

OFFICIAL LOG-BOOK



LOG. 3 (For 150 Men)

for either

A FOREIGN-GOING OR A HOME-TRADE SHIP

OFFICIAL NUMBER: 3 1 5 0 0 3			
Name of Ship	Port of Registry	Registered Tonnage	
		Gross	Net
ROYAL RESEARCH SHIP <u>BRANSFIELD</u>	REGISTERED AT STANLEY FALLAMON ISLANDS 30 th JANUARY 1971	4815.93	1576.91

* To be completed when ship has dual Tonnages

Port at which and Date when voyage commenced	Nature of the Voyage or Employment	Port at which and Date when voyage terminated
Port <u>LEITH</u> Date <u>15th DEC. 1970</u>	<u>ANTARCTIC SURVEY</u>	Port Date

Name of Master	No. of Certificate if any
<u>THOMAS WOODFIELD</u>	<u>CSS 88615</u>

Delivered to the Superintendent of the Mercantile Marine Office at the Port of.....on the day of 19.....

Countersigned _____ Master
 _____ Address
 Superintendent

Note:—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade ship of less than 200 Tons Gross the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within 21 days after the 30th of June or the 31st of December. The Official Log-Book for a Home Trade vessel of 200 tons or more Gross Tonnage is to be delivered to the Superintendent before whom the Crew is discharged.

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

List of Crew and Report of Character

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability	For General Conduct	
1	T. WOODFIELD	MASTER			
2	J.P. MORTON	CHIEF OFFICER	V.G.	V.G.	
3	C.R. ELLIOTT	SECOND OFFICER	V.G.	V.G.	
4	N.J. HILL	THIRD OFFICER	V.G.	V.G.	
5	B.D. CRAMOND	FOURTH OFFICER	V.G.	V.G.	
6	H.M. O'GORMAN	RADIO OFFICER	V.G.	V.G.	
7	A.G. TROTTER	CHIEF ENGINEER	V.G.	V.G.	
8	J.F. GLOVER	SECOND ENGINEER	V.G.	V.G.	
9	C.H. NICHOLLS	THIRD ENGINEER	V.G.	V.G.	
10	L. BUCHANAN	FOURTH ENGINEER	V.G.	V.G.	
11	G. HIGGINBOTTOM	SENIOR ELECT'N	V.G.	V.G.	
12	J. CARTHY	JUNIOR ELECT'N	V.G.	V.G.	
13	G. H. JOHNSON	CATERING OFFICER	V.G.	V.G.	
14	G. W. ROBINSON	BOATSWAIN	V.G.	V.G.	
15	F. J. SMITH	BOSN'S MATE	V.G.	V.G.	
16	D. F. HORN	AB/LAUNCHMAN	V.G.	V.G.	
17	R.W.C. FACEY	A.B.	V.G.	V.G.	
18	J.W.A. STEVENSON	A.B.	V.G.	V.G.	29.
19	W. McINNES	F.D.H.	V.G.	V.G.	30.
20	R.E. DICKSON	E.D.H.	V.G.	V.G.	
21	J.G. PIRIE	DECK BOY	V.G.	V.G.	
22	I.S. STEVENSON	DECK BOY	V.G.	V.G.	
23	I.M. STUART	DONKEYMAN	V.G.	V.G.	
24	W.D. WRIGHT	FIREMAN	V.G.	V.G.	29. 30
25	J.E.B. MCKENZIE	GREASER	V.G.	V.G.	
26	J.T. SMITH	GREASER	V.G.	V.G.	
27	W. BROWN	SHIEF COOK	V.G.	V.G.	
28	M. JOHNSON	2ND COOK/BAKER	V.G.	V.G.	30.
29	F.B. KIRKPATRICK	2ND STEWARD	V.G.	V.G.	
30	D. HAZEL	CATERING BOY	V.G.	V.G.	

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

List of Crew and Report of Character—Continued

No.	Name and Surname of each member of the Crew	Capacity in which engaged	Report of Character		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability	For General Conduct	
31	J. M. KENNEDY	CATERING BOY	V. G.	V. G.	
32	P. LING	CATERING BOY	V. G.	V. G.	
33	A. LOVIE	CATERING BOY	V. G.	V. G.	
34	R. MCCONNARCH	CATERING BOY	V. G.	V. G.	
35	I. MENZIES	CATERING BOY	V. G.	V. G.	
71 36	M. J. CLARKE	GREASER	V. G.	V. G.	
72 37	G. S. DUNCAN	D. H. J.	V. G.	V. G.	
73 38	J. E. COLLOM	2ND COOK	V. G.	V. G.	
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			For Ability	For General Conduct	
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

List of Crew and Report of Character—Continued

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

List of Crew and Report of Character—Continued

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			For Ability	For General Conduct	
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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 Board of Trade may wish respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade 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 such ship to 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, a true copy of the entries must be delivered on Form RBD.1 to a Superintendent or Consular Officer for transmission to the Registrar-General of Shipping and Seamen. It should be noted that **all** deaths happening on board must be entered in the tabular statement (overleaf) including any that may be entered in a Supplementary Log-Book.

In every case of death or disappearance the Master should state full particulars of the circumstances in the narrative section of the log book.

When the death of a person at sea is assumed by the Master to have taken place because the person in question is reported “Missing”, or where a person is supposed killed or drowned as a result of falling or jumping overboard, falling from a rope ladder attached to the ship, or from the ship’s gangway, the death should be regarded as having taken place on board.

A death which occurs otherwise than on board or does not come within the exceptions stated in the previous paragraph should not be recorded in the tabular statement or on Form RBD.1; **Form RBD.2 should be used for reporting such deaths.** The Master should, however, record in the narrative section of the official log book full particulars of the circumstances relating to the death.

When the death of a “missing” person is assumed by a Master the entry in the tabular statement should read: “missing at sea supposed killed or drowned”.

Expressions such as “murder” or “suicide” should not be used to record the cause of death. The Master should, to the best of his ability, record the actual cause of death, e.g. “knife wounds in chest”, “gun shot wounds in head”, “strangulation”.

When reporting the required particulars in Form RBD.1 or Form RBD.2, the Master should also, if required, give an account of (a) any moneys due to the deceased seaman or apprentice, (b) any deductions from his wages and (c) his clothing and effects, on the relevant Form WAE.1. The form will be supplied by the Superintendent, Consular Officer or Shipping Master on request.

Date of Marriage	Names of both Parties. (Surname first in block letters)	Age	Single, Widow or Widower

Signature of Officiating Clergyman

Masters are reminded that they have no power to perform the marriage ceremony

BIRTHS

Date of Birth	Name (if any) of Child	Sex	Father's Name (Surname first in block letters)	Father's Rank, Profession or Occupation	Mother's Name (Surname first in block letters)	Mother's Maiden Surname

DEATHS

Date of Death	Place of Death (If at sea give latitude and longitude)	Name of Deceased (Surname first in block letters)	Sex	Age	Rank or Rating Profession or Occupation*	Nationality (Stating Birthplace)

Members of the Crew (other

Asiatic and East African Seamen

Persons who were not

* In the case of an Infant or Child, the words "Son of" or "Daughter of", followed by the name of the father and his profession, should
 ** This note relates to Asiatic and East African seamen who are employed under special Agreements for Natives of Asia or East Africa, which open and terminate in Asia.
 † "Master includes every person (except a pilot) having command or charge of any ship.

(See Instructions on previous page)

Profession or Occupation	Father's Name (Surname in block letters)	Father's Profession or Occupation

†Signature of Master

and that if such ceremony is performed by them the marriage will not be a legal one.

(See Instructions on previous page)

Further Particulars of Father		Further Particulars of Mother		Signature of Father or Mother	Signature of †Master and Mate or other Member of Crew	To be completed by Officer to whom Return is made
Nationality (Stating Birthplace)	Last Place of Abode	Nationality (Stating Birthplace)	Last Place of Abode			Port at which Report is made and Signature and Title of Officer to whom reported

(See Instructions on previous page)

Last Place of Abode	Cause of Death (see instructions on previous page)	Signature of †Master	Signature of Mate or other Member of the Crew	Signature of Surgeon or Medical Practitioner (if any)	To be completed by Officer to whom Return is made Port at which Report is made and Signature and Title of Officer to whom reported
than Asiatic and East African Seamen**) including Masters					
(see footnote**)					
Members of the Crew					

to 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 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 1967

Note. The practice of the crew in boat and fire drills should take place at intervals of not more than 7 days in Passenger Vessels and 14 days in The Case of Cargo Ships. If such drills were not held in any week in passenger vessels or at least once in every month in cargo ships, a statement of the reasons should be entered in the first three columns of the table. See Board of Trade Notice No. M 320 (Revised 1960)

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
9 th JAN 71	All Hands mustered at Boat Stations and launching in instruction given. Boats not swung out. Comprehensive Fire Drill carried out.	Fire Hoses tested with Head of water. Salvage extinguishers exhausted. Breathing apparatus inspected & all other appliances found in good order.	9 th JAN 71	I. Woodxwell mate. J.P. Morley C/O
23 rd JAN 71	" " "	" " "	23 rd JAN 71	I. Woodxwell mate. J.P. Morley C/O
6 th FEB 71	" " "	" " "	6 th FEB 71	I. Woodxwell mate. J.P. Morley C/O
20 th FEB 71	All Hands mustered @ Boat Stations. No. 2 Boats lowered and swung away, returned. Comprehensive Fire Drill and other	Fire Hoses tested with head of water. Salvage extinguishers exhausted. Breathing apparatus tested & all other appliances inspected & found to be in good order.	20 th Feb 71	I. Woodxwell mate. J.P. Morley C/O
6 th MARCH 71	All Hands mustered at Boat Stations. Boats not swung out. Comprehensive Fire Drill carried out.	" " "	6 th MARCH 71	I. Woodxwell mate. J.P. Morley C/O
20 th MARCH 71	" " "	" " "	20 th MARCH 71	I. Woodxwell mate. J.P. Morley C/O
3 rd APRIL 71	" " "	" " "	3 rd APRIL 71	I. Woodxwell mate. J.P. Morley C/O

* 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 practiced 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 1967

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

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**RECORD OF INSPECTIONS OF CREW ACCOMMODATION (REGULATION 34(2) OF THE
MERCHANT SHIPPING (CREW ACCOMMODATION) REGULATIONS, 1953).**

Time and Date of Inspection	Names & Ranks of Persons making the Inspection	Particulars of any respects in which Crew Accommodation is found not to comply with the Regulations	Date of Entry	Signatures of Master and Mate
1030 10/1/71	I. WOODFORD MASTER J. DORTON CHIEF OFFICER G. SANDERSON CHIEF STY.	Accommodation found to comply with Regs, and in good repair and clean.	10/1/71	I. Woodford J.P. Martin
1030 17/1/71	_____		17/1/71	I. Woodford J.P. Martin
1030 24/1/71	_____		24/1/71	I. Woodford J.P. Martin
1030 7/2/71	_____		7/2/71	I. Woodford J.P. Martin
1030 14/2/71	_____	_____	14/2/71	I. Woodford J.P. Martin
1030 21/2/71	_____	_____	21/2/71	I. Woodford J.P. Martin
1030 28/2/71	_____	_____	28/2/71	I. Woodford J.P. Martin
1030 7/3/71	_____	_____	7/3/71	I. Woodford J.P. Martin
1030 14/3/71	_____	_____	14/3/71	I. Woodford J.P. Martin
1030 21/3/71	_____	_____	21/3/71	I. Woodford J.P. Martin
1030 28/3/71	_____	_____	28/3/71	I. Woodford J.P. Martin
1030 4/4/71	_____	_____	4/4/71	I. Woodford J.P. Martin

APPLICABLE ONLY TO FOREIGN-GOING SHIPS OF 1,000 GROSS TONS AND OVER WHICH GO TO SEA FROM ANY PORT WITHIN HOME TRADE LIMITS.

RECORD OF INSPECTIONS CARRIED OUT IN ACCORDANCE WITH THE FOOD AND CATERING CONVENTION 1946 OF SUPPLIES OF FOOD AND WATER PROVIDED FOR THE CREW.

Date of Inspection	Names and Ranks of Persons making the Inspection	Result of Inspection of Supplies of Food and Water	Date of Entry	Signatures of Master and Mate
10/1/71	A. Wood (F.O.) Master. J. Morrison Chief Officer. G. Johnston Chief Stew.	All food & water found to be in excellent condition	10/1/71	A. Wood J.P. Morley
17/1/71	/	/	17/1/71	A. Wood J.P. Morley
24/1/71	/	/	24/1/71	A. Wood J.P. Morley
7/2/71	/	/	7/2/71	A. Wood J.P. Morley
14/2/71	/	/	14/2/71	A. Wood J.P. Morley
21/2/71	/	/	21/2/71	A. Wood J.P. Morley
28/2/71	/	/	28/2/71	A. Wood J.P. Morley
7/3/71	/	/	7/3/71	A. Wood J.P. Morley
14/3/71	/	/	14/3/71	A. Wood J.P. Morley
21/3/71	/	/	21/3/71	A. Wood J.P. Morley
28/3/71	/	/	28/3/71	A. Wood J.P. Morley
4/4/71	/	/	4/4/71	A. Wood J.P. Morley

EMPLOYMENT OF ASIAN Etc. SEAMEN

(This entry relates to Asiatic and East African Seamen who are employed under special 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 such Seamen formed part of the Crew, the following Form should be filled up and signed by the Master:—

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

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

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

Under Engine Department, include all such Seamen employed in attending on machinery. Under Steward's Department, include all such Seamen employed in attending on passengers or crew.

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

Master.....

Date.....

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1968.)

(14) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey	£2 10 0	(27) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts	15 0
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Note. Consular Fee Stamps to the value of the Fees charged must be affixed to this Form, and cancelled. Stamps must on no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES

Freeboard from Deck Line

Load Line

Tropical	653 mm	feet	inches.	(T)	130 mm	inches above S.
Summer	783 mm	feet	inches.	(S)	Upper edge of line through centre of disc.	
Winter	913 mm	feet	inches.	(W)	130 mm	inches below S
Winter North Atlantic (if assigned)	963 mm	feet	inches.	(WNA)	180 mm	inches below S.

Allowance for fresh water for all freeboards:—

125 mm

inches.

The upper edge of the deck line from which these freeboards are measured is

NIL

inches

below above the top of the STEEL SECOND DECK deck at side.

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

Maximum draught of water in summer

6.247 m

feet

(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)

NOTES

1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.

2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.

3.—Unless the ship is a home trade ship, a Notice, Form SLL. 14A or 14B (formerly L.L. 14A or 14B) 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 the case of a home trade ship, columns 9-15 need not be filled in.

5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.

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

7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules.

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

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

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD *AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star- board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water (11)		
		Ft. Ins. (3)	Ft. Ins. (4)	Ft. Ins. (5)	Ft. Ins. (6)	Ft. Ins. (7)		Ins. (9)	Weight (10)	Ins. (10)	Distance (11)	Ins. (11)
31/12/70	LEITH	5.380	5.640	-	-	1.520	-	-	-	-	-	-
4/1/71	SOUTHAMPTON	5.440	6.070	-	-	1.275	-	-	-	-	-	-
24/1/71	MONTEVIDEO	4.517	6.451	-	-	1.546	-	-	-	-	-	-
1/2/71	STANLEY F.I.	5.407	6.096	-	-	1.279	-	-	-	-	-	-
27/2/71	STANLEY F.I.	4.775	5.410	-	-	1.938	-	-	-	-	-	-
4/3/71	PUERTA ARENAS	5.286	5.842	-	-	1.466	-	-	-	-	-	-

NOTE.—Masters of Ships 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 23.

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

DEPARTURES												
Date and Hour of Departure (1)	Dock, Wharf, Harbour or Other Place (2)	ACTUAL DRAUGHT OF WATER*		ACTUAL FREEBOARD* AMIDSHIPS			Density of Water (8)	ALLOWANCE				
		Forward (3)	Aft (4)	Port (5)	Star-board (6)	Mean (7)		For Density of Water* (9)	For Ashes and Rubbish* (10)		For Fuel, etc., to be consumed on Stretch of Inland Water (11)	
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight	Ins.	Distance	Ins.

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in columns 1 to 8 and 16 to 19. * See Notes on page 23.

OFFICIAL LOG of the

Note. The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 19 of the Merchant Shipping (Safety

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
15/12/70 1100 L.S.	LÉITH	31/12/70	Articles of Agreement signed. Nos. 1-35 signed & before Shipping Master (except No. 19)	
24/12/70 1100			L. Woodfield J.P. Morton % Master.	
1600 L.S. 31/12/70	LÉITH	31/12/70	Vessel landed over by builders. Robt Laidlaw Shipbuilders Ltd. and accepted by Owners, British Atlantic Survey, subject to specific work, noted at time, being completed at a later date. Following certificates received:- Record of Safety Equipment Safety Construction Certificate Loadline Certificate Safety Radio Telegraphy Certificate Certificate of Survey British Tonnage Certificate Manning Certificate and etc. Customs pass obtained for passage to Falkland Islands and outward clearance made for Montevideo via Southampton.	
			L. Woodfield J.P. Morton % Master.	
31/12/70 1400	LÉITH.	31/12/70	Nos. 36-37 Superannuation signed before Shipping Master L. Woodfield J.P. Morton % Master.	

NOTE.—Signing and Reading over of Entries of Offences.—The Master's especial attention is called to Sections 239(4), 239(5)(a) and (b) and 228 of the Merchant Shipping Act, 1894, which are printed on page 2 of the cover on the Official Log-Book.

OFFICIAL LOG of the

Convention) Act, 1949, are to be made in a special Supplementary Log-Book Form Log 10.

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
4/1/71 1030	Southampton	6/1/71	No 14 (A-B required to complete Manning records) and Supplementaries Nos 38 - 70 signed on before shipping M.V. Nos 36, 37 Supplementaries signed off. <u>J. Woodhead</u> J.P. Martin %	
24/1/71 1000	Montevideo	24/1/71	No 24, W.D. WRIGHT, was fined One Guiney for not being No 23. <u>J. Woodhead</u> J.P. Martin %	£3-3-44
24/1/71 1000	Montevideo	24/1/71	The above entry was read over to WRIGHT who replied "I did it but I am sorry and apologise". <u>J. Woodhead</u> J.P. Martin %	
5/2/71 1000	South Georgia	5/2/71	No 18, J.W. STEVENSON was fined One Guiney for being drunk and One Guiney for being absent from duty. <u>J. Woodhead</u> J.P. Martin %	£6-18-44
1000 5/2/71	South Georgia	5/2/71	The above entry was read over to STEVENSON who replied "I was drunk and admit being absent". <u>J. Woodhead</u> J.P. Martin %	

NOTE.—Signing and Reading over of Entries of Offences.—The Master's especial attention is called to Sections 239(4), 239(5)(a) and (b) and 228 of the Merchant Shipping Act, 1894, which are printed on page 2 of the cover on the Official Log-Book.

OFFICIAL LOG of the

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry	Entries required by Act of Parliament	Amount of Fine or Forfeiture inflicted
30/1/71 1030	STANLEY.	5/2/71	Vessel Registered by Registry of Shipping Stanley. No 1, 1971. Certificate of Fictive Registry received and Customs Pass handed over. <u>J. Woodhead</u> J.P. Martin & Co. Master.	
26/2/71 1030	STANLEY. TUNZA PARMAS.	26/2/71	Entry concerning W.J. Wright, 'one day's' fine, expunged for subsequent good conduct. <u>J. Woodhead</u> J.P. Martin & Co. Master.	
1100 26/2/71	— " —		Nov. 19, 24 & 28 Released by Mutual Consent before Master, Shipping Master, Stanley. Balance of wages paid; McJames £106.2.10 Wright £105.5.11, Johnson £11.0.0. <u>J. Woodhead</u> J.P. Martin	
1100 7/3/71	STANLEY.	7/3/71	Proceeding entry concerning McJames, 'two day's' fine expunged for subsequent good conduct. <u>J. Woodhead</u> J.P. Martin	
1100 7/4/71	Stanley	7/4/71	Articles of Agreement read before Shipping Master Stanley, all hands. remuneration reduced, balance of wages not paid as all wages continuous. <u>J. Woodhead</u> J.P. Martin	

NOTE.—Signing and Reading over of Entries of Offences.—The Master's especial attention is called to Sections 239(4), 239(5)(a) and (b) and 228 of the Merchant Shipping Act, 1894, which are printed on page 2 of the cover on the Official Log-Book.

Eng. 1.

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP



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

x See endorsement of rear

Name of Ship ¹	Official No.	* Port of Registry	* Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ²
				Gross.	Net.	
BRANSFIELD	315003	STANLEY F.I.	1101 1971	4815.93	1576.91	1020 / 5572
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER. ³		
Name.	Address (State No. of House, Street and Town)			Name.	Address.	
NATURAL ENV. RESEARCH COUNCIL	BRITISH ANTARCTIC SURVEY 30, GILLINGHAM STREET LONDON S.W.1		99			

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

or voyages from LEITH TO FALKLAND ISLANDS and/or any other ports or places within the limits of 75° north latitude and 85° south latitude under a Running Agreement which shall not extend beyond the 14TH JUNE next, or the first arrival of the ship at her port of destination in the United Kingdom after that date, or the discharge of cargo consequent on that arrival

And it is also agreed, that

- (a) Should any of the crew fail to join at the time specified or fail to be on board at any time or times appointed by the Master he may ship substitutes at once. *CATERING STAFF*
- (b) The seamen and firemen shall mutually assist each other in the general duties of the ship.
- (c) The firemen shall keep the galley supplied with coal.

No cash advanced abroad or liberty granted except at the pleasure of the Master.

The crew to work cargo, coal and/or ballast when and where required by the Master.

If bed and bedding are not returned in good condition at the end of the voyage the offender will be liable to the cost of replacement.

Taking ashore of unconsumed provisions may lead to prosecution.

Crew shall strictly observe the no smoking restrictions. Failure to do so will result in a fine not exceeding two days pay.

The Catering staff shall be liable for the ship's laundry.

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 the said Crew as Wages the sums against their Names respectively expressed, and to supply them with provisions according to the Scale printed herein.

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

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

And it is also agreed, that additional clauses and the Regulations authorized by the Board of Trade which are printed herein and numbered 1-6 inclusive

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.

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

Signed by *I. Woodford* Master on the 15th day of December 1967

Date of Commencement of First Voyage	Port at which voyage commenced.	Date of Termination of Last Voyage.	Port at which Last Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
31 st Dec 70	LEITH	7 th April 70	STANLEY F.I.	7 th April 1970	

- Place S.S. before name if a Steamship, and M.V. if a Motor Ship.
- Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
- Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship.
- Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
- Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade 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.

ADDITIONAL CLAUSES.

Clauses for Articles

B.S. F. Revised 7/66

1. **"Retrospective" Clause.** Notwithstanding the amounts appearing in this Agreement in respect of wages, these amounts shall be subject to any increase or reduction which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof as applying to the rank or rating to which the amount appertains, and such increase or reduction shall take effect from such date as the Board or appropriate Panel may decide.
It is further agreed that any alteration of any of the printed clauses contained in this Agreement which may be agreed upon during the currency of this Agreement by the National Maritime Board or the appropriate Panel thereof shall take effect from the date agreed by the Board or appropriate Panel.
2. **Salvage.** In all cases of salvage awards, notwithstanding anything herein provided, the rating of the Chief Officer shall be deemed to be the same as that of the Chief Engineer, the rating of the Second Officer that of the Second Engineer, and the Third Officer that of the Third Engineer. Apprentices who have not completed 2 years' service shall be deemed of the rating of an O.S., and those Apprentices of over 2 years' service the rating of an A.B.
3. **Compensation for Loss of Effects by Marine Peril.** The National Maritime Board Agreement applies to officers and ratings.
4. **Merchant Navy Officers Pension Fund.** The Trust Deed and Rules constituting "The Merchant Navy Officers Pension Fund" shall be deemed to be incorporated herein to the effect and intent that such of the parties hereto (including the Master) who are or are eligible to be members of the said Fund hereby agree for the purposes of this Agreement to be bound by all the provisions of the said Deed and Rules and to authorise the deduction from the wages payable to them hereunder of the contributions payable by them respectively to the said Fund. And the Master hereby undertakes that the contributions payable under the said Deed and Rules by the employer shall be paid to the Fund in respect of such members.
5. **Keeping Quarters Clean.** The crew individually and collectively agree to keep their quarters clean and tidy and in readiness for inspection by the Master or officer deputed by him. Further, it is agreed that at the time 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 his authorised deputy). When the crew are ready to leave the ship they may request the Master (or his authorised deputy) for a certificate that the quarters are clean.
For each breach of the foregoing the Master may, at his entire discretion, impose on each member of the crew concerned a fine not exceeding two days' pay.
6. **Bed and Bedding.** The National Maritime Board Agreement applies to officers and ratings, as indicated therein. It is agreed that, if any item of bed and bedding is not returned at the termination of the voyage or engagement in good condition (reasonable wear and tear excepted), the officer or rating concerned shall be liable for the current cost of replacement.
7. **Unconsumed Provisions.** All stores and provisions issued to the crew are only for use and consumption on board the ship and any unused or unconsumed stores or provisions remain the property of the shipowner.
Any member of the crew taking ashore, selling, or destroying or giving away any such stores or provisions renders himself liable to prosecution.
8. **Hours—Officers and Ratings.** It is an implied provision in every Hours Agreement that hours, both ordinary and overtime, shall be worked at sea and in port by officers and ratings as may be required by the Master.
9. **Hours—Navigating and Engineer Officers.**
†Section * *A* of the Officers' Hours Agreement, adopted by the Navigating and Engineer Officers' Panels of the National Maritime Board, applies.
(*Insert A or B)
†Or (Section A applies to the officers whose numbers on articles are:— *1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100*)
(Section B applies to the officers whose numbers on articles are:—)
(†Delete whichever clause is not used)
10. **Hours of Duty and Overtime of Ratings** shall be regulated in accordance with the appropriate National Maritime Board Agreements.
11. **Compensation for Week-ends at Sea—Extra Leave for Sundays.** The National Maritime Board Agreement applies to officers.
12. **Railway Fares.** The National Maritime Board Agreement applies to officers and ratings.
13. **Prolonged Service Abroad—Officers and Ratings—Foreign Going Vessels.** A Prolonged Service Abroad allowance shall be paid as follows:—
(a) 10% additional pay for periods in excess of 12 months but up to 18 months;
(b) 15% additional pay for periods in excess of 18 months.
Provided always that where special company rates are already payable, these companies shall only be obliged, by virtue of this agreement, to pay so much, if any of the foregoing allowances as may be necessary to bring these rates up to National Maritime Board standard rates plus the allowance.
14. **Galley Utensils—Home Trade Vessels.** In vessels where food is not provided the owner shall supply the galley for common use with a large kettle, a large frying pan and a boiler. Where these are misused or taken away by the crew the ratings concerned shall have deductions made from their wages to enable suitable replacements to be made.

J.A. 14009

For the purpose of reckoning fines in respect of Expedition personnel, one day's pay shall be equal to a sum not exceeding £5.

No. 13721

Board of Trade, Form Store,
Ground Floor, Eileen House,
80-94 Newington Causeway,
London, S.E. 1.

17.5.71

CONSIGNMENT NOTE

Please receive the following:

1 LOG 16

Please sign, detach and return the receipt below to the address indicated.

To: SHIPPING MASTER
CUSTOMS & HARBOUR DEPT
SECRETARIAT BUILDING
STANLEY
FALICLAND ISLAND
Elaswell
For Clerk of Stationery

RECEIPT FOR FORMS

No. 13721

Received the forms listed in Consignment Note No.

Signed

Branch

Tel. No.: Ext.

Board of Trade, Form Store,
Ground Floor, Eileen House,
80-94 Newington Causeway,
London, S.E. 1.

SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1957, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article	Allowance per week	Article	Allowance per week
Water	28 quarts	Milk	14 oz.
Soft Bread	7 lb.	{ Condensed	6 oz.
Smoked Ham or Bacon	12 oz.	{ Dried	1½ pts.
Fresh Meat—See Note 1 below	7 lb. 4 oz.	{ Homogenised	10½ oz.
Fresh Fish	7 lb. 4 oz.	Butter	2 oz.
Eggs	7 lb. 4 oz.	Suet	4 oz.
Potatoes	7 lb.	Cooking Fat or Oil (other than Suet) or Margarine	8 oz.
Peas, Split or Lentils	½ lb.	Marmalade, Jam or Syrup	5 oz.
Green Peas, Haricot Beans, Butter Beans or Dried or Compressed Vegetables	1½ lb.	Cheese	3 oz.
Flour	1 lb.	Pickles	2 oz.
Rice	6 oz.	Bottled Sauces	8 oz.
Oatmeal, Rolled Oats or breakfast cereals	6 oz.	Onions	3 oz.
Tea	4½ oz.	Dried Fruit	6 oz.
Coffee (containing not more than 25% Chicory)	2 oz.	Tinned or Frozen Fruit or Fresh Fruit (see Paragraph 11, Conditions and Exceptions)	2 oz.
Cocoa (or chocolate)	3 oz.	Fine Salt	½ oz.
Sugar	1½ lb.	Mustard	½ oz.
		Pepper	½ oz.
		Curry Powder	½ oz.

Note 1. The maximum amount which can be deducted from the weekly ration of fresh meat in respect of equivalents is 2 lb. 2 oz. See paragraphs 4, 5 and 6 of the following Conditions and Exceptions.

Note 2. The amounts of sugar, milk and butter shown in the above Scale are exclusive of the amounts used in the preparation of meals, but there is no entitlement under the above scale for such use to additional quantities of margarine, suet, cooking fat, oil or cheese.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE

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

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

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

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

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

3. **Smoked Ham or Bacon.** If smoked ham or bacon are not procurable at reasonable cost, kippers, tinned salmon, herrings, pilchards or sardines shall be substituted in the proportion of 1½ lb. of kippers or tinned fish to 1 lb. of smoked ham or bacon.

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

When fresh meat is not available, salt or preserved meat may be substituted in the proportion of ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

Poultry may be issued and count, up to a maximum of 1 lb. per week, as the equivalent of fresh meat in the proportion of 1 lb. of poultry to 12 oz. of fresh meat. The weight of poultry is the weight before preparation for cooking.

Note. In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

5. **Fish.** The weight of fresh fish is the gross weight before preparation for cooking.

Fresh fish up to an amount not exceeding 1½ lb. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.

In any week in which less than 8 oz. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one half the amount by which the fresh fish issued is less than 8 oz. Tinned salmon, herrings, pilchards, or sardines may be substituted for fresh fish in the proportion of 1 oz. of tinned fish to 2 oz. 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 and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and, if there are facilities for keeping them. Additional eggs may be issued and each additional egg up to a maximum of four per week shall be regarded as the equivalent of 1½ oz. of fresh meat under the scale. Kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 9 oz. of kippers or tinned fish to 8 eggs.

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

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lb. 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. **Dried Milk.** Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool dry place, for the period during which it may be required.

9. **Vegetables.** Fresh vegetables including salads shall be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.

On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

Frozen vegetables may be issued and count as the equivalent of fresh vegetables in the proportion of 5 oz. of frozen vegetables to 8 oz. of fresh vegetables.

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

11. **Fresh Fruit** should not be supplied if it is likely to be injurious to health.

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

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

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

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE

Salt Meat	¾ lb.	} To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	} To be considered equal.
Preserved Meat	½ lb.		Jam	1 lb.	
Coffee	1 oz.	Syrup	1 lb.		
Cocoa or Chocolate	1½ oz.	Butter	½ lb.		
Tea	½ oz.	Cheese	½ lb.		
Flour	1 lb.	Condensed Milk	9½ oz.		
Biscuit	1 lb.	Dried Milk	4 oz.		
Rice	1 lb.	Mustard		
Oatmeal, Rolled Oats or breakfast cereals	1 lb.	Curry Powder		
Split Peas	½ lb.			} To be considered equal.	
Flour	½ lb.			} To be considered equal.	
Green Peas, Haricot or Butter Beans	½ lb.				
Rice	½ lb.				

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.	Load Line.
Tropical feet inches. (T)..... inches above S.
Summer feet inches. (S).....	Upper edge of line through centre of disc.
Winter feet inches. (W)..... inches below S.
Winter North } Atlantic } (if assigned) }	(WNA)..... inches below S.
Allowance for fresh water for all freeboards :—.....	inches.
The upper edge of the deck line from which these freeboards are measured is.....	inches above
the top of the.....	deck at side.

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

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

REGULATIONS FOR MAINTAINING DISCIPLINE.

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

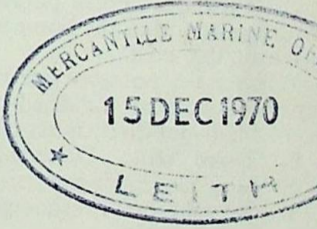
These Regulations are distinct from, and in addition to, those contained in the Act, and are sanctioned but not universally required by Law. All or any of them may be adopted by agreement between a Master and his Crew, and thereupon the offences specified in such of them as are so adopted will be legally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

These Regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the Agreement, 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, as soon as possible 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 when the log entry has been made a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be shewn to the Superintendent or Consular Officer before whom the Offender is discharged; and if he is satisfied that the Offence is proved, and that the entries have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

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

No.	OFFENCE.	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	<div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 2em; margin-right: 10px;">}</div> <div style="text-align: left;"> <p><i>[Signature]</i></p> <p><i>[Signature]</i></p> </div> <div style="margin-left: 20px;">  </div> </div>
2	Bringing or having on board intoxicating liquors	
3	Drunkenness	
4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	
5	Insolent and contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command (if not otherwise prosecuted)	
6	Absence without leave (if not otherwise prosecuted) for each day on which such absence occurs	

Each of the above offences shall be punishable by a fine equal to one day's pay, for the first occasion on which such offence is committed during the currency of the Agreement, and two days' pay for the second or any subsequent occasion

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M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
7	R522959	Wife - Rose 27 Peterscroft Avenue, Ashurst, Hants.	Master	15 DEC 1970 LEITH	AS AGREED -			ENG T. WOODFIELD	1	
37	Hampstead Oct. 1969 John Biscoe		C.S. 88615	15/12/70 At once	STANLEY 7-4-71	1/A	w/c	RELEASE T. Woodfield	520	
M	R.694179	Wife - Gay 5 Cumber Road, Sarisbury Green, Southampton	Chief Officer	15 DEC 1970 LEITH	222 - -			ENG J. P. MORTON	2	
28	Mexborough, Yorks. -Same-		C.S. 106074	15/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE J. P. Morton	350	
S	R.794391	Father - Richard Elliott, 88 Stoke Rd. Gosport, Hants.	Second Officer	do	180 - -			ENG R. ELLIOTT	3	
26	Emsworth John Biscoe	The Cottage, Ibsley, Ringwood, Hants.	1.M/FG 108546	At once	7-4-71 STANLEY	1/A	w/c	RELEASE R. Elliott	350	
S	R.697424	Father - Thomas F. Hill, The Forge, Chaffcombe, Chard, Somerset	Third Officer	do	177 - -			ENG N. J. HILL	4	
29	Srinagar, India. Jane		C.S. 106587	At once	7-4-71 STANLEY	1/A	w/c	RELEASE N. J. Hill	130	
S	R848748	Father - William Cramond 8. George Street, Te Puke, New Zealand.	Fourth Officer	15 DEC 1970 LEITH	150 - -			ENG B. D. CRAMOND	5	
20	Auckland, NZ Otaki		2/M.FG. 110671	on pay 8/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE B. D. Cramond	520	
S	R.296599	Brother - Thomas C. O'Gorman Hibernian Bank Ho., Drogheda, Co. Louth, Ireland	Radio Officer	15 DEC 1970 LEITH	188 10 -			ENG T. C. O'GORMAN	6	
47	Ballybofey, Co. Donegal -Same-	Hillcrest, Beamore Road, Drogheda, Ireland	2/C.410 Ireland.	15/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE T. C. O'Gorman	39	
7A	R.868828	Wife - Yvonne "Newlyn", Bournefield, Twyford, Hants.	Chief Engineer	do	288 - -			ENG A. G. TROTTER	7	
38	Hillingdon, Middx. John Biscoe 3.9.1969		1/C.M. 5274	At once	7-4-71 STANLEY	1/A	w/c	RELEASE A. G. Trotter	520	
S	R.758684	Wife - Christine 76, Ringwood Drive, North Baddesley, Southampton.	Second Engineer	do	201 - -			ENG F. F. GLOVER	8	
5	Prestwood, Bucks. SHAKLETON		2/C. (M) 118154	At once	7-4-71 STANLEY	1/A	w/c	RELEASE F. F. Glover	520	
30	R.783862	Wife - Daisy 7 Gramian Avenue, Moreton, Wirral, Cheshire.	Third Engineer	18 DEC 1970 LEITH	170 - -			ENG C. H. NICHOLLS	9	
M	Bristol ROLAND		do	on pay 11/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE C. H. Nicholls	1100	
S	R.768630	Mother - Ethel Buchanan 79, Roxburgh Street, Liverpool, 4.	Fourth Engineer	15 DEC 1970 LEITH	152 - -			ENG L. BUCHANAN	10	
30	Liverpool Thessaly		do	on pay 1/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE L. Buchanan	1200	
S	R.822033	Father - Clifford Higgin- bottom, 40, Shevington Lane, Shevington, Wigan, Lancs.	Senior Elect'n	15 DEC 1970 LEITH	197 - -			ENG G. HIGGINBOTTOM	11	
27	Wigan Laomedon		do	15/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE G. Higginbottom	116	
S	R822032	Wife - Mary 83, Bailey Drive Bootle L'pool 20	Junior Electr'n	15 DEC 1970 LEITH	152 - -			ENG J. CARBURY	12	
27	L'pool MANSTER		do	on pay 14/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE J. Carbury	13	
7A	R.356512	Wife - Thelma 27 Toll Square, North Shields, Northumberland.	Catering Officer	15 DEC 1970 LEITH	166 - -			ENG G. F. JOHNSON	13	
40	N. Shields British Guardian		C.K. 38788 N.E. 659	15/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE G. F. Johnson	132	
S	R.708536		Boats- wain	do	119 17 10			ENG G. W. ROBINSON	14	
41	Durham John Biscoe	117 Southeastern Road, Ramsgate, Kent.	55870	At once	7-4-71 STANLEY	1/A	w/c	RELEASE G. W. Robinson	30	
M	R.841852	Wife - Joyce 14, Old Common Minchinhampton, Stroud, Glos.	Basin's MATE	15 DEC 1970 LEITH	106 19 5			ENG F. J. SMITH	15	
51	Nailsworth, Glos. Shaokleton 21.5.1969		64837	on pay 11/12/70 At once	7-4-71 STANLEY	1/A	w/c	RELEASE F. J. Smith	17	

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.

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

§ The causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Pensions and National Insurance.

Name of Ship **R.R.S. BRANSFIELD**

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners thereof from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
ONE	R:772274	Mother - Hilda	A.B./	15 DEC 1970				ENG. <i>D.F. Horn</i>	16	<i>D.F. Horn</i>
24	Gosport	175 Tukes Avenue.	Launchman	LEITH	104 13 10			RELEASE <i>D.F. Horn</i>	17	<i>D.F. Horn</i>
	R.827143	Mother - Mrs Vera Dennis	A.B.	do	103 14 10			ENG. <i>R.W.C. Facey</i>	17	<i>R.W.C. Facey</i>
34	Ramsgate	61 Plains of Waterloo, Ramsgate, Kent.		do	103 14 10			RELEASE <i>R.W.C. Facey</i>	17	<i>R.W.C. Facey</i>
	R 709469	Wife: Thora	AB	28 DEC 1970	103 14 10			ENG. <i>S. W. A. STEVENSON</i>	18	<i>S. W. A. STEVENSON</i>
28	Stronsay	14, Bowling Green St. Leith		LEITH	103 14 10			RELEASE <i>S. W. A. STEVENSON</i>	15	<i>S. W. A. STEVENSON</i>
	R 853637	M. alicia	BDH.	4. 1. 71	102 19 7			ENG. <i>W. J. Jones</i>	19	<i>W. J. Jones</i>
22	glasgow	148 abbotsford place glasgow C.S.		31.12.70	106 2 10			RELEASE <i>W. J. Jones</i>	10	<i>W. J. Jones</i>
	F.228	Mother - Christine	T.D.H.	15 DEC 1970	102 19 7			ENG. <i>R.E. Dickson</i>	20	<i>R.E. Dickson</i>
31	Stanley, Falkland Is	Teal Inlet, Falkland Is.		LEITH	102 19 7			RELEASE <i>R.E. Dickson</i>	17	<i>R.E. Dickson</i>
	R.891390	Mother - Isabel	Deck Boy	do	48 1 5			ENG. <i>J.G. Pirie</i>	21	<i>J.G. Pirie</i>
15	Kirkwall, Orkneys	53 Victoria Street Kirkwall, Orkneys.		do	48 1 5			RELEASE <i>J.G. Pirie</i>	16	<i>J.G. Pirie</i>
	R.891390	Mother - Margaret	Deck Boy	do	48 1 5			ENG. <i>I.S. STEVENSON</i>	22	<i>I.S. STEVENSON</i>
16	Stronsay, Orkneys	K.68, Grampian House, Lindsay Road, Leith.		do	48 1 5			RELEASE <i>I.S. STEVENSON</i>	17	<i>I.S. STEVENSON</i>
	R.131871	Mother - Mildred	Donkey-man	do	111 6 10			ENG. <i>T.M. Stuart</i>	23	<i>T.M. Stuart</i>
1	Aberdeen	42 Ripstone Gardens Highfield, Southampton.		do	111 6 10			RELEASE <i>T.M. Stuart</i>	17	<i>T.M. Stuart</i>
57	Doric Star	23.11.1935		do	111 6 10			ENG. <i>W.D. Wright</i>	24	<i>W.D. Wright</i>
	R 880254	Mrs. Lilian	GREASER	18 DEC 1970	95 - -			ENG. <i>D.D. Drighl</i>	24	<i>D.D. Drighl</i>
24	Edinburgh	37, West Tolton Circus Edinburgh		LEITH	95 - -			RELEASE <i>D.D. Drighl</i>	13	<i>D.D. Drighl</i>
	R.792936	Fostermother - Mrs Elizabeth Leckie,	Greaser	15 DEC 1970	104 13 10			ENG. <i>J.E.B. McKenzie</i>	25	<i>J.E.B. McKenzie</i>
26	Leith	6 Piershill Square West, Edinburgh 8.		LEITH	104 13 10			RELEASE <i>J.E.B. McKenzie</i>	16	<i>J.E.B. McKenzie</i>
	F.218	Mother - Mrs Lena Coleman	Greaser	do	104 13 10			ENG. <i>J.T. Smith</i>	26	<i>J.T. Smith</i>
43	Stanley, Falkland Is	Kent Road, Stanley, F.I.		do	104 13 10			RELEASE <i>J.T. Smith</i>	18	<i>J.T. Smith</i>
	R 363896	Wife Anne	SHIP'S COOK	21 DEC 1970	135 9 5			ENG. <i>W. Brown</i>	27	<i>W. Brown</i>
40	Edinburgh	43 Edenhall Musselburgh		LEITH	135 9 5			RELEASE <i>W. Brown</i>	15	<i>W. Brown</i>
	R.893182	Mother - Thelma	2nd Cook/Baker	15 DEC 1970	111 6 10			ENG. <i>M. Johnson</i>	28	<i>M. Johnson</i>
19	Tynemouth	27, Toll Square, North Shields.		LEITH	111 6 10			RELEASE <i>M. Johnson</i>	14	<i>M. Johnson</i>
	R.868791	Mother - Florence	2nd Steward	do	115 2 10			ENG. <i>F. Kirkpatrick</i>	29	<i>F. Kirkpatrick</i>
36	Marple, Cheshire	225 Holdenhurst Road, Bournemouth, Hants.		do	115 2 10			RELEASE <i>F. Kirkpatrick</i>	17	<i>F. Kirkpatrick</i>
	R 897871	Mrs. Alison	Catering Boy	15 DEC 1970	48 1 5			ENG. <i>D. S. Hazell</i>	30	<i>D. S. Hazell</i>
29/34	KIRKEADY	13, WAROUT BRIDGE GLENKOTHS FIFE		LEITH	48 1 5			RELEASE <i>D. S. Hazell</i>	10	<i>D. S. Hazell</i>

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NATIONAL INSURANCE—Details of National Insurance Schemes as they affect seafarers are given in Leaflet N.I.24, issued by the Ministry of Social Security.

Name of Ship

R.R.S. BRANSFIELD

M.N.E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged
Income Tax Code	Nationality (if British state birthplace)	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge	** No. of N.I. conts. payable		and of official before whom the balance of wages was paid and release signed and date
Age	Last ship and year of discharge if more than a year previous									
ONE	R 897875	Mo. Jane 121A HAWKTHILL DUNDEE	Catering Boy	15 DEC 1970 LEITH	48 1 5 On pay 14/12/70 At once	3 months 1/18	n/c	ENG J.M.B. KENNEDY RELEASE J.M.B. KENNEDY	31	[Signature]
S	R 897875	Ms. Deborah Line 18 ALAUNDALE ROAD BOURNEMOUTH HANTS	Catering Boy	DO	48 1 5 7-4-71	1/18	n/c	ENG Peter Ling RELEASE Peter Ling	32	[Signature]
S	R 897876	FA NORMAN 6 GLENALLACHIE COTTAGE ABERLOUR, BANFFS	Catering Boy	DO	48 1 5 7-4-71	1/18	n/c	ENG A.B. Lovie RELEASE A.G. Lovie	33	[Signature]
S	R 897874	FA JAMES 4, FALCON ROAD, BUCKHAVEN FIFE	Catering Boy	DO	48 1 5 7-4-71	1/18	n/c	ENG R. McConnarch RELEASE R. McConnarch	34	[Signature]
S	R 897872	FA JAMES 2 CHARLES LANE BOGHALL, BATHSHE W. LOTHIAN	Catering Boy	DO	48 1 5 7-4-71	1/18	n/c	ENG I. Menzies RELEASE I. Menzies	35	[Signature]
/	/	W. Laurie 44, Leveley Rd. Meols Wirral Chesh.	Supy	31/12/70 Leith	- 1 - 4.1.71	Di	-	ENG K. Osborne RELEASE Ken 2	36	[Signature]
/	/	Mr Laurie	Supy	do	- 1 - 4.1.71	Di	-	ENG K. Osborne RELEASE Ken 2	37	[Signature]
/	/	As above	Supy	do	- 1 - 4.1.71	Di	-	ENG Drummond B Small RELEASE Drummond B. Small	38	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG Ronald Loan RELEASE	39	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG T. Devine RELEASE	40	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG David Spring RELEASE	41	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG J. H. Linn RELEASE J. H. Linn	42	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG Malcolm MacArthur RELEASE Malcolm MacArthur	43	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG R. O. Hall RELEASE R. O. Hall	44	[Signature]
/	/	do owner	Supy	do	- 1 -	-	-	ENG M. J. Culshaw RELEASE M. J. Culshaw	45	[Signature]

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 ce of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount
 of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died"

Name of Ship

E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or initials of official before whom the seaman is engaged
Age	Last ship and year of discharge if more than a year previous				Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge			
	N 558090									
	Mer Dragon	of owner	Supy	16.1.71				ENG. M. Frankford	46	
23								RELEASE M. Frankford	-	
	L 718287									
	Kellering	of owner	Supy	do				ENG. N. Meades	47	
23								RELEASE N. Meades	-	
	P 156346									
	Edwan	of owner	Supy	do				ENG. Peter C. Downing	48	
22								RELEASE Peter C. Downing	-	
	460232									
	Hampden	of owner	Supy	do				ENG. D. Gillin	49	
28								RELEASE D. Gillin	-	
	261647									
	Jarberhan	of owner	Supy	do				ENG. W. K. K. K.	50	
31								RELEASE W. K. K. K.	-	
	353492									
	Malmesbury	of owner	Supy	do				ENG. H. G. Stoneham	51	
22								RELEASE	-	
	G. 816842									
	Dunsmuir	of owner	Supy	do				ENG. B. K. K. K.	52	
22								RELEASE B. K. K. K.	-	
	L 390424									
	Fuston	of owner	Supy	do				ENG. P. J. J.	53	
23								RELEASE	-	
	G 75387									
	Repin	of owner	Supy	do				ENG. N. J. Edleston	54	
22								RELEASE	-	
	652573									
	Buchman	of owner	Supy	do				ENG. R. Webb	55	
22								RELEASE R. Webb	-	
	N. 259516									
	Langford	of owner	Supy	do				ENG. P. M. M.	56	
40								RELEASE P. M. M.	-	
	N. 592184									
	Belgar	of owner	Supy	do				ENG. R. Paterson	57	
27								RELEASE R. Paterson	-	
	N 536373									
	Finlay	of owner	Supy	do				ENG. F. Fin	58	
36								RELEASE F. Fin	-	
	LD 422088									
	hpa	of owner	Supy	do				ENG. A. Keelley	59	
24								RELEASE A. Keelley	-	
	P. 547773									
	Scunthorpe	of owner	Supy	do				ENG. J. J.	60	
22								RELEASE	-	

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Name of Ship

E.A. Category	Numbers of Discharge Books	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESSES	In what capacity engaged †	Date and place of signing this agreement	Amount of wages per week or calendar month	Amount of wages advanced upon or at the time of engagement ‡	Amount of weekly, half monthly or monthly allotment	SIGNATURE OF CREW ON ENGAGEMENT	Ref. No.	Signature or Initials of official before whom the seaman is engaged			
											Income Tax Code	Nationality (if British state birthplace)	
Age	Last ship and year of discharge if more than a year previous	ADDRESSES OF MASTER AND CREW (if different from above)	Number of Certificate (if any) and number of R.N.R. Commission or R.V.2 (if any)	Date and hour at which to be on board	Particulars of discharge to be filled in by the Master upon the discharge, death or desertion of any member of the Crew			Release. We the members of the Crew whose signatures appear in the space marked release, do hereby release this ship, and the Master, and the Owner or Owners (hereof) from all claims for wages or otherwise in respect of this voyage and I, the Master do hereby release the said undersigned members of the Crew from all claims in respect of the said voyage.	No. of N.I. conts. payable	Signature of official before whom the balance of wages was paid and release signed and date			
					Date and place of leaving this ship, or death	Cause §	Balance of wages paid on discharge						
1	428995	Alderholt	of owner	Supy	John	4.1.71	-	-	-	-	ENG. T. W. Thomas	61	P
21											RELEASE T. W. Thomas		
23	227623	Jamban	of owner	Supy			-	-			ENG. R. Collister	62	P
23											RELEASE R. Collister		
18	N. 346102	Bmi	of owner	Supy			-	-			ENG. P. Shilling	63	P
18											RELEASE P. Shilling		
23	305891	889	of owner	Supy			-	-			ENG. J. Jackson	64	P
23											RELEASE J. Jackson		
25	No 58694	S.O.T	of owner	Supy			-	-			ENG. P. Wainwright	65	P
25											RELEASE P. Wainwright		
25	G 726760	fw	of owner	Supy			-	-			ENG. James Jamieson	66	P
25											RELEASE Jim Jamieson		
25	N. 494196	Bm	of owner	Supy			-	-			ENG. A. J. Smith	67	P
25											RELEASE		
38	R737064	W. Mrs Elizabeth 70 Tay Crescent Bishopscleeve	W. Mrs Elizabeth	Supy			-	-			ENG. P. Hayward	68	P
38							3/3/71	m/c			RELEASE P. Hayward		1.4
26	G. 969627	Menden	of owner	Supy			-	-			ENG. B. E. Lyantham	69	P
26											RELEASE B. E. Lyantham		
31	156893	hdn	of owner	Supy			-	-			ENG. J. J. Clark	70	P
31											RELEASE J. J. Clark		
18	F. 248	F. NASH 4 ARLINGTON ST, STANLEY, FARQUHAR IS.	F. NASH	GREYER	26-2-71	STANLEY	95	-	-	-	ENG. M. J. Clarke	71	P
18	F. Is.										RELEASE M. J. Clarke	6	P
33	F. Is.	B. PETER HILL COVE FARQUHAR IS.	B. PETER	D.H.U.	26-2-71	STANLEY	86	1	4	-	ENG. G. S. Duncan	72	P
33	F. Is.										RELEASE G. S. Duncan	6	P
30	A268344	M. HARRIS ALLEN 3325 MALCOLM ST. SAN DIEGO CALIFORNIA. U.S.A.	M. HARRIS ALLEN	SECON LOOK	1-3-71	PUNTA ARENAS LILLE.	111	6	10		ENG. J. E. Colman	73	P
30	F. Is.										RELEASE J. E. Colman	5	P
											ENG.		
											RELEASE		
											ENG.		
											RELEASE		

ies of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Refrigerating Engineers, Electrical Engineers or Winchmen, and not y as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards should be described as Catering Boys, not merely as Boys.
nce of wages is not conditional on going to sea the words "not conditional" should be inserted above the entry of the amount
of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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 Board of Trade or in ships which are mainly propelled otherwise than by means of steam (e.g., auxiliary sailing ships) or under special conditions in ships exclusively engaged in the Indian or Japanese coasting trade.

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

The Agreement with the crew must contain a list of all members of the crew under 18 years age with the dates of their birth.

This summary must be included in every agreement with the crew.

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

Name in full	Date of Birth	Nationality (if British, state birthplace)	Capacity	If Apprentice Particulars of Indentures		Date of joining for the voyage	Particulars of Leaving To be filled up by the Master If remaining it should be stated		Initials of Official who grants Certificate respecting an Apprentice left behind abroad
				Date	Place of Signing		Date	Cause of leaving	
1. Young Persons* under 18 Years of age including Apprentices.									
Ivan Sinclair STEVENSON	14/1/54	Stronsay	D/Boy						
James George PIRIE	6/6/55	Kirkwall	D/Boy						
Joseph McDonald KENNEDY	7/1/55	Dundee	C/Boy						
Peter Rowley LING	3/7/53	WARRINGTON	C/Boy						
Alexander Gordon LOVIE	17/1/55	ABERDEEN	C/Boy						
Richard McCONNELL	24/7/54	GLASGOW	C/Boy						
Ian Ross MENZIES	10/1/55	BROXBURN	C/Boy						
David Steven HAZELL	26/1/54	KIRKCALDY	C/Boy						
Kevin Garry Osborne	21/1/54		Suvt.			31/12/70	31/1/70	Met. Consent.	
2. Apprentices over 18 years of age.									

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

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 Foreign Service Fees Order in Council, 1959.

<i>Services required by Law.</i>	In all countries. £ s. d.	<i>Services required by parties interested.</i>	In all countries. £ s. d.
(10) Sanctioning the engagement of seamen: for each seaman	5 0	(27) Preparing a fresh agreement with a ship's crew when new Articles of Agreement are opened at a foreign port and furnishing the copy which, under the Merchant Shipping Acts, must be made accessible to the crew: for each man	5 0
N.B.—On the transfer of a crew or part of a crew from one British ship to another, the maximum amount leviable under either Fee 10 or Fee 12 is £6 5s. 0d., whatever the number of seamen involved. In the case of a double transfer between two British ships these maxima will be doubled.		with a minimum of	2 5 0
(11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of		and a maximum of	6 15 0
(12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10)	10 0	(39) Inspecting a ship's papers when this is required to enable a consular officer to perform any specific service on the ship's behalf	15 0
(13) Certifying desertions of seamen: for each seaman	10 0 0	N.B.—This fee is not to be charged if the papers are at the time in the consular officer's custody (see No. 20).	
(14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly	5 0		
(20) Taking custody of a ship's papers, making any necessary endorsement thereon, and giving the certificate required by section 257 of the Merchant Shipping Act, 1894 (to include the fee for the inspection of the ship's papers, see Fee 39)	10 0		
	15 0		

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 27, 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.

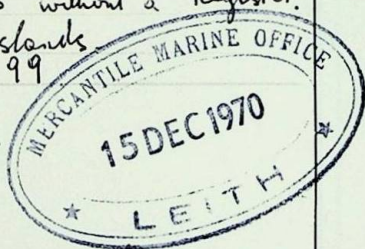
All Dis A's produced on engagement were delivered to the Master.

[Signature]



Arrangements made with Nautical Surveyor (Capt. Welch) for vessel to proceed to Falkland Islands without a Register. Vessel to be registered at Falkland Islands. Accommodation and L.S.A. approved for 99.

[Signature] Supt.



Master undertakes to bring deck manning up to scale as per M489 before proceeding foreign. Vessel cleared to Southampton only.



[Signature] Supt.

Deck manning brought up to scale (M489).

*STANLEY,
26th FEBRUARY, 1971*

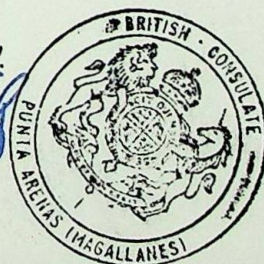
I certify that I have today sanctioned the discharge of the seamen whose names appear at Lines 19, 24 and 28 of this agreement. Discharge Books handed to respective seamen. I further certify that the seamen at Lines 71 and 72 were engaged in my presence.

*[Signature]
Ship's Officer*

**BRITISH CONSULATE
PUNTA ARENAS - Chile;**

Vessel arrived *1st March 1971*
Articles deposited *2nd March 1971*
Articles returned *2nd March 1971*
Average rate of exchange *£ 34.67 = 100 P*
(for conversion of seamen's wages only)

*[Signature]
British Consul.*



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates of Endorsements, a continuation sheet or sheets 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, 1906.

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12b)†

and those with reference Numbers

under Section 28 (12c)†

.....Signature.

.....Date.

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

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

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound under a Penalty of £5, 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 Her Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding £100, 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 special page). The employment of children under the age of 15 years is prohibited.

Engagement of Crews and Seamen in the United Kingdom.

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

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

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

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

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

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

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

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

13. The Master of a foreign-going Ship incurs a Penalty of £5 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 £20 to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.

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

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

Return to the United Kingdom.

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

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

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

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

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

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

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

23. Upon payment of wages and settlements of disputes (if any) being effected, the Officer before whom the men are discharged will require the Crew to sign *in his presence* a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See cols. 15 and 16.)