



OFFICIAL LOG-BOOK

(O 3) (For 125 Men)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

| Name of Ship | Official No. | Port of Registry | Registered Tonnage | | Name of Master | No. of his Certificate if any |
|---|--------------|------------------|--------------------|-----|--|--|
| | | | Gross | Net | | |
| <div style="border: 1px solid black; padding: 2px;"> R.M.S. "DARWIN" PORT OF REGISTRY: PORT STANLEY FALKLAND ISLANDS. OFF No. 158334 GROSS TONS 1792.86 NET TONS 728.66 N.H.P. 144 </div> | | | | | <i>Frederick Williams</i> <i>White.</i> | <i>Master.</i> <i>F.G. S/S.</i> <i>52805</i> |

| Port at which and Date when voyage commenced | Nature of the Voyage or Employment | Port at which and Date when voyage terminated |
|--|--|---|
| Port... <i>Stanley F.I.s.</i> Date... <i>1 JUL 1960</i> | <div style="border: 1px solid black; padding: 2px; text-align: center;"> FALKLAND ISLANDS AND SOUTH AMERICA </div> | Port... <i>Stanley F.I.s.</i> Date..... |

Delivered to the Superintendent of the Mercantile Marine Office at the

Port of... *Stanley* on... *6* day of... *January* 19*61*.

Countersigned

.....
L. J. Brown
 Superintendent.

.....
J. White
 Master

..... Address

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

List of Crew and Report of Character

| No. | Name and Surname of each member of the Crew | Capacity in which engaged | Report of Character | | If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name |
|-----|---|---------------------------|---------------------|---------------------|---|
| | | | For Ability | For General Conduct | |
| 1 | Fredrick W. White. | Master. | VG | VG | |
| 2 | William H. Goss. | 1 st Mate. | VG | VG | |
| 3 | Hector Anderson. | 2 nd " | VG | VG | |
| 4 | Peter S. Thain. | 3 rd " | VG | VG | |
| 5 | Mark O. Lyse. | R/O. | VG | VG | |
| 6 | George McLeod. | Boatman. | VG | VG | |
| 7 | William Hills. | Lamptrimmer & AB. | VG | VG | 28. 29. |
| 8 | George Short. | Lamptrimmer & AB. | VG | VG | |
| 9 | Neal Jennings. | AB. | VG | VG | |
| 10 | Keith Betts. | Sailor. | VG | VG | |
| 11 | Eric Short. | S.O.S. | VG | VG | |
| 12 | George Jester. | S.O.S. | VG | VG | |
| 13 | Paul Andersen. | S.O.S. | VG | VG | 28. 29. 30 |
| 14 | Harry Hansen. | J.O.S. | VG | VG | |
| 15 | William Donald. | Chief Engineer | VG | VG | 28. 29. 30 |
| 16 | Magnus Cook. | 2 nd Engineer | VG | VG | |
| 17 | Malcolm Binnie. | 3 rd " | VG | VG | |
| 18 | Dennis Larsen. | 4 th " | VG | VG | |
| 19 | Severo Ampuero. | Fireman. | VG | VG | |
| 20 | Lyle Craigie-Hall. | " | VG | VG | |
| 21 | Darwin Berntsen. | " | VG | VG | |
| 22 | George Harris. | Chief Steward | VG | VG | |
| 23 | William Rawlands. | Book. | VG | VG | |
| 24 | Christopher Brinks. | 2 nd " | VG | VG | |
| 25 | James Biggs. | Steward. | VG | VG | |

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

List of Crew and Report of Character—Continued.

| No. | Name and Surname of each member of the Crew | Capacity in which engaged | Report of Character | | If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name |
|-----|---|---------------------------|---------------------|---------------------|---|
| | | | For Ability | For General Conduct | |
| 26 | Ulises Barria. | Steward. | VG | VG | |
| 27 | Peter McGill. | " | VG | VG | |
| 28 | Benjamin Pearson. | M.R. " | VG | VG | |
| 29 | Eddy Gallardo. | Pantry Boy. | VG | VG | 28. 29. 30. |
| 30 | Rubikinto Boldini. | Steward. | VG | VG | |
| 31 | William Hills. Now. | Lamptrimmer & A.B. | | | |
| 32 | Olivia Jane White. | Superannuated. | VG | VG | |
| 33 | Isaac Alexander White. | " | V.G. | V.G. | 32. |
| 34 | Stephanie Jane White. | " | VG | VG | |
| 35 | Richard Hills. | JOS. | VG | VG | |
| 36 | Bevil Jones. | JOS. | VG | VG | |
| 37 | Boleslaw Reiss. | 2 nd Engineer. | VG | VG | |
| 38 | William Hills. | AB. | VG | VG | |
| 39 | Harry Sarney. | Steward. | VG | VG | |
| 40 | John Smith. | AB. | VG | VG | |
| 41 | Neal Jennings. | AB. | VG | VG | |
| 42 | Milly Anderson. | Superannuated. | VG | VG | |
| 43 | Magnus Cook. | Asst. Engineer. | VG | VG | |
| 44 | William Donald. | Chief Engineer. | VG | VG | |
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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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List of Crew and Report of Character—Continued.

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| | | | For Ability | For General Conduct | |
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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 | |
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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 with 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 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 state in the narrative section of the official log-book, **full particulars of all the circumstances attending the death**, more particularly in case of murder, disappearance or suicide.

IMPORTANT.—When the death of a person at sea is assumed by the Master to have taken place because the person in question is reported to be "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 overleaf or on Form B. & D.1; the Form of Return B. & D.2 should be used for reporting such deaths. The Master, however, should continue to report in the narrative section of the Official Log full particulars of the circumstances relating to the death.

When reporting the required particulars on Form B. & D.1 or B. & D.2, the Master should also, if required, give an account of any moneys due to a deceased seaman or apprentice, of any deductions from his wages, and of his clothing and effects, on the relevant Form W. & E.1. The form required will be supplied by the Superintendent, Consular Officer or Shipping Master on request.

| Profession or Occupation | Father's Name (Surname in block letters) | Father's Profession or Occupation |
|--------------------------|---|-----------------------------------|
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(See Instructions on previous page)

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

| | 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 |
|--|---------------|------------------------|-----|--|---|--|-------------------------|
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* 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.
 † "Master" includes every person (except a pilot) having command or charge of any ship.

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 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

| 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 |
|--|--|---|---------------|------------------------------------|
| 2.7.60 | No drills carried out. Vessel in port. | | 2.7.60 | <i>J. White</i> <i>W. J. S.</i> |
| 9.7.60 | No drills carried out. Vessel in port, and unsuitable weather conditions at sea. | | 9.7.60 | <i>J. White</i> <i>W. J. S.</i> |
| 16.7.60 | Both lifeboats lowered to embarkation level and returned to stowed position. Milk provisions changed, and tank batteries checked; all gear examined. | | 16.7.60 | <i>J. White</i> <i>W. J. S.</i> |
| 17.7.60 | Passengers & crew mustered at 'Boat Stations'. Fire drill carried out; emergency generator and emergency fire pump run. | | 17.7.60 | <i>J. White</i> <i>W. J. S.</i> |
| 30.7.60 | No drills carried out. Vessel in port. | Watertight door between engine room & shaft tunnel tested. | 30.7.60 | <i>J. White</i> <i>W. J. S.</i> |
| 6.8.60 | No drills carried out. Vessel in port. | | 6.8.60 | <i>J. White</i> <i>W. J. S.</i> |
| 8.8.60 | Passengers & crew mustered at 'Boat Stations'. Emergency generator and fire pump run. | Emergency appliances visually found in good order. | 8.8.60 | <i>J. White</i> <i>W. J. S.</i> |
| 17.8.60 | Passengers & crew mustered at 'Boat Stations'. Emergency generator and fire pump run. | Emergency appliances in good order. | 17.8.60 | <i>J. White</i> <i>W. J. S.</i> |
| 27.8.60 | No drills carried out this week; vessel in port. | Watertight door between shaft tunnel/engine room tested. | 27.8.60 | <i>J. White</i> <i>W. J. S.</i> |
| 3.9.60 | No drills carried out this week; vessel in port. | Fire alarm zones key-tested. | 3.9.60 | <i>J. White</i> <i>W. J. S.</i> |
| 6.9.60 | Crew mustered at 'Boat Stations'. Emergency generator and fire pump run. | Emergency appliances in good order. | 6.9.60 | <i>J. White</i> <i>W. J. S.</i> |
| 12.9.60 | All portable fire extinguishers in engine room discharged and re-filled. | | 12.9.60 | <i>J. White</i> <i>W. J. S.</i> |
| 15.9.60 | Crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. All gear found in good order. | | 15.9.60 | <i>J. White</i> <i>W. J. S.</i> |
| 21.9.60 | Lifeboat portable radio transmitter tested in conjunction with shore radio station, V.P.C., and found in satisfactory working order. | | 21.9.60 | <i>J. White</i> <i>W. J. S.</i> |

* 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 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 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

| 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 |
|--|--|---|---------------|------------------------------------|
| 24.9.60 | No drills carried out this week. Vessel in port & coastwise. | | 24.9.60 | <i>J. White</i> <i>W. J. S.</i> |
| 1.10.60 | No drills carried out this week. Vessel in port. | 5.10.60 Fire alarm zones key-operated; found in good order & condition. | 1.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 8.10.60 | No drills carried out this week. Vessel in port. | Watertight door in engine room/shaft tunnel tested. | 8.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 15.10.60 | No drills carried out this week. Vessel in port. | Fire alarm zones key-operated; found in good order & condition. | 15.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 23.10.60 | Passengers & crew mustered at 'Boat Stations'. Fire drill carried out. Emergency generator & emergency fire pump run. Visual examination of life-saving appliances showed same in good order. | | 23.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 27.10.60 | Crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. All appliances in good order. | | 27.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 11.5.10.60 | No drills carried out this week. Vessel in port. | | 11.5.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 11.9.10.60 | Crew mustered at 'Boat Stations'. No drill carried out owing to weather conditions. | | 11.9.10.60 | <i>J. White</i> <i>W. J. S.</i> |
| 13.11.60 to 26.11.60 | Vessel in drydock at Newcastle. All life-saving appliances thoroughly overhauled and examined. Boats cleaned out, all gear examined and overhauled, and boats painted externally. All life-saving equipment and firefighting equipment examined for survey, and tested, by Mr. T. Winter, Lloyd's Surveyor, as instructed by Lloyd's London. | | 26.11.60 | <i>J. White</i> <i>W. J. S.</i> |
| 3.12.60 | No drills carried out this week. | | 3.12.60 | <i>J. White</i> <i>W. J. S.</i> |
| 10.12.60 | No drills carried out this week. Vessel in port & weather conditions unsuitable at sea. | | 10.12.60 | <i>J. White</i> <i>W. J. S.</i> |
| 16.12.60 | Hand steering gear, W/T doors, and fire alarm system, all tested and found in good order. | | 16.12.60 | <i>J. White</i> <i>W. J. S.</i> |
| 17.12.60 | Passengers & crew mustered at 'Boat Stations'. Both boats lowered to embarkation level and returned to stowed position. Fire drill carried out, and emergency fire pump run. | | 17.12.60 | <i>J. White</i> <i>W. J. S.</i> |

* 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 practised in fire drill, etc.

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF
LIFE-
SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1952

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every month in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.

(Section 2 (3) of the Merchant Shipping (Safety Convention) Act, 1949.)

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

RECORD 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 |
|-----------------------------|--|---|---------------|-------------------------------|
| 3.7.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 3.7.60 | J. W. White. W. H. Goss. |
| 10.7.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 10.7.60 | J. W. White. W. H. Goss. |
| 17.7.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 17.7.60 | J. W. White. W. H. Goss. |
| 24.7.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 24.7.60 | J. W. White. W. H. Goss. |
| 31.7.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 31.7.60 | J. W. White. W. H. Goss. |
| 7.8.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 7.8.60 | J. W. White. W. H. Goss. |
| 14.8.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 14.8.60 | J. W. White. W. H. Goss. |
| 21.8.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 21.8.60 | J. W. White. W. H. Goss. |
| 28.8.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 28.8.60 | J. W. White. W. H. Goss. |
| 4.9.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 4.9.60 | J. W. White. W. H. Goss. |
| 11.9.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 11.9.60 | J. W. White. W. H. Goss. |
| 18.9.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 18.9.60 | J. W. White. W. H. Goss. |
| 25.9.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 25.9.60 | J. W. White. W. H. Goss. |
| 2.10.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 2.10.60 | J. W. White. W. H. Goss. |
| 9.10.60 | J. W. White. Master. W. H. Goss. 1 st Mate. G. Harris. Ch. Steward. | — | 9.10.60 | J. W. White. W. H. Goss. |

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

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

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EMPLOYMENT OF LASCARS

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

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

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

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

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

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

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

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

Master..... Date.....

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.)

- | | | | |
|--|---------|--|---------------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey | £1 15 0 | (34) 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 | s. d. 14 0 |
|--|---------|--|---------------|

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES

| Freeboard from deck line. | | POSITION OF THE DECK LINE AND LOAD LINE. | | Load Line. |
|---|---|--|--------------------------------|--|
| Tropical | 4 | feet | 00 ³ / ₈ | inches. (T)..... inches above S. |
| Summer | 4 | feet | 00 ³ / ₈ | inches. (S) Upper edge of line through centre of disc. |
| Winter | 4 | feet | 00 ³ / ₈ | inches. (W)..... inches below S. |
| Winter North Atlantic (if assigned) | 4 | feet | 00 ³ / ₈ | inches. (WNA)..... inches below S. |
| Allowance for fresh water for all freeboards:— | | | 3 ¹ / ₂ | inches. |
| The upper edge of the deck line from which these freeboards are measured is..... | | | | inches |
| above the top of the..... | | steel upper | | deck at side. |
| (Above particulars to be taken from Load Line Certificate.) | | | | |
| Maximum draught of water in summer..... | | 13 | feet. | 06 ¹ / ₂ inches. |
| (The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.) | | | | |

NOTES

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00 meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water", the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 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) | |
| | | | | | | | | | Ins. | Weight | Ins. | Distance |
| 8.7.60 | | Ft. Ins. | Ft. Ins. | Ft. Ins. | Ft. Ins. | Ft. Ins. | | Ins. | Weight | Ins. | Distance | Ins. |
| 10.00 | Stanley. | 6.08 | 14.04 | 7.07 $\frac{7}{8}$ | 7.07 $\frac{7}{8}$ | 7.07 $\frac{7}{8}$ | 1025 | - | - | - | - | - |
| 16.7.60 | Montevideo. | 11.00 | 14.09 | 4.08 $\frac{3}{8}$ | 4.08 $\frac{3}{8}$ | 4.08 $\frac{3}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 11.24 | | | | | | | | | | | | |
| 8.8.60 | Stanley. | 8.00 | 13.08 | 6.08 $\frac{7}{8}$ | 6.08 $\frac{7}{8}$ | 6.08 $\frac{7}{8}$ | 1025 | - | - | - | - | - |
| 10.00 | | | | | | | | | | | | |
| 16.8.60 | Montevideo. | 9.06 | 14.11 | 5.04 $\frac{3}{8}$ | 5.04 $\frac{3}{8}$ | 5.04 $\frac{3}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 11.00 | | | | | | | | | | | | |
| 5.9.60 | Stanley. | 8.02 | 14.02 | 6.04 $\frac{7}{8}$ | 6.04 $\frac{7}{8}$ | 6.04 $\frac{7}{8}$ | 1025 | - | - | - | - | - |
| 18.00 | | | | | | | | | | | | |
| 15.9.60 | Montevideo. | 12.02 | 13.02 | 4.10 $\frac{7}{8}$ | 4.10 $\frac{7}{8}$ | 4.10 $\frac{7}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 16.30 | | | | | | | | | | | | |
| 20.10.60 | Stanley. | 8.00 | 13.10 | 6.07 $\frac{7}{8}$ | 6.07 $\frac{7}{8}$ | 6.07 $\frac{7}{8}$ | 1025 | - | - | - | - | - |
| 18.00 | | | | | | | | | | | | |
| 27.10.60 | Montevideo. | 9.09 | 15.08 | 4.10 $\frac{3}{8}$ | 4.10 $\frac{3}{8}$ | 4.10 $\frac{3}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 17.00 | | | | | | | | | | | | |
| 8.11.60 | Stanley. | 9.02 | 13.03 | 6.04 $\frac{3}{8}$ | 6.04 $\frac{3}{8}$ | 6.04 $\frac{3}{8}$ | 1025 | - | - | - | - | - |
| 18.00 | | | | | | | | | | | | |
| 26.11.60 | Montevideo. | 10.10 | 13.03 | 5.06 $\frac{3}{8}$ | 5.06 $\frac{3}{8}$ | 5.06 $\frac{3}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 16.00 | | | | | | | | | | | | |
| 9.12.60 | Stanley. | 9.02 | 11.10 | 7.00 $\frac{7}{8}$ | 7.00 $\frac{7}{8}$ | 7.00 $\frac{7}{8}$ | 1025 | - | - | - | - | - |
| 18.00 | | | | | | | | | | | | |
| 17.12.60 | Montevideo. | 11.00 | 13.06 | 5.03 $\frac{7}{8}$ | 5.03 $\frac{7}{8}$ | 5.03 $\frac{7}{8}$ | 1015 | 1 $\frac{1}{2}$ | - | - | - | - |
| 10.00 | | | | | | | | | | | | |
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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.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 23

| | | | | | SIGNATURES | | ARRIVALS | | |
|--------------------------|--|------------------|--|------------------|--|----------------|--------------|----------------------------------|---|
| Total Allowances (12) | Mean Draught in salt 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) | MASTER (16) | MATE (17) | Date and Hour of Arrival (18) | Dock, Wharf, Harbour or Other Place (19) |
| Ins. | Ft. | Ins. | Ft. | Ins. | | | | | |
| - | 10. | 06 | 7. | 00 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 12.7.60 18.30 | Montevideo. |
| 1 $\frac{1}{2}$ | 12. | 09 | 4. | 09 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 20.7.60 14.48 | Stanley. |
| - | 10. | 10 | 6. | 08 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 12.8.60 12.30 | Montevideo. |
| 1 $\frac{1}{2}$ | 12. | 01 | 5. | 05 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 20.8.60 10.00 | Stanley. |
| - | 11. | 02 | 6. | 04 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 9.9.60 11.06 | Montevideo. |
| 1 $\frac{1}{2}$ | 12. | 06 $\frac{1}{2}$ | 5. | 00 $\frac{3}{8}$ | - | J. White. | W. J. G. S. | 19.9.60 10.00 | Stanley. |
| - | 10. | 11 | 6. | 07 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 24.10.60 17.00 | Montevideo. |
| 1 $\frac{1}{2}$ | 12. | 07 | 4. | 11 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 31.10.60 09.00 | Stanley. |
| - | 11. | 02 $\frac{1}{2}$ | 6. | 04 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 12.11.60 16.30 | Montevideo. |
| 1 $\frac{1}{2}$ | 11. | 11 | 5. | 07 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 30.11.60 08.15 | Stanley. |
| - | 10. | 06 | 7. | 00 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 13.12.60 17.30 | Montevideo. |
| - | 12. | 04 $\frac{1}{2}$ | 5. | 02 $\frac{7}{8}$ | - | J. White. | W. J. G. S. | 21.12.60 11.30 | Stanley. |
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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.

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OFFICIAL LOG of the
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Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 19 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 |
|---------------------------------|--|---------------|---|--|
| 30.6.60 10.30 | Stanley. | 30.6.60 | Articles of Agreement opened by Master before Shipping Master; same effective from 1.7.60. <i>Swishite Master.</i> | Colonial |
| 4.7.60 13.30 | Stanley. | 4.7.60 | W. Donald, Chief Engineer, had brief 'black out', or fainting spell. Dr. J. Ashmore called by telephone and attended Mr. Donald. Mr. Donald confined to bed and given medicines prescribed by Dr. Ashmore. <i>Swishite Master.</i> | |
| 5.7.60 10.00 | Stanley. | 5.7.60 | Dr. J. Ashmore attended Mr. W. Donald, Chief Engineer, on board. <i>Swishite Master.</i> | |
| 6.7.60 10.00 | Stanley. | 6.7.60 | Dr. J. Ashmore attended Mr. W. Donald, Chief Engineer, on board. <i>Swishite Master.</i> | |
| 6.7.60 14.15 | Stanley. | 6.7.60 | Mr. W. Donald, Chief Engineer, attended K.E.M. Hospital for electro-cardiograph tests. <i>Swishite Master.</i> | |
| 7.7.60 10.30 | Stanley. | 7.7.60 | Dr. J. Ashmore attended Mr. W. Donald, Chief Engineer, on board and advised Mr. Donald of the results of his electro-cardiograph tests of 6.7.60. Dr. Ashmore reported to Master that Mr. Donald was fit to proceed to sea, and also to continue in his employment as Chief Engineer, but this subject to regular surveillance by the Medical Department at Stanley. <i>Swishite Master.</i> | |
| 13.7.60 07.00 | Montevideo. | 13.7.60 | P. Andersen, S.O.S., failed to report for duty. <i>Swishite Master.</i> | |
| 13.7.60 09.00 | Montevideo. | 13.7.60 | W. Hills, Lamphurmer & AB., reported sick; symptoms being pains in back. <i>Swishite Master.</i> | |
| 13.7.60 | Montevideo. | 13.7.60 | R. Boldrini, Steward, resumed duty on board. | |

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 member 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 Her 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
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Merchant Shipping (Safety Convention) Act, 1949, are to be made in a special Supplementary Log-Book. Form O 10.

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|--|--|
| 13.7.60 15.30 | Montevideo. | 13.7.60 | W. Donald, Ch. Engineer, attended K.E.M. British Hospital for examination in connection with his previously reported heart condition. W. Hills, Lamphurmer & AB., attended British Hospital for examination and treatment of pains in back. Hills detained in hospital. <i>Swishite Master.</i> | |
| 14.7.60 07.00 | Montevideo. | 14.7.60 | P. Andersen, S.O.S., reported for duty. <i>Swishite Master.</i> | |
| 14.7.60 08.00 | Montevideo. | 14.7.60 | W. Donald, Ch. Engineer, attended British Hospital for further examination and treatment. <i>Swishite Master.</i> | |
| 14.7.60 11.00 | Montevideo. | 14.7.60 | P. Andersen, S.O.S., interviewed by Master concerning his absence from duty on 13.7.60. He had no valid reason for being absent, and as this is his second offence he is hereby fined two days pay. These entries explained to Andersen who had nothing further to say. <i>Swishite Master.</i> | |
| 15.7.60 12.00 | Montevideo. | 15.7.60 | British Hospital reported W. Hills, Lamphurmer & AB., being detained for further treatment and unable to sail in vessel. <i>Swishite Master.</i> | |
| 16.7.60 10.30 | Montevideo. | 16.7.60 | W. Hills, Lamphurmer & AB., signed off Articles; R. Boldrini, Steward, signed on Articles, both on Form ENG.2.A. <i>Swishite Master.</i> | |
| 14.7.60 10.00 | Montevideo. | 16.7.60 | J. Biggs, Steward, attended British Hospital for examination and treatment of injured right hand. Biggs returned to vessel and reported X-Ray examination showed fractured bone in hand. Biggs on light duty. <i>Swishite Master.</i> | |
| 23.7.60 15.40 | Stanley. | 23.7.60 | G. Short, Launch & AB., reported having injured his left hand by squashing between two scows. Short sent to K.E.M. Hospital for examination and treatment. Doctor later reported Short had no bones fractured, but hand badly bruised. <i>Swishite Master.</i> | |
| 22.7.60 | Stanley. | 23.7.60 | J. Biggs, Steward, resumed normal duty. <i>Swishite Master.</i> | |
| 30.7.60 17.00 | Stanley. | 30.7.60 | P. Andersen, S.O.S., attended K.E.M. Hospital for treatment of V.D. condition. <i>Swishite Master.</i> | |

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 member 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 Her Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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| 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 |
|---------------------------------|--|---------------|---|--|
| 3.8.60 11.20 | Stanley. | 3.8.60 | W. Donald, Chief Engineer, experienced brief recurrence of 'black out' or fainting spell. Dr. J. Ashmore called to attend Mr. Donald. | |
| | | | Dr. J. Ashmore Master. | |
| 4.8.60 11.30 | Stanley. | 4.8.60 | Dr. J. Ashmore attended Mr. W. Donald, Chief Engineer, on board. | |
| | | | Dr. J. Ashmore Master. | |
| 5.8.60 10.20 | Stanley. | 5.8.60 | Dr. J. Ashmore, attended Mr. W. Donald, Chief Engineer, on board. | |
| | | | Dr. J. Ashmore Master. | |
| 13.8.60 07.00 | Montevideo. | 13.8.60 | P. Andersen, S.O.S., failed to report for duty. | |
| | | | Dr. J. Ashmore Master. | |
| 13.8.60 09.00 | Montevideo. | 13.8.60 | W. Donald, Chief Engineer; R. Boldrini, Asst. Steward, attended British Hospital for examination. | |
| | | | Dr. J. Ashmore Master. | |
| 13.8.60 10.00 | Montevideo. | 13.8.60 | W. Hills, Lamphurmer & A.B., returned to vessel and resumed light duty only. Medical report on Hills from British Hospital stated he should be on light duties for period of four weeks. | |
| | | | Dr. J. Ashmore Master. | |
| 14.8.60 07.00 | Montevideo. | 14.8.60 | P. Andersen, S.O.S., still absent without permission from vessel. | |
| | | | Dr. J. Ashmore Master. | |
| 15.8.60 07.00 | Montevideo. | 15.8.60 | P. Andersen, S.O.S., resumed duty. | |
| | | | Dr. J. Ashmore Master. | |
| 16.8.60 07.00 | Montevideo. | 16.8.60 | P. Andersen, S.O.S., on board but drunk and incapable of duty. | |
| | | | Dr. J. Ashmore Master. | |
| 17.8.60 09.30 | 39° 28' S. 56° 32' W. | 17.8.60 | P. Andersen, S.O.S., interviewed by Master and Chief Officer. He had no explanation to offer regarding the three foregoing offences, and when told that he would be fined two day's pay for each offence he had nothing to say. Andersen is hereby fined a total of 6 days pay = £5.0.0 | |

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

OFFICIAL LOG of the
from

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towards

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|--|--|
| 22.8.60 21.50 | Stanley. | 22.8.60 | B. Brinks, 2 nd Cook, reported he had swallowed a straight pin which was lodged in his throat. Brinks sent to K.E.M. Hospital where he was detained. | |
| | | | Dr. J. Ashmore Master. | |
| 23.8.60 19.00 | Stanley. | 23.8.60 | Dr. R. S. Slesser, S.M.O., informed Master that he had so far been unsuccessful in all attempts to remove pin from Brinks' throat, and Brinks would be detained in hospital for time being. | |
| | | | Dr. J. Ashmore Master. | |
| 30.8.60 08.00 | Stanley. | 30.8.60 | B. Brinks, 2 nd Cook rejoined vessel and resumed duty; pin having been removed. | |
| | | | Dr. J. Ashmore Master. | |
| 3.9.60 10.20 | Stanley. | 3.9.60 | P. McGill, Steward, sent ashore with three other Stewards to collect a small quantity of stores for ship's use. McGill left the work party and went to Globe Hotel bar for a drink where he remained until 13.00 hours. | |
| | | | Dr. J. Ashmore Master. | |
| 3.9.60 15.00 | Stanley. | 3.9.60 | P. McGill, Steward, returned to vessel in a drunk and incapable condition. | |
| | | | Dr. J. Ashmore Master. | |
| 3.9.60 15.30 | Stanley. | 3.9.60 | P. McGill, Steward, failed to report on board for duty. | |
| | | | Dr. J. Ashmore Master. | |
| 5.9.60 09.45 | Stanley. | 5.9.60 | P. McGill, Steward, interviewed by Master concerning his conduct on 3.9.60 as entered above. McGill had nothing to say and admitted his guilt. He is hereby fined three day's pay for the three offences of absence from duty, drunkenness, and failure to report for duty on board. | |
| | | | Dr. J. Ashmore Master. | |
| 9.9.60 13.30 | Montevideo. | 9.9.60 | W. Hills, Lamphurmer & A.B., reported recurrence of pains in back as originally reported on 13.7.60. Hills sent to British Hospital for examination. | |
| | | | Dr. J. Ashmore Master. | |
| 10.9.60 09.30 | Montevideo. | 10.9.60 | W. Hills, Lamphurmer & A.B., attended British Hospital for examination by X-Ray. | |
| | | | Dr. J. Ashmore Master. | |
| 10.9.60 15.30 | Montevideo. | 10.9.60 | W. Hills, Lamphurmer & A.B., left vessel and entered British Hospital for treatment. Hills signed off Articles. | |

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

OFFICIAL LOG of the
from

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towards

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|---|--|
| 13.9.60 11.00 | Montevideo. | 13.9.60 | J. Halkett, Fireman, attended British Hospital for examination and treatment of V.D. condition. J. White, Master. J. White, Mate. | |
| 14.9.60 11.00 | Montevideo. | 14.9.60 | J. White, Supernumerary, signed off Articles at British Consulate. J. White, Master. J. White, Mate. | |
| 18.9.60 12.00 | 47.45 S 58.11 W. | 18.9.60 | P. Andersen, S.O.S., reported a re-infection of V.D. (gonorrhoea). J. White, Master. J. White, Mate. | |
| 19.9.60 17.00 | Stanley. | 19.9.60 | P. Andersen, S.O.S., attended K.E.M. Hospital for examination and treatment of V.D. condition. G. Jaskel, S.O.S., and B. Pearson, M.R. Steward, attended K.E.M. Hospital for treatment of penile warts. J. White, Master. J. White, Mate. | |
| 5/10/60 10.00 | Stanley. | 5.10.60 | B. Pearson, M.R. Steward, attended K.E.M. Hospital for treatment of swollen glands in throat. P. Andersen, S.O.S., attended K.E.M. Hospital for treatment of crutch skin rash. J. White, Master. J. White, Mate. | |
| 1.10.60 04.10 | Stanley. | 5.10.60 | D. Berntsen, Fireman, found asleep in Fireman's mess when he should have been on duty in Storehold. Boiler fires alight at the time. Berntsen ordered below immediately by D. Jensen, 4th Engineer. J. White, Master. J. White, Mate. | |
| 1.10.60 09.30 | Stanley. | 5.10.60 | D. Berntsen, Fireman, interviewed by Master. Berntsen given strong warning regarding his dereliction of duty and the serious nature of his offence. This being a second offence of this nature by Berntsen, having been found asleep on watch in Montevideo on 10.9.60. Berntsen had nothing to say. J. White, Master. J. White, Mate. | |

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OFFICIAL LOG of the
from

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towards

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|--|--|
| 16.10.60 09.00 | New Island to Stanley. | 16.10.60 | J. Halkett, Fireman, off duty with throat infection and confined to bunk. J. White, Master. J. White, Mate. | |
| 17.10.60 09.15 | Stanley. | 17.10.60 | J. Halkett, Fireman, attended K.E.M. Hospital for treatment of throat condition. J. White, Master. J. White, Mate. | |
| 18.10.60 11.00 | Stanley. | 18.10.60 | J. Halkett, Fireman, attended K.E.M. Hospital for treatment of throat condition. J. White, Master. J. White, Mate. | |
| 20.10.60 11.00 | Stanley. | 20.10.60 | P. Andersen, S.O.S., N. Jennings, AB., signed off Articles. C. Jones, Jos., signed Articles. J. White, Master. J. White, Mate. | |
| 25.10.60 07.00 | Montevideo. | 25.10.60 | C. Jones, Jos., failed to report for duty. J. White, Master. J. White, Mate. | |
| 25.10.60 09.00 | Montevideo. | 25.10.60 | C. Jones, Jos., reported for duty. J. White, Master. J. White, Mate. | |
| 27.10.60 12.00 | Montevideo. | 27.10.60 | B. Preiss, 2nd Engineer, signed Articles. J. White, Master. J. White, Mate. | |
| 28.10.60 07.00 | 37.00 S 56.30 W | 28.10.60 | J. Biggs Steward, reported sick, symptoms:—severe abdominal pains and vomiting. Biggs confined to bunk and placed on light diet. J. White, Master. J. White, Mate. | |
| 28.10.60 08.00 | 37.10 S 56.30 W. | 28.10.60 | W. Hills, AB., signed Articles and commenced duty as messman. Hills, after having been discharged from British Hospital, Montevideo, fitted with plaster of Paris corset, stated to Master that he wished to sign on vessel and felt fully capable of carrying out duties of messman. Hills has been instructed by R. J. E. Stanham, British Hospital, that he must return there on 10th December next. J. White, Master. J. White, Mate. | light |
| 28.10.60 12.00 | 38.00 S. 56.30 W. | 28.10.60 | K. Betts, Sailor, reported sick, symptoms and treatment given as for J. Biggs, Steward. J. White, Master. J. White, Mate. | |

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OFFICIAL LOG of the
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towards

| Date and Hour of the Occurrence | Place of the Occurrence, or situation by Latitude and Longitude at Sea | Date of Entry | Entries required by Act of Parliament | Amount of Fine or Forfeiture inflicted |
|---------------------------------|--|---------------|---|--|
| 29.10.60 11.00 | 42.00 S. 57.00 W. | 29.10.60 | H. Anderson, 2 nd Mate, reported sick with abdominal pains, vomiting and temperature 100°. Anderson confined to bunk on light diet. <i>J.W. White Master. 10/10/60</i> | |
| 29.10.60 12.00 | 42.10 S. 57.00 W. | 29.10.60 | K. Bates, Sailor, resumed duty. <i>J.W. White Master. 10/10/60</i> | |
| 27.10.60 15.30 | Montevideo. | 29.10.60 | W. Donald, Chief Engineer attended British Hospital for routine examination with regard to his previously reported heart condition. <i>J.W. White Master. 10/10/60</i> | |
| 29.10.60 17.00 | 43.00 S. 57.00 W. | 29.10.60 | J. Biggs, Steward, resumed duty. <i>J.W. White Master. 10/10/60</i> | |
| 30.10.60 12.00 | 46.41 S. 57.38 W. | 30.10.60 | H. Anderson, 2 nd Mate, resumed duty. <i>J.W. White Master. 10/10/60</i> | |
| 30.10.60 12.00 | 46.41 S. 57.38 W. | 30.10.60 | W. Donald, Chief Engineer, reported having had a recurrence of heart palpitations, at 02.00 hours, but that he now felt quite well again. <i>J.W. White Master. 10/10/60</i> | |
| 31.10.60 17.00 | Stanley. | 1.11.60 | C. Jones, Jos., signed off Articles. <i>J.W. White Master. 10/10/60</i> | |
| 7.11.60 10.00 | Stanley. | 7.11.60 | M. Cook, 2 nd Engineer, signed off Articles. <i>J.W. White Master. 10/10/60</i> | |
| 8.11.60 17.30 | Stanley. | 8.11.60 | Following crew transactions effected:- Signed on:- H. Sarney, Steward. J. Smith, AB. M. Anderson, Seaman. H. Jennings, AB. Signed off:- L. Halkett, Fireman. P. McGill, Steward. <i>J.W. White Master. 10/10/60</i> | |
| 17.11.60 10.00 | Montevideo | 17.11.60 | M. Tasker, SOS., attended British Hospital for examination and treatment of penile wart. <i>J.W. White Master. 10/10/60</i> | |

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OFFICIAL LOG of the
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towards

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|---------------------------------|--|---------------|---|--|
| 24.11.60 16.30 | Montevideo. | 24.11.60 | M. Tasker, SOS., attended British Hospital for treatment of penile wart. <i>J.W. White Master. 10/10/60</i> | |
| 26.11.60 09.30 | Montevideo. | 26.11.60 | M. Donald, Chief Engineer, reported sick with heart palpitations and feeling of faintness. <i>J.W. White Master. 10/10/60</i> | |
| 26.11.60 11.00 | Montevideo. | 26.11.60 | M. Donald, Chief Engineer attended British Hospital for examination by Dr. Russi. Mr. Donald detained in hospital and signed off Articles on Form ENG 2A. <i>J.W. White Master. 10/10/60</i> | |
| 26.11.60 08.17 | Montevideo. | 26.11.60 | H. Jennings, AB., absent without leave & failed to report on board for duty until 08.17 hrs. <i>J.W. White Master. 10/10/60</i> | |
| 25.11.60 04.40 | Montevideo. | 26.11.60 | D. Berntsen, Fireman, found absent from duty in stokehold as duty fireman on watch by Chief Engineer. Berntsen found in fireman's mess and ordered to stokehold by Chief Engineer. <i>J.W. White Master. 10/10/60</i> | |
| 26.11.60 10.00 | Montevideo. | 26.11.60 | D. Berntsen, Fireman, interviewed by Master concerning his absence from duty as entered for 25.11.60. Berntsen had nothing to say. <i>J.W. White Master. 10/10/60</i> | |
| 6.12.60 10.00 | Stanley. | 6.12.60 | D. Berntsen, Fireman, reported 30 minutes late for duty at 0030 hrs this day; after blowing off working boiler 11.00 times he was relieved of his duty owing to apparent tiredness and general unfitness owing to failure to have sufficient sleep. Berntsen had nothing to say when interviewed by Master. He is being fined 2 days pay in view of previously reported offences. <i>J.W. White Master. 10/10/60</i> | |
| 14.12.60 14.30 | Montevideo. | 14.12.60 | W. Hills, AB., attended British Hospital for examination of previously reported back condition. M. Tasker, SOS., attended British Hospital for examination of penile wart. <i>J.W. White Master. 10/10/60</i> | |
| 15.12.60 08.00 | Montevideo. | 15.12.60 | W. Hills, AB., attended British Hospital for further treatment. <i>J.W. White Master. 10/10/60</i> | |

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towards

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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.

| 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 | |
| "Dorlin" | 182304 | Port Stanley, Falkland Is. | 2.11.1957 | 172.86 | 72.55 | 144 150 980 |
| REGISTERED MANAGING OWNER OR MANAGER. | | | | | | |
| Name | Address (State No. of House, Street and Town) | | No. of Seamen and Apprentices for which accommodation is certified. | CHARTERER. ³ | | |
| Falkland Teasing Co. Ltd. | 100 Port Maitland, London S.W.1 | | 29 | | | |

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

Voyages between the limits of 60 degrees North latitude and 65 degrees South latitude for the period ended 31st December 1960, or the first arrival at Stanley after this date the consequent discharge of cargo on that date or earlier at the option of the Master.

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

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

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

And it is also agreed, that the additional clauses on page 2 and the Regulations authorized by the Ministry of Transport and Civil Aviation which are printed herein and numbered⁵

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

And it is also agreed, that⁶

- Should any of the crew fail to join at the time specified, or fail to be onboard at any time or times appointed by the Master he may ship substitutes at once.
- The crew shall work overtime when and where required.
- The crew shall work coal, cargo, and stores when and where required except in Port Stanley where only stores may be worked.
- No cash shall be advanced or liberty granted other than at the discretion of the Master.
- The crew shall wear the Company's uniform No. 1. and working uniform when and where required, and in the event of the uniform not being returned in good condition (fair wear and tear excepted) the cost price of such uniform will be deducted from wages.
- 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, and also to leave them clean and tidy on termination of the Agreement, under a penalty of £1 for each case of neglect.
- The Seamen and Firemen shall mutually assist each other in the general duties of the ship, and shall keep the galley supplied with fuel.
- The crew shall be complete with thirty hands all told of whom not less than five shall be Sailors.
- The Master may discharge any member of the crew as a result of misconduct or inefficiency or by mutual consent, in which cases wages shall accrue up to the date of discharge only.

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

Signed by Stowick Master
on the 1 JUL 1960 day of July 1950

| Date of Commencement of Voyage. | Port at which Voyage commenced. | Date of Termination of Voyage. | Port at which Voyage terminated. | Date of Delivery of Lists to Superintendent. | I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc. |
|---------------------------------|---------------------------------|--------------------------------|----------------------------------|--|---|
| | | | | | |
| 1 JUL 1960 | Port Stanley. | 6.1.61 | Stanley. | 5.1.61 | <u>Stowick</u> Master. |

1. Place S.S. before name if a Steamship, and M.S. if a Motor Ship.
2. Delete inapplicable letters. N.H.P. should always be inserted here if given in the certificate of registry.
3. Here are to be inserted the name and address of any person who has chartered the ship and appoints the Master and Crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage, or engagement or the maximum period and the places or parts of the world, if any, which are excluded.
5. Here are to be inserted the numbers of any of the Regulations for preserving discipline issued by the Ministry of Transport and Civil Aviation and printed on the Fourth page hereof, which the parties agree to adopt.
6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, a continuation sheet or sheets should be obtained and used.

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

| | | |
|----------|---|-------------|
| Mattress | } | Cost price. |
| Blankets | | |
| Sheets | | |
| Pillows | | |

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

REGULATION OF HOURS AND OVERTIME

Regulation of hours and overtime shall be in accordance with the National Maritime Board Agreements applying to Deck, Engine Room, and Catering rating, except those concerning Night Watchmen which are to be as hereinafter defined.

NIGHT WATCHMEN

Ordinary hours of Duty shall be any 12 consecutive hours between 6 p.m. and 8 a.m. Hours of duty as Night Watchman in excess of 12 to rank as overtime. All other conditions regarding overtime and additional pay are to be in accordance with National Maritime Board Agreements.

CHIPPING AND SCALING BOILERS: SWEEPING TUBES AND CLEANING BACK ENDS - SPECIAL PAYMENTS.

To be as per National Maritime Board Agreements.

HOLIDAYS

In port the following days shall be regarded as Sundays for the purposes of this Agreement:-

In Falkland Islands Ports

Christmas Day, Good Friday, and any other three Public Holidays, where these days are recognised as holidays in the port where the ship is lying.

Ports Outside the Falkland Islands.

Christmas Day, New Year's Day, and Good Friday.

STATUTORY INSTRUMENTS

1957 No. 1373

MERCHANT SHIPPING

MASTERS AND SEAMEN

The Merchant Shipping (Seamen's Provisions) Order, 1957

Made - - - - - 31st July, 1957
Laid before Parliament 7th August, 1957
Coming into Operation 7th October, 1957

At the Court at Goodwood House, the 31st day of July, 1957

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in exercise of the powers conferred upon Her by subsection (4) of section 25 of the Merchant Shipping Act, 1906(a), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:-

1.—(1) This Order may be cited as the Merchant Shipping (Seamen's Provisions) Order, 1957, and shall come into operation on the seventh day of October, 1957.

(2) The Interpretation Act, 1889(b) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The Merchant Shipping (Seamen's Provisions) Order, 1945(c), and the Merchant Shipping (Seamen's Provisions) (Amendment) Order, 1946(d) are hereby revoked.

3. The provisions of the First Schedule to the Merchant Shipping Act, 1906, shall be varied and added to so as to have effect as set out in the Schedule to this Order.

W. G. Agnew.

(a) 6 Edw. 7. c. 48. (b) 52 & 53 Vict. c. 63.
(c) S.R. & O. 1945/1540 (Rev. XIV, p. 128: 1945 I, p. 791).
(d) S.R. & O. 1946/891 (Rev. XIV, p. 128: 1946 I, p. 994).

REQUIRED BY SECTION 21
PROVISIONS) ORDER, 1945,
AND SERVED OUT TO THE

| Article | | | | |
|---------------------------------------|----|----|----|----|
| Water | .. | .. | .. | .. |
| Soft Bread | .. | .. | .. | .. |
| Fresh Meat (including any fresh offal | .. | .. | .. | .. |
| Smoked Ham or Bacon | .. | .. | .. | .. |
| Fresh Fish | .. | .. | .. | .. |
| Eggs | .. | .. | .. | .. |
| Potatoes | .. | .. | .. | .. |
| Dried or Compressed Vegetables | .. | .. | .. | .. |
| Split Peas | .. | .. | .. | .. |
| Green Peas, Haricot Beans or Butter | .. | .. | .. | .. |
| Flour | .. | .. | .. | .. |
| Rice | .. | .. | .. | .. |
| Oatmeal, Rolled Oats or similar cere | .. | .. | .. | .. |
| Tea | .. | .. | .. | .. |
| Coffee (containing not more than 25 | .. | .. | .. | .. |
| or | .. | .. | .. | .. |
| Cocoa or Chocolate | .. | .. | .. | .. |
| Sugar | .. | .. | .. | .. |

Note.—There is no e
preparation of meals.

1. General.—The iss
soft bread, meat and potatoes

2. Bread.—The issu
(a) in a ship
(b) if rough w

but where soft bread is not iss
3. Meat.—The term
When fresh meat is 1
1 lb. of fresh meat.

Fresh offal and fresh
Note.—In ships with
the date on which it is taken c

4. Smoked Ham or
or sardines shall be substitute

5. Fish.—The weigl
Dried fish or kippers,
1 oz. of kippers or tinned fish

6. Eggs.—Not less
home trade limits.

Two eggs for each ve
tinned salmon, herrings, pilch
to 8 eggs.

7. Potatoes.—Fres
every ship leaving a port wit
they can be procured at a re

When fresh potatoes
dried or compressed potatoes
of bread to 1 lb. of fresh pot

8. Rice. If rice is
9. Dried Milk.—E

condition, in a cool, dry plac
10. Vegetables.—Fresh vegetables should be supplied as often as possible when they can be
injurious to health.

On each day when 1 lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

12. Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1 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 | .. | .. | .. | 1 lb. | To be considered equal | Marmalade | .. | .. | .. | 1 lb. | } To be considered equal. |
| Preserved Meat | .. | .. | .. | 1 lb. | to 1 lb. Fresh Meat. | Jam | .. | .. | .. | 1 lb. | |
| Coffee | .. | .. | .. | 1 oz. | } To be considered equal. | Syrup | .. | .. | .. | 1 lb. | |
| Cocoa or Chocolate | .. | .. | .. | 1 oz. | | Butter | .. | .. | .. | 1 lb. | |
| Tea | .. | .. | .. | 1 oz. | } To be considered equal. | Cheese | .. | .. | .. | 1 lb. | } To be considered equal. |
| Flour | .. | .. | .. | 1 lb. | | Condensed Milk | .. | .. | .. | 9 1/2 ozs. | |
| Biscuit | .. | .. | .. | 1 lb. | | Dried Milk | .. | .. | .. | 1 lb. | |
| Rice | .. | .. | .. | 1 lb. | | Mustard | .. | .. | .. | 1 lb. | } To be considered equal. |
| Oatmeal, Rolled Oats or similar cereals | .. | .. | .. | 1 lb. | } To be considered equal when issued with meat rations. | Curry Powder | .. | .. | .. | 1 lb. | |
| Split Peas | .. | .. | .. | 1 lb. | | | | | | | |
| Flour | .. | .. | .. | 1 lb. | | | | | | | |
| Green Peas, Haricot or Butter Beans | .. | .. | .. | 1 lb. | | | | | | | |
| Rice | .. | .. | .. | 1 lb. | | | | | | | |

IT SHIPPING (SEAMEN'S
1, 1946, TO BE ALLOWED
THEIR OWN PROVISIONS.

| Article | Allowance per week |
|---------------------------------------|--------------------|
| Water | .. 9 1/2 ozs. |
| Soft Bread | .. 4 ozs. |
| Fresh Meat (including any fresh offal | .. 4 1/2 ozs. |
| Smoked Ham or Bacon | .. 2 ozs. |
| Fresh Fish | .. 10 1/2 ozs. |
| Eggs | .. 2 ozs. |
| Potatoes | .. 4 ozs. |
| Dried or Compressed Vegetables | .. 8 ozs. |
| Split Peas | .. 4 ozs. |
| Green Peas, Haricot Beans or Butter | .. 4 ozs. |
| Flour | .. 1 pint |
| Rice | .. 8 ozs. |
| Oatmeal, Rolled Oats or similar cere | .. 5 ozs. |
| Tea | .. 2 ozs. |
| Coffee (containing not more than 25 | .. 1 oz. |
| or | .. 1 oz. |
| Cocoa or Chocolate | .. 1 oz. |
| Sugar | .. 1 oz. |

or cooking fat for use in the

week; and in the case of water,

ore preparation for cooking.
or 1/2 lb. of preserved meat for

tion for more than 15 days from
ied salmon, herrings, pilchards,
ham or bacon.

ion of 1 1/2 ozs. of dried fish or
ge starting from a port within
ing them. Dried fish or kippers,
9 ozs. of kippers or tinned fish

ks of the voyage in the case of
ay, and at any other time when

is, or an equivalent amount of
bread in the proportion of 1 lb.

as enable it to be kept in good

ble cost and are not likely to be

Name of

PARTICULARS

| Reference No. | Income Tax Code | SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. | Age | Nationality (if British, state birthplace) | ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS. | Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous. | Date and Place of Signing this Agreement. Date. Place. |
|---------------|-----------------|--|----------|--|--|---|---|
| 1 | | <i>White</i> Master to sign first | 29/8/16 | South Shields, England. | (1) W. Elana. (2) C/o F.I.T.Co. Stanley | Same. | 1 JUL 1960 Stanley, F.I. |
| 2 | | <i>H. Full</i> F. 101 | 27/11/11 | Takland, Is. | (1) W. Grace. | " | " |
| 3 | | <i>H. Andersen</i> F. 102 | 4/8/18 | " | (1) M. Rica. | " | " |
| 4 | | <i>P.B. Thain</i> F. 109 | 1/6/30 | Aberdeen, Scotland. | (1) W. Gladys | " | " |
| 5 | | <i>M. Tyne</i> F. 104 | 22/11/10 | Takland, Is. | (1) B. Sydney. | " | " |
| 6 | | <i>J. M. "Red"</i> F. 106 | 11/5/24 | " | (1) M. Cary. | " | " |
| 7 | | <i>J. P. Kelly</i> N.P. | 11/8/09 | " | (1) W. Mary | " | " |
| 8 | | <i>G. L. Short</i> F. 142 | 12/1/20 | " | (1) F. George | " | " |
| 9 | | <i>D. Williams</i> F. 130 | 8/5/37 | " | (1) M. Dora | " | " |
| 10 | | <i>A. Betts</i> F. 165 | 4/5/14 | " | (1) S. William | " | " |
| 11 | | <i>E. Short</i> N.P. F. 102 | 20/1/38 | " | (1) F. Richard | " | " |
| 12 | | <i>J. M. York</i> N.P. F. 101 | 3/10/38 | Sidcup, Kent, England. | (1) F. Leonard | " | " |
| 13 | | <i>Paul L. Anderson</i> N.P. | 30/3/39 | Sundberg, Denmark. | (1) F. Karl | " | " |
| 14 | | <i>Harry Hansen</i> N.P. | 12/1/42 | Drift, Denmark. | (1) F. Hans | " | " |
| 15 | | <i>R. 1003297</i> F. 113 | 24/3/48 | Renfrew, Scotland. | (1) W. Violet | " | " |
| 16 | | <i>M. Cook</i> F. 113 | 10/11/23 | Thurso, Scotland. | (1) W. Beatrice | " | " |
| 17 | | <i>M. Stainie</i> F. 159 | 12/3/38 | Takland Is. | (1) W. Yolanda | " | " |
| 18 | | <i>D. L. L. L.</i> F. 123 | 25/1/25 | " | (1) M. Ellen | " | " |
| 19 | | <i>S. L. L.</i> F. 168 | 13/1/40 | Chile. | (1) M. Virginia | " | " |
| 20 | | <i>L. L. L.</i> F. 180 | 4/11/41 | Takland Is. | (1) M. Ethel | " | " |
| 21 | | <i>B. L. L.</i> F. 179 | 7/11/42 | " | (1) M. Larina | " | " |
| 22 | | <i>S. L. L.</i> F. 117 | 5/5/12 | " | (1) W. Aida | " | " |
| 23 | | <i>W. J. Rowlands</i> F. 120 | 4/1/16 | " | (1) W. Katherine | " | " |
| 24 | | <i>L. L. L.</i> R. 614682 | 11/1/38 | Plymouth, England. | (1) M. Ruth | " | " |
| 25 | | <i>J. L. L.</i> F. 177 | 13/1/24 | Takland Is. | (1) W. Dorothy | " | " |

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

‡ If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving".

•• NATIONAL INSURANCE SCHEMES.—Details of the National Insurance schemes for seafarers

Ship

"Dorwin"

OF ENGAGEMENT

| OF ENGAGEMENT | | | | | | | PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew. | | | | RELEASE | | | Number of weeks for which National Insurance Contributions are payable | | Reference No. |
|------------------------------|---|--|-------------------------------------|---|---|---|--|-----------------------|-------|-------------------------------------|---|--------------|--|--|--|---------------|
| 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 Calendar Month. | Amount of Wages Advanced upon or at the time of Engagement. | Amount of Weekly, Halfmonthly or Monthly Allowment. | Signature or Initials Official before whom the balance of Wages was Paid and Release signed and Date. | Date, Place and Cause of leaving this Ship, or of Death. | | | Balance of Wages paid on Discharge. | We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.) | | Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date. | Number of weeks for which National Insurance Contributions are payable | | |
| 8. | 9. | 10. | 11. | 12. | 13. | 14. | 15. | 16. | 17. | 18. | 19. | 20. | 21. | | | |
| Master. | Master, F.G. 8/5 52805 | At Once. | Separat. | Agreement. | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>Rowland</i> | <i>White</i> | | 1 | | |
| 1 st Mate | 1 st Mate AG 69474 | " | 67/10 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>H. Full</i> | <i>White</i> | | 2 | | |
| 2 nd Mate | Permit. | " | 49 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>H. Andersen</i> | <i>White</i> | | 3 | | |
| 3 rd Mate | | " | 46/15 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>P.B. Thain</i> | <i>White</i> | | 4 | | |
| R/O. | 2 nd Class. 1/57. 0.765 | " | 48/10 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>M. Tyne</i> | <i>White</i> | | 5 | | |
| Boys'. | | " | 37/15 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>J. M. "Red"</i> | <i>White</i> | | 6 | | |
| Lumpsum + A.B. | | " | 35 - | | | <i>White</i> | 13 JUL 1960 | Left Montserrat, Sick | | | ENG. 2.A. | <i>White</i> | | 7 | | |
| Lumpsum + A.B. | | " | 34 5 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>G. L. Short</i> | <i>White</i> | | 8 | | |
| A.B. | | " | 33 5 - | | | <i>White</i> | 19 OCT 1960 | Stanley | Leave | | <i>D. Williams</i> | <i>White</i> | | 9 | | |
| Sailor. | | " | 33 5 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>K. Betts</i> | <i>White</i> | | 10 | | |
| S.O.S. | | " | 25 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>E. Short</i> | <i>White</i> | | 11 | | |
| S.O.S. | | " | 25 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>J. M. York</i> | <i>White</i> | | 12 | | |
| S.O.S. | | " | 25 - | | | <i>White</i> | 5 JAN 1961 | Stanley | M.C. | | ENG. 2.A. | | | 13 | | |
| J.O.S. | | " | 21 7 6 | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>Harry Hansen</i> | <i>White</i> | | 14 | | |
| Chief Engineer | 1 st Class. 67541 | " | Separate Agreement. | | | <i>White</i> | 26/1/60 | Montserrat | Leave | | ENG. 2.A. | | | 15 | | |
| 2 nd Engin Permit | Permit. | " | 57 5 - | | | <i>White</i> | 7 NOV 1960 | Stanley | M.C. | | <i>M. Cook</i> | <i>White</i> | | 16 | | |
| 3 rd Engin | | " | 47 - | | | <i>White</i> | 3 JAN 1961 | Stanley | T.A. | | <i>M. Stainie</i> | <i>White</i> | | 17 | | |
| 4 th Engin | | " | 40 15 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>D. L. L.</i> | <i>White</i> | | 18 | | |
| Fireman. | | " | 33 15 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>S. L. L.</i> | <i>White</i> | | 19 | | |
| Fireman. | | " | 33 15 - | | | <i>White</i> | 7/1/60 | Stanley | Dis. | | <i>L. L. L.</i> | <i>White</i> | | 20 | | |
| Fireman. | | " | 32 5 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>B. L. L.</i> | <i>White</i> | | 21 | | |
| Chief Steward. | | " | 47 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>S. L. L.</i> | <i>White</i> | | 22 | | |
| Cook. | Cook. 30046. | " | 42 2 6 | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>W. J. Rowlands</i> | <i>White</i> | | 23 | | |
| 2 nd Cook. | | " | 32 15 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>L. L. L.</i> | <i>White</i> | | 24 | | |
| Steward. | | " | 32 5 - | | | <i>White</i> | 5 JAN 1961 | Stanley | T.A. | | <i>J. B. L.</i> | <i>White</i> | | 25 | | |

Refrigerating Engineers, Electrical Engineers, or Watchmen, 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, and the other cause of leaving the Ship should be briefly stated thus: "Discharged," "Deserted," "Left Sick," "Died,"

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

Name of Ship

"DARWIN"

PARTICULARS

| Reference No. | Income Tax Code. | SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS. | Age. | Nationality (if British, state birthplace). | ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS. | Name of last Ship with Official No. or Port of Registry and year of discharge if more than a year previous. | Date and Place of Signing this Agreement. Date. Place. |
|---------------|------------------|--|---------|---|--|---|---|
| 26 | | <i>M. Emma</i> N.P. 10/1/36 | 10/1/36 | White. | (1) M. Emma. (2) F. I. T. Co., Stanley. | " | 1 JUL 1960 Stanley, F.R. |
| 27 | | <i>P. M. Gill</i> F. 143 25/1/41 | 25/1/41 | Talkland Is. | (1) F. Keith. (2) " " | " | " |
| 28 | | <i>Benjamin Pearson</i> N.P. 3/12/44 | 3/12/44 | London, England. | (1) F. Arthur. (2) " " | " | " |
| 29 | | <i>W. J. White</i> N.P. 14/1/39 | 14/1/39 | White. | (1) F. Luis. (2) " " | " | " |
| 30 | | <i>P. B. Brown</i> 2/12/15 | 2/12/15 | White. | (1) W. Juana. (2) " " | " | 14 JUL 1960 Montevideo |
| 31 | | <i>E. J. White.</i> 25/1/18 | 25/1/18 | White. | (1) H. Frederick. (2) " " | Same. | 5 SEP 1960 Stanley |
| 32 | | <i>E. A. White.</i> 24/1/46 | 24/1/46 | Newcastle-on-Tyne, England. | (1) F. " " (2) " " | Signy | 5 SEP 1960 |
| 33 | | <i>S. J. White</i> 19/1/50 | 19/1/50 | Talkland Is. | (1) " " (2) " " | " | 5 SEP 1960 |
| 34 | | <i>Bob Hill</i> 20/1/39 | 20/1/39 | " | (1) M. Mary. (2) " " | Same. | 21 SEP 1960 Stanley |
| 35 | | <i>C. J. White</i> 8/3/39 | 8/3/39 | " | (1) F. John. (2) " " | First. | 20 OCT 1960 Stanley |
| 36 | | <i>C. J. White</i> 5/6/65 | 5/6/65 | Poland. | (1) Friend Sydney Lawton. (2) 27. Ridley St., Bournemouth. | Ocean Salvor | 27 OCT 1960 Montevideo |
| 37 | | <i>W. J. White</i> N.P. 11/1/39 | 11/1/39 | Talkland Is. | (1) W. Mary. (2) " " | Same. | 28 OCT 1960 Montevideo |
| 38 | | <i>H. J. White</i> N.P. 30/1/39 | 30/1/39 | Talkland Is. | (1) Sister Anabel Bannan (2) 9 Bramble Road Stanley | Same | 8/1/60 Stanley |
| 39 | | <i>John Smith</i> F. 130 22/1/39 | 22/1/39 | Talkland Is. | (1) F. Leathin, 3. A. Lumsden. (2) P. Lumsden, South Shields | Shackleton | 8/1/60 Stanley |
| 40 | | <i>D. J. White</i> F. 130 3/1/37 | 3/1/37 | Talkland Is. | (1) M. Dora, 10 F.I.T.C. (2) Stanley | Same. | 8/1/60 - |
| 41 | | <i>M. P. White</i> F. 113. 10/1/17 | 10/1/17 | " | (1) H. Hector. (2) 40 F.I.T.C., Ltd. | First. | 8/1/60 " |
| 42 | | <i>W. J. White</i> 10/1/17 | 10/1/17 | Thames | (1) W. Beattie, 10 F.I.T.C. (2) G.I.T.C. | Same | 1/12/60 " |
| 43 | | <i>W. J. White</i> 1003294 24/1/39 | 24/1/39 | Renfrew | (1) W. Violet. (2) " " | Same | 16/2/60 MONTEVIDEO |
| 44 | | | | | (1) " (2) " | | |
| 45 | | | | | (1) " (2) " | | |
| 46 | | | | | (1) " (2) " | | |
| 47 | | | | | (1) " (2) " | | |
| 48 | | | | | (1) " (2) " | | |
| 49 | | | | | (1) " (2) " | | |
| 50 | | | | | (1) " (2) " | | |

OF ENGAGEMENT

| In what capacity engaged. | No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any). | Date and Hour at which he is on board. | Amount of Wages per Week or Calendar Month. | Amount of Wages Advanced upon or at the time of Engagement. | Amount of Weekly, Half-monthly or Monthly Allowment. | Signature or Initials of Official before whom the Seaman is engaged. | Date, Place and Cause of leaving this Ship, or of Death. | Balance of Wages paid on Discharge. | We the undersigned Members of the Crew of this Ship do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said voyage. | Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date. | Number of weeks for which National Insurance Contributions are payable. |
|---------------------------|--|--|---|---|--|--|--|-------------------------------------|---|--|---|
| Steward | | At Once. | 32 5 - | | | | 5 JAN 1961 Stanley T.A. | | M. J. White | 1/1/61 | 26 |
| Steward | | " | 32 5 - | | | | 8/1/60 Stanley Leave | | P. M. Gill | 1/1/61 | 27 |
| M.R. Steward | | " | 20 - - | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 28 |
| Pastry Boy | | " | 20 - - | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 29 |
| Second Steward | | " | 32 15 - | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 30 |
| Superannuation | | " | - 1 - | | | | 19/1/60 Stanley Di | | E. J. White | 1/1/61 | 31 |
| " | | " | - 1 - | | | | 13/1/60 Stanley M.H. | | J. A. White | 1/1/61 | 32 |
| " | | " | - 1 - | | | | 19/1/60 Stanley Di | | S. J. White | 1/1/61 | 33 |
| Jos. | | " | 21 7 6 | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 34 |
| Jos. | Polish. 1st Class 603 | " | 21 7 6 | | | | 31 OCT 1960 Stanley Di | | C. J. White | 1/1/61 | 35 |
| 2nd Engineer Steam & M60 | separate Agreement. | " | | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 36 |
| AB. | | " | | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 37 |
| Steward | | " | | | | | 5 JAN 1961 Stanley T.A. | | H. J. White | 1/1/61 | 38 |
| A.B. | | " | 35 15 - | | | | 5 JAN 1961 Stanley T.A. | | J. A. White | 1/1/61 | 39 |
| A.B. | | " | 35 15 - | | | | 5 JAN 1961 Stanley T.A. | | N. J. White | 1/1/61 | 40 |
| Superannuation | | " | - 1 - | | | | 30/1/60 Stanley Di | | M. J. White | 1/1/61 | 41 |
| Superannuation | | " | - 1 - | | | | 30/1/60 Stanley Di | | M. J. White | 1/1/61 | 42 |
| Chief Engineer | 1st Class 64541 | 20 Dec | 40 12 6 | | | | 5 JAN 1961 Stanley T.A. | | P. M. Gill | 1/1/61 | 43 |
| | | | | | | | | | | | 44 |
| | | | | | | | | | | | 45 |
| | | | | | | | | | | | 46 |
| | | | | | | | | | | | 47 |
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| | | | | | | | | | | | 50 |

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

‡ If any member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of Leaving".

** NATIONAL INSURANCE SCHEMES.—Details of the National Insurance schemes for seafarers are given in Leaflet N.I. 24, copies of which may be obtained from any Mercantile Marine Office.

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 Cabin Boys, not merely as Boys.

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

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FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Foreign Service Fees Order in Council, 1951.

| Services required by Law. | | Services required by parties interested. | |
|---|------------------------------|--|------------------------------|
| | In all countries. £ s. d. | | In all countries. £ s. d. |
| (10) Sanctioning the engagement of seamen: for each seaman | 4 6 | (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 | 3 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 £5 12s. 6d., 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 | 1 10 0 |
| | | and a maximum of | 4 10 0 |
| (11) Attesting alterations in agreements with seamen: for each alteration, in respect of each seaman concerned with a maximum fee of | 6 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 | 10 6 |
| (12) Sanctioning the discharge or leaving behind of seamen: for each seaman (see Fee 10) | 4 6 | 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). | |
| (13) Certifying desertions of seamen: for each seaman | 6 0 | | |
| (14) Receiving a return of the birth or death of any person on board a ship and endorsing the ship's agreement accordingly | 6 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 6 | | |

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.

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

The discharge books of the men engaged have been delivered to the Master, except in cases where it is stated discharge books (Dis. A) have been produced.

L. J. Gurnison
SHIPPING MASTER.
STANLEY, FALKLAND IS.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 12/7/1960
Agreement deposited 13/7/1960
- do - returned 15/7/60
Average rate of exchange \$ 32.05 = £
(for conversion of seamen's wages only)

H. B. M. Consul
H. B. M. CONSUL

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 12/8/1960
Agreement deposited 12/8/1960
- do - returned 15.8.60
Average rate of exchange \$ 32.10 = £
(for conversion of seamen's wages only)

H. B. M. Vice-Consul
H. B. M. Vice-Consul

I hereby certify that the seamen whose names appear on lines 31 to 33 inclusive were engaged before me.

L. J. Gurnison
Shipping Master
5.9.60.

Ship "DARWIN"

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 9/9/1960
Agreement deposited 12/9/1960
- do - returned 14/9/1960
Average rate of exchange \$ 32.10 = £
(for conversion of seamen's wages only)

H. B. M. Vice-Consul
H. B. M. Vice-Consul

I hereby certify that the Seaman on line thirty two has been discharged at this port with my sanction on the ground of mutual agreement and that his being wages due to has been paid and that his effects, Dis. A Insurance Card have been delivered to him

H. B. M. Vice-Consul
H. B. M. Vice-Consul

I hereby certify that the seamen whose names appear on lines 34 and 35 were engaged before me and signed the Agreement in my presence, and that the same has been made as required by the Merchant Shipping Act.

L. J. Gurnison
I hereby certify that the seaman whose name appears on line 9 of this agreement was discharged on the 19.10.60 Reason local leave.

L. J. Gurnison
20.10.60

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 24.10.60
Agreement deposited 24.10.60
- do - returned 24.10.60
Average rate of exchange \$ 31.00 = £
(for conversion of seamen's wages only)

H. B. M. Vice-Consul
H. B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 12/11/1960
Agreement deposited 14/11/1960
- do - returned 25.11.60
Average rate of exchange \$ 30.95 = £
(for conversion of seamen's wages only)

H. B. M. Vice-Consul
H. B. M. Vice-Consul

BRITISH EMBASSY
CONSULAR SECTION
MONTEVIDEO

Vessel arrived 13/12/1960
Agreement deposited 14/12/1960
- do - returned 16/12/60
Average rate of exchange \$ 30.90 = £
(for conversion of seamen's wages only)

I hereby certify that I have sanctioned the engagement of the Seaman on line 43 on the terms of this agreement which he has signed in my presence.

Dis. A has been delivered to the Master except where it is otherwise stated.

H. B. M. Vice-Consul
H. B. M. Vice-Consul

CERTIFICATES
Or Endorsements made by Consular Officers or Superintendents.

Name of

Ship

CERTIFICATES
Or Endorsements made by Consular Officers or Superintendents.

NOTE.—If further space is required for Certificates or 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 *5l.*, 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 *100l.*, 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 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 *5l.*

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

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

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

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

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

20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Ministry of Transport and Civil Aviation, 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 *5l.* 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 Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 7, cols. 19 and 20.)