stanley	Ais	766	S. R. Hitle	46.		71
Cadet.	•	Onu	3 -	-			45.	24/4/56	Stanley	T.A		Zwast / Sy and	6/9		72
5.05		-clo	20 -	-	- - -		ffs	36	Stanley	Dis	10 9 1	K. Cletheroe	69		73
a.B.			25 -	-			4/5		Stanley	TA		RM: Gill	从月.		74
0.5.			<u>a -</u>	-			6/6.	24/4	Stanley	TA		Leo Polam	JIG.		75 76
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Bay.		ouce					45	13%.	Munky	1. 14		R. Meroman	TX:00		78
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Refrigerating Engineers, Electrical Engineers, or Winchmon, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys,
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If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving"

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

<b>PARTICULARS</b>	PA	RT	CU	ILA	R	2
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- 1	23 5				ADDRESSES OF MASTER AND CREW	Name of last Ship, with	this	Place of Simil
Reference No.	Income Tax Code,	SIGNATURES OF CREW AND NUMBERS OF DISCHARCE BOOKS.	Age.	*Nationality (if British state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.  5.	Date.	Place.
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\* If a British subject, state town or country of birth, and if born in a foreign
the capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as the capacities of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving
\*\* NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

	OF ENG	GAGEMENT						To be fil	PARTICULARS led in by the Mus Desertion of an	OF DISCHARG ter upon the Disch y Member of his C	II, &c. large, Diath, or Cenv.	release	1	Number	
1		No. of Certificate (If any), and No. of R.N.R.	Date and	Amount of	Amount of Wages Advanced	Amount of	Signa- ture or Initials	-	e and Cause of I or of Deati	caving this Ship,		We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Misster 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 sold undersigned Members of the Crew from all Claims in respect of the said	Signature or Juitials of Official before	weeks for which National Insur-	No.
	In what Capacity engaged.†	(If any), and No. of R.N.R. Commission or R.V.2. (If any),	llour at which he is to be on board.	Wages per Week or Colendar Mouth,	HDOD	Weekly, HalfMonthly or Monthly Allotment,	y Official before whom the Sea- man is	Date,	Place,	Caure.j	Bakince of Wages paid on Discharge,	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.)	whom the balance of Wages was Paid and Release signed and Date,	nnce Contri- hutions are payable	Reference
	8,	0.	10,	11.	12	13,	engaged 11.	16,	16,	17.	18.	19,	20,	21.	_
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# Name of

#### PARTICULARS.

							PARTI	
					ADDRESSES OF MASTER AND CREW	Name of last Ship, with	Date and this	Place of Si Agreement,
Reference No.	Increme Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British state birthplace—set footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.		Place
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<sup>\*</sup> If a British subject, state town or country of birth, and if born in a foreign to 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 Leaviss"

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

F ENC	GAGEMENT						To be full	ARTICULARS ( In by the Mash Descriton of any	or upon the Disch. Member of his C	il, &c. arge, Death, or rero.	RELEASE		Numle	-
	No. of			Amount of Wages		Signa		and Cause of lee or of Death,			We the under-lighed Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner of Owners thereof, from	Signature of Initials of	of wreks for which Nations	41
In what Capacity sugaged,†	No. of Certificate (If any), and No. of R.N.R. Commission or R.V.2. (II any).	Date and Hour at which he is to be on board,	Amount of Wages per Week or Calendar Mouth,	Advancen	Amount of Weekly, HalfMonthly or Monthly Allotment,	Initials of Official before whom the Sea man is	Dale,	Place,	Cause.	Balance of Wager paid on Discharge,	We the under-layed Members of the Cross of this Sing, do hereby release this Silly and the Master and Giver or Granes thereal, from all Claims for Waces, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said under-layed Members of the Cross from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he signed of Co.).	official before whom the bulance of Wages was Puld and Release signed and Date,	ance Conttl- bution	3
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19

LEY, FALKLAND IS

#### 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.

the Cons	ular F	ecs Orders in Co	uncil.	100	**			
		·Sen	vices required by	Law.				
t days	-	n- faire	A	••	other In			
					ß.	d.	8.	d.
(10.) Officer	For	every seaman o	engaged before		8	0	8	0
made be	fore a	every alteration Consular Officer y in respect of ev	. (N.B.—This fee	e is charge-		0	4	0
(12.) the sand	For e	every seaman dis	charged or left h	ehind with	. 3	0	8	0
(13.) Officer	For	every descrition	certified by			0	4	0
		receiving a retur						

agreement with respect thereto

(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section

257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship a papers—See No. 48) ... ... 0 6 7 0

Services required by parties interested.

In countries other In than China China China a. d. s. d.

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

In Countries other than China-

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man maximum £2 10s. 0d.

In China-

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

(48.) For inspecting ship's 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

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.

# STANLEY, FALKLAND

the equactify that I have sanctioned the sithin terms, and that the exames whose names appear an an error number from One to Thuty linearity, were encertal before me and signed the

he descharge become the name one sed have been ed to the blotter, respect in cases where it is stated

Leftenison
6HIPPING MASTER

I hereby certify that I have this day sanctioned the engagement of the seamen whose names after on lines 31 to 42. The agreement has signed in my bresence and the same has been made as required by the herchent Shipping

Articles deposited and returned this day, all change reported.

Vessel powerds & Talkland Jole 10007 1955

Larrum officer

Vessel arrived 23/5/1955

Agreement deposited 24/5/1955

-du-returned 44/17/57

Average rate of exchange: \$ 9.03 - \( \text{Q} \)

(for conversion of seamen's wages only).

Utbuth

B. M. Vice-Consul

Attitle deposited and returned

BRITISH CONSULATE

MONTEVIDEO

#### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

# BRITISH CONSULATE MONTEVIDEO

FOREIGN SERVICE
16 NOV 55

Vessel arrived  $\frac{5}{x}\frac{1}{1955}$ Agreement deposited  $\frac{5}{x}\frac{1}{1955}$ 

-do- returned 14.11.

Average rate of exchange \$ 10.91 - 24 (for conversion of seamen's wages only)

W. B. M. Vice-Consul

hereby certify that I have this day sanctioned the discharge of the seamen whose mames when the seamen whose manes when being .1.56.

I hereby certify that I have this day sanctioned the engagement of the seamen whose manes when

the seamen whose names appear on lines 74 and 75. The on lines 74 and 75. The agreement was signed in my agreement was signed in my has been bresence and the same has been hade as required by the h.S.A.

STANIEV FALKLAND IS

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

[Twenty-four pages

# Name of Ship\_

[ [ [ ] [ ] [ ] [ ]
OF TE

Release on termination of Service, with Note

**CERTIFICATES** 

Or Endorsements made by Consular Officers or Superintendents

OF TR	1.		Section of the second				
Issued by the Minis n pursuance of 57	try of Transp & 58 Via. ch	oort, . 60.		Port		***************************************	
Name of Ship	Official		ate of Commencement Voyage or Engagement	Date of Termination of Voyage or Engagement	Place of Termination of Voyage or Engagement	Place of Termination	
						Voyage or Engagement	
Ship, a in respondement of the r do here	nd the Mas ect of the s which ar espective S	ter and Ow above-name specified Seamen, no	vner or Owners ther ned voyage or enga- on the back hereof, stifying such excepte andersigned Member	whove-named Ship, do her eof, from all claims for gement, except as regr and which are identifie ad claims or demands. s of the Crew from all of	Wages or otherwise, and the claims or d by the signatures And I, the Master, claims in respect of	he said Ship, and pect of the above- ified on the back h excepted claims e Crew from all	
Date	d this		day	of	194	Master	
eference Number in Agreement	Balance Wages I	o of Paid	Signatures of Soumen		Dute of Signing Release	of Signing Rotenso	
						-	
l attest the		n of the	above Release in 11	y presence subject to t	he exceptions above		
10101144 20	( )	(Signed)	•••••	whom	re of Official before Release was signed,		
Llandaff, Cardiff.					Official Seal. and Seamon, Liuntrisant Road,		
rt.35381/7913 5M. 1	12/48 R.I.Co.	Ltd. Gp.773(1	(07).				
I attest the	execution	of the ab	ove Release in my	y presence subject to the	he exceptions above refe	rred to (if any).	
			(Signed)		Signature of whom Rele with Offici	Official before	

#### **CERTIFICATES**

Or Endorsements made by Consular Officers or Superintendents.

Note.-If further space is required for Certificates or Endorsements, an additional form Eng. i 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. s 1.

The cases of scamen having the following reference Numbers

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

under Section 28 (12c)†

MASTER.

? These exemptions do not app accounts collectively.

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

[Twenty-four pages.

### 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 Scaman whom he carries to sea as one of his Crew. The term "Scaman" includes every person, except Musters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.
- 2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in II is 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 intliction of a Penalty, not exceeding 1001., or by imprisonment with or without hard labour for a period not exceeding six months.

#### Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the 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.

- 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 bours notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with the Master must—
  - (a) Produce the Certificate for himself, his Mates, and his Engineers, and
  - (b) Produce the Apprentices destined for the voyage, together with their indentures.
  - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- 9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-section 115 (7) of the Merchant Shipping Act, 1804, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer ongaged during or subsequent to the last voyage.
- 11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement rend over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- 12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 51.
- 18. The Master of a foreign-going Ship incurs a Penalty of 51 if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

#### Ports Abroad.

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

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

#### Return to the United Kingdom.

- 17. The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty of 101.
- 18. In every case in which a Crew is to be discharged at the Morcantile 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 Crow, 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 Scaman or Apprentice who has died on board during the voyage, whether he formed part of the Crow or not, any effects remaining unsold, and the balance of wages or other moneys beinging to any such Scaman or Apprentice. When the effects of a deceased Scaman 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 Cartificates (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 clearances inwards.
- 20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 51. for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.
- 21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10l. to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20l. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- 22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.
- 23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crow 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.)