

(04) OFFICIAL LOG-BOOK

(54 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

| Name of Chi- | Official | De La C De Car | Registered | Tonnage. | 37 (34) | No. of |
|---------------|----------|-------------------|------------|----------|-----------------|----------------------------|
| Name of Ship. | No. | Port of Registry. | Gross. | Net. | Name of Master. | his Certificate if any. |
| FITZROY | 161827 | STANLEY, F.I. | 768 | 3+3. | K.A.J. PITT. | 108133 |

| Nature of the Voyage or Employment. | Port at which and Date when voyage terminated. |
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| Royal the coasts of its Falkland Golands & to the East coast of I america, including Magellan trinting & Blile; also to I Georgia between the limit | Port Staley Date 24/1/42 |
| of 50°5. 4 56°5. 4 schim 't Stanley. | Date 24/7/42 |
| tendent of the Mercentile Merine Office at the Port of | & Stanley |
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| sulta Hahir | |
| Superintendent. | William. |
| Tolklo! | Address. |
| | Mound the coasts of the Falkland Islands & to the East coast of I America including Magallan tombry & Bill; also to I Georgia between the limit of 50.5. & schion to Standay. Intendent of the Mercantile Marine Office at the Port of 19/44. |

Note.—In the case of a Foreign-going Ship, the Official Log-Book is to be delivered to the Superintendent within Forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens. In the case of a Home-trade Ship the Official Log-Book for the preceding half-year is to be delivered to a Superintendent within 21 days after the 30th of June or the 31st of December.

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 misdemeanor.

List of Crew and Report of Character.

| _ | List of C | crew and | | Character. | If there is any entry in the Official Log relating to a member of the Crew, the |
|-----|-----------------------------|-------------------------------|--------------|-------------|--|
| 1 | Name and Surname | Capacity in which engaged. | Report | For General | page or pages where the entry is to be |
| No. | of each Member of the Crew. | in which engaged. | For Ability. | Conduct. | opposite his name. |
| 1 | NOHit | haster. | vs. | 14 | |
| 2 | I & Bell | mate | 14 | 1/3 | |
| 3 | Illy blambers | Ch. Engs. | 19 | 15 | |
| 4 | R Othis | 2nd Engi | 19 | 19 | |
| 5 | I beierholer | 3rd Engi | 14 | 13 | |
| 6 | J. Sedgwick | 2-dhate 6 | 19 | 13 | |
| 7 | 1. E. Celetan | Lamps | 13 | 13 | |
| 8 | Bundes | AB. | V. S | US | |
| 9 | C. Bundes | AB | 19 | V3 | |
| 10 | R. Hutchenson | AB. | 119 | Ves . | |
| 11 | A. Cliffan | AB | vg | NS | |
| 12 | W. Neilson | 02 | 19 | 19 | |
| 13 | I for Gill | 08 | 19 | *R | 1.28. |
| 14 | & Harris | Stevil | V.G | Uls. | |
| 15 | B. Oyangun | asstud | 11.6. | V.G. | |
| 16 | R. Baldrini | asster'd | 19 | US | |
| 17 | I. Barnes | Partry Bay | 13 | 13 | |
| 18 | C. Bertrand | Lalena | 18 | 13 | |
| 19 | a. Whit lock. | fireman | 19 | 13 | |
| 20 | P. andersan | Fireman | 19 | 13 | |
| 21 | D. Goodwan | Fireman | V3 | 13 | |
| 22 | W. Rowlands | Cook. | 1/9 | 1/3 | , |
| 23 | be. O. Lyse | L. T.O. | NS | 13 | |
| 24 | S. Discon | Pantry . | N. G | 11.61 | |
| 25 | y. Harris | Ch'Should | 14 | 114 | |

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 misdemeanor.

List of Crew and Report of Character-Continued.

| 1 | | Name and Surname | Conscitu | Report of | Character. | If there is any entry in the Official Log- relating to a member of the Crew, the |
|---|-----|---|-------------------------------|--------------|-------------------------|--|
| | No. | of each Member of the Crew. | Capacity in which engaged. | For Ability. | For General Conduct. | page or pages where the entry is to be found should be noted in this column opposite his name. |
| | 26 | L Sornsen A. b. Dishington. R.J. Hutchinson | AB. | 19. | U.G. | |
| | 27 | A. l. Dishington. | Phumber | 0.9. | 1.4. | |
| | 28 | R.J. Hutchenson | AB. | 119 | 1.5 | |
| | 29 | B. Oyarzun | aso stend lanky box. | 13 | 1.5 | |
| | 30 | 3. Discon. | Pantry Boy. | V3 | 1.3. | |
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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 misdemeanor.

List of Crew and Report of Character-Continued.

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 the state. Report of Character.

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 misdemeanor.

List of Crew and Report of Character-Continued.

| | | For General Conduct. | relating to a member of the Crew, page or pages where the entry is to found should be noted in this column opposite his name. | an No. | Name and Surname of each Member of the Crew. | | | | Continued. |
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| ől | | | | 76 | or each atemper of the Crew. | Capacity in which engaged. | For Ability, | For General Conduct. | If there is any entry in the Official Le 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. |
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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 misdemeanor.

List of Crew and Report of Character-Continued.

| | List of Ciev | | Report of | Character. | If there is any entry in the Official relating to a member of the |
|-----|---|-------------------------------|--------------|-------------------------|--|
| No. | Name and Surname of each Member of the Crew. | Capacity in which engaged. | For Ability. | For General Conduct. | If there is any entry in the Official relating to a member of the Crew page or pages where the entry is found should be noted in this coopposite his name. |
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MARRIAGES, BIRTHS, AND DEATHS

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

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

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

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of a 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
 - (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 requirement of this section, he shall be liable for each offence to a fine not exceeding five pounds.

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

In addition to the brief statement of the "Cause of Death" on the following page, the Master should be careful to add in the body of the official log-book, full particulars of all the circumstances attending the death, more particularly in the case of murder, disappearance or suicide.

If a death occurs in a port the name of the port should be given, and it should be stated whether the death occurred on board or in hospital.

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

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

MARRIAGES.

| Date when married. | Names and Surnames of both Parties. 2 | Age. | Whether Single, Widow, or Widower. | Profession or Occupation. 5 | Father's Name and Surname. | Profession or Occupation of Father. |
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| Signed) | Officiating Clergyman. |
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| | Master or Officer in Command |

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| | Date of Birth. | Name (if an | y) of Child. | Sex. | Name and Sof Fat | Surname ther. | Rank, Pr or Occu of Fat | pation | Name and Surn of Mother. | ame | Maiden Surname of Mother. |
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| | Date of Death. | Place of Death (See instructions on previous page). | Name and Sur | | | Sex. | Age. | Pr Oc | nk or Rating, rofession or ecupation.* | | Nationality ating Birthplace.) |
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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 be recorded in the column are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.

(See Instructions on previous page).

| Officer in Commar | | 36.43 | | | | To be filled in by Official to whom Report is made. |
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| ratner, | | Moth | cr. | Signature of | Signature of Master and Mate | Port at which Report is made and Signature an |
| Nationality (stating Birthplace). | Last place of Abode. | Nationality (stating Birthplace.) | Last place of Abode. | Father or Mother. | or other member of the Crew. | Title of Officer to whom reported. |
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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, WAR MERCHANT SHIPPING ACTS, 1894 to 1939.

LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1939. LIFE SAVING APPLIANCES AS REQUIRED BY THE Intraction of the reasons should be entered in the first three columns.

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

of the table.

[Section 5 (6) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933. mate RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

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

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

| Date of Drill or Muster and of Examination of the Life Saving Appliances. | Nature of Drill or Muster.* | Nature of the Examination of the Life Saving Appliances, and the condition in which they were found. | Date of Entry. | Signatures of Master and Mate. |
|---|---|--|----------------|--|
| 26/5/42. | all hustered With L. Jackets - davits Sisung ont. | all Gear Jound in good chiditian | 24/5/42: | Kirflet Laste: gersell mate Kirflet mader |
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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 five drill, etc.

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF RECORD OF DRILLS (BOAT DRILLS, FIRE DIVINES, CONTROL OF DRILLS (BOAT DRILLS), CONTROL OF DRILLS (BOAT DRILLS, FIRE DIVINES, CONTROL OF DRILLS (BOAT DRILLS), CONT

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

[Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933.] Nature of the Examination of the Life Saving Appliances, and the condition in which they were found. Signatures of Master and Mate. Date of Entry. Date of Drill or Muster and of Examination of the Life Saving Appliances Nature of Drill or Muster." * 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 passongers or crew were

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

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

[Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1082, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1033.]

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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 DRILLS (ROAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

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

| Date of Drill or Muster and of Examination of Life Saving Appliances | Nature of Drill or Muster.* | Nature of the Examination of the Life Saving Appliances, and the condition in which they were foun! | Date of Entry. | Signatures of Master and Mate. |
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE BOARD OF TRADE INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

| Date of Inspection. | Results of Inspection. | Date of Entry | Signatures of Master and Mate. |
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE BOARD OF TRADE INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

| Date of Inspection. | Results of Inspection. | Date of Entry. | Signatures of Master and Mate, |
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE BOARD OF TRADE INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

| Date of Inspection. | Results of Inspection. | Date of Entry. | Signatures of Master and Mate. |
|---------------------|------------------------|----------------|--------------------------------|
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE BOARD RECORD OF INSPECTIONS OF CREW SPACES, 1937).

| | Results of Inspection. | Signatures of Master and Mate, |
|---------------------|------------------------|--------------------------------|
| Date of Inspection. | | |
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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

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

oking

8 C418

| VOYAGE. | Deck | ENGINE | STEWARDS' D | EPARTMENT. | TOTAL. | Under Deck Department, include all Lascars employed in nection with the navigation of the Ship, or in le |
|---|------------|-------------|------------------------|------------|--------|---|
| From the United Kingdom. To the United Kingdom. | DEPARTMENT | DEPARTMENT. | Certd. Ship's Cook. | Others. | TOTAL | after the cargo. Under Engine Department, include all Lascars employ attending on machinery. Under Stewards' Department, include all Lascars employ attending on passengers or crew. NOTE.—The death of a Lascar member of the crew shorecorded in the space provided on pages 8 is and all entries in the Asiatle log relating to the should be capied into this Official Log-Book. |
| i | Master | | | | Date | |

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

| 7) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey— | (43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts— | |
|---|--|---|
| In all countries £1 5 0 | In all countries except China 9 | 0 |
| Note -Consular Fee Stamps to the value of the Ross sharged mu- | of he affixed to this Room and cancelled. Stemps must an | |

no account be removed.

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

| | Freeboard from deck lin | e. 0 | | Load | Line. |
|---|-------------------------------------|--|--|--|---------------------|
| Tropical | leet | | inches. | (T) ==================================== | inches above S. |
| Summer | feet | 234 | inches. | (S) Upper edge of of disc. | line through centre |
| | feet | 6 | inches. | (W) 34 | inches below S. |
| Winter North Atlantic (if assigned) | }feet | 8° | inches. | (WNA) 54 | inches below S. |
| Allowance for fr |) esh water for all freeboards:- | - J 4 | | inches. | |
| | e of the deck line from wh | | | deck at sic | inches |
| above the top o | (Abo | ve particulars to be take | en from Load Line | e Certificate.) | ue. |
| Maximum draug | on the scale of feet on the | ught of water in summ e stem and stern post | er is the draught of the ship if sl | inches of water which would be she were so loaded that the up and the ship were upright on | per |
| | | NOTE | G | | |

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. the Notice is to be entered in column 15.

(17)to

> 4.—In the case of a home trade ship, columns 9-15 need not be filled in.
>
> 5.—No entries are required in columns 8-14 when the actual mean freeboard (column 7) is not less than the appropriate salt water freeboard.

> 6.—If, in determining density of water use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is 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 30° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of those Rules.
>
> The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said

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 DOCK, Upon every occasion | 21 OUR OR OTHER PLACE with the DRAUGHT OF WATER A | AND FREEBOARD |
|--|--|---|
| DEPARTURES. | OUR OR OTHER PLACE with the DRAUGHT OF WATER A proceeding to Sea. Sec Notes on page 19. | |
| ACTUAL DRAUGHT AMIDSHIPS. Density ALLOWANCE. | SIGNA | TURES. ARRIVALS. |
| and Hour of Or Other Place. Dock, Wharf, Harbour or Other Place. Forward. Aft. Port. Starboard. Mean. Water. Density of Water. Density of Water. Rubbish. Community of Indiana. Water. (7) (8) (9) (10) | Mean Drechoard Date Draught in salt water as calculated after making the appropriate the appropriate of the allowances. Mean Mean Prechoard Date and time of posting the Amidships of the Notice. Notice LL 14A of 14 B.) Date and The Mean Prechoard and time of the Notice. Notice LL 14A of 14 B.) | Date and Hour Dock, Wharf, Harbour of or Other Place. |
| (1) (2) (3) (4) (5) (5) (1) (1) (2) (1) (2) (2) (3) (4) (5) (5) (6) (7) (7) (8) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1 |) (13) (14) (15) (16) Ft. Ins. Ft. Ins. | (17) (18) (19) |
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| 18/5/19 Starley 7 6 /2.0 4 0 4 0 4 0 1025 | Allut | greel 245/42 Stanley. |
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| 6.7.42 hartindes 8.3 12.5 3.5 3.5 1025 | Haffit | JSBell 12.7.42 hranterides |
| The things were 7.0 12 - 2 a | Kafit | JSBell 19.7.42 Port Stanley. |
| 17/m martindes 11.0 15.6 0 6 0.6 1025 | Julia | moon 1074 Sunty. |
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| NOTE - Moster (O) | | |
| 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. | | |
| only required to record the particulars stated in Columns 1 to 6 | | |

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, W

Upon every occasion the DRAUGHT OF WATER AND FREEBOARD

's proceeding to Sea. See Notes on page 19.

DEPARTURES. of Water. For Density of Water. Vater. ALLOWANCE. SIGNATURES. ACTUAL FREEBOARD AMIDSHIPS.* ARRIVALS. ACTUAL DRAUGHT of WATER. Date and time of Posting the Notice. (Notice LL 11A or 14 B.) Date and Hour of Departure. For Ashes and Rubbish.* Date and Hour of Dock, Wharf, Harbour or Other Place. Starboard. Mean. Dock, Wharf, Harbour or Other Place. MASTER. MATE. Forward. Aft. (3) (4) (5) (6) (7) Ft. Ins. Ft. Ins. Ft. Ins. Ft. Ins. Arrival. Weight. Ins. Ins. (1) (13) (14) (16) (15) (17) (18) Ft. Ins. Ft. Ins. Note.—Masters of Ships when engaged on a Home-Trade voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19

DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938. (See page 3 of Cover.) (1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.

| | | (1) In column headed Batt | eries, state daily while at s | ea 'Yes | or "No," whether batteries "or "No," whether the Au arding the entries in this Log | s are maintained in a fully c | harged condit | ion. | | | 24 |
|----------------------------------|--------------------|--|-------------------------------|---------|--|-------------------------------|---------------|--|-----------------|--------------------|-----------|
| Date. Batteries. Auto- | Wireless Operator. | Master. | Date. Batteries. | 1-1- | Wireless Operator. | Master. | | Batteries. | Auto- alarm. | Wireless Operator. | Master. |
| 1/1/42 Yes NO | In O. Lyes. | Haffit, | 10/4/42 Yes | No | In O hyse | Lattix | 9/1/42 | Yes | No | In O. Lyan. | Stylit |
| 3/1/42 Yes No | m. O. hys. | Kaka | 0/4/42 yes | 110 | In O hope | Kashir | 10/4/42 | Internation of the last of the | | no. Lyn. | Koylit |
| Hiller Yes No | M.O. Lynn | shifted | 13/4/42 /45 | Wo | In O Lipe | Kasjut | 11/7/42 | | No | In O Lyan | Kallyd |
| 1/1/42 Yes No | M. O. Lype | Haffet Walket | 17/4/42 Yes | No | In O Lyn | the flut | 15/7/42 | Yes | No | In O Lyse | Konit |
| 8/1/42 Yes No | m O hyse | Hallet | 19/4/42 Yes | No | In a huse | the state | 16/7/42 | The second second | No | In O hyse | Kaket |
| 9/1/42 Jus No | In O Lyse | Maffet | 20/4/42 Yes | do | - In O Lyce | Hylpr | 18/7/42 | Yes | No | no kyre | Kliffitt. |
| 14/1/42 Yes No | In O Lype | - Huffit | 24/4/42 Yus | No | In O hyse | Kaylur . | 19/4/42 | Yes | No_ | mo type | - safet |
| 12/1/42 /es No | m.O. Kyso | Soft | 24/4/42 Yes | No | In o Lyse | Kylig | | | | | |
| 13/1/42 740 No 14/1/42 Yes No | In O Lype | Suffer | 25/4/42 Yes | No | In O hyse | * Kaffet | | | - | | |
| 15/1/42 745 No | In O. Lyn. | Suplis | 24/4/42 Yes | 10 | mo Lyn | JAN JA | | | | | |
| 16/1/42 /20 Ma 19/1/42 Yes No | m. O. Lys | KUHUT | 28/4/42 Yes | No | In O Lyse | Kaplix | | - | | | |
| of142 Yes No | m O hype | Ruffer | 2/5/42 Yes | No | m O hype | KANIST | | | | | |
| 1/1/42 Yes No | no hun | Shirt | 3/5/42 Yes 4/5/42 Yes | No | In O hype | -Kanflet | - | - | - | | |
| 3/1/42 Yes No | no Lyse | Hilly Pis | 5/5/42 Yes | Wo | In O Lyan | Hallit | | | | | |
| 4/1/42 Yes No | Mr. O. Lyse. | Kaplat | 6/5/42 Yes | No | In O Lyn. | May y | | | | | |
| 8/1/42 Yes Wo | m.O. Lyse | Harry | 2/5/42 Yes | No | h O Lyse | Karplat | | | | | |
| 11/42 Yes No | In O Lyca | Kaffer | 9/5/42 Yes | No | In O Lyse | Kuffer | | | | | |
| 2/42 Yes Wa | In O Lyse | Haller. | 10/5/42 Yes | No | In O Lyse | -Kind a | | - | | | |
| 2/42 Yes Wo | In O Lyn | Haffy . | 13/5/42 Yes | No | In O Ligar. | Kallir | | | | | |
| 2/22 Yes No | In O Lyra | Kilflit | 14/5/42 Yes | 19 | In O. Lyn. | Kaylet | | | | | |
| 1/42 /es No | In O Lyn | Highet | 15/5/42 Yes | 110 | In O hype | Market | | | | | |
| 12/42 Yes No | m.O. Kyzu | Hallis | 18/5/42 Yes | | In o Lyso | Solper | | | | | |
| 12/42 Yes NO | no type | HAHUT. | 19/5/42 Yes | | In 9 Lyse | Kaffet | | | | | |
| 12/42 Yes No 14/2/42 Yes No | In O Lyse | Klylia | 20/5/42 Yes 21/5/42 Yes | | In O Lya. | Hallit | | | | | |
| 15/2/42 Yes Ws | | Haglet, | 22/5/42 Yes | Ma | | 10 | | | | | |
| 16/2/42 Yes No | In O Lyan | Hastlit | 23/5/42 /11 | | | JAMPiet. | | | | | |
| 14/2/42 Yes No | In a Lyn | Karrie | 25/5/42 Yes | | In O Lyse | Kallyt | | | | | |
| 18/2/42 /40 WO | In O. Lyre | Lakur | 24/5/42 Yes | | In O hype | Kutty | | | | | |
| 23/2/42 Yes Wo | In O Lyne | tallet | 28/5/42 Yes | | In O Lype | Kathut | | - | - | | |
| 24/2/42 Yes No. 26/2/42 Yes No. | In O Lysi | Kaffit | 29/5/42 Yes 30/5/42 Yes | | In O Lyse | Kallyt. | | | | | |
| 26/4/42 Yes No | m. O Type | Karlet Karlet | H/6/42 Yes | No | In . O. Rysi. | Kaylet | | | | | |
| 25/2/42 Yes No | | La Pet | 5/6/42 Yes | | | Malut. | | | | | |
| 1/3/42 Yes Wo | In O Lyce | Kaffet | 7/6/42 420 | | 1 0 | saylit Asylit | | | | | |
| 2/3/42 Yes No | In O Lyss | Kylis | 8/6/42 415 | No | In O Lyan. | * Softet | | | | | |
| 3/3/42 Yes 4/0 4/3/42 Yes 4/0 | an t | Kay Pert | 10/6/42 Yes | | 7 1 | Safflys | | | | | |
| 5/3/42 Yes No | In O Lyse | Kallet | 13/6/42 Yes | No | In O Lyse | KOGILIF KOGILIF KOGILIF | | | - | | |
| 6/3/42 Yes No | | Kaylar | 14/6/42 Yes | | In O hyar | Kaput | | | | | |
| 11/3/22 Yes No | In O Lyse | 4 What | 17/6/42 4 10 | No | In O Lysu | Kayur | | | | | |
| 13/3/42 Yes No | In O Lyse | Kernejt Kennit | 18/6/42 / es | | 1 6 | KONUT Klylet | | | | | |
| 14/3/42 Yes No | | KURUK | 20/6/42 Yes | No | In O Lyse | Kaylet | | | | | |
| 15/3/42 Yes No | In O Lyse | | 21/6/42 741 | | | Kallut | | | | | |
| 20/3/42 Yes No | | HAM at | 23/6/42 Yes 23/6/42 Yes | | In O hype | Klylige | | | | | |
| 22/3/42 Yes No | In O Lyse | Kany | 24/6/42 Yes | No | no Lyse | KAHAT | | | | | |
| 23/3/42 Yes No | | Kaffit | 25/6/42 Yes | | 1 | Klyla | | | | | |
| 25/3/42 Yes No | In O Lyce | Kaffyt | 27/6/42 Yes | No | In O Lype | Nayfist | - | | | | |
| 26/3/42 Yes NO | In O Lype | KARIT | 28/6/42 Yes | | | KUPIH | | | | | |
| 27/3/42 Yes No | In O Lyn | KAHET | 30/6/42 Yes | do | no Type | Kallyt | | | | | |
| 30/3/42 Yes Wo | In O Lyre | -AllaHit | 2/4/42 4.6 | No | In O Lyse. | Kayla | | | | | |
| 34/8/42 Ky 0/15 | | Karling Karling Karling Karling | 4/7/42 74 | No | In O Lyse | Xallist | | | | | |
| 2/4/42 Yes 20 | In O Lyse | Keyly | 5/7/42 745 | No | In O Lyse | Kajhir | | | - | | |
| 7/4/42 Yes do | no dyse | -KON'IT | 6/7/42 Yes | No | no Lyse | Dhist, | | | | | 25 |
| 8/4/42 Yes No | | Lagfur. | 8/7/42 40 | No | | Glaffit . | | - | | | |

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

| | | | | Il In column headed Batte In column headed Auto Entries to be | eries, state dai o-alarm, state o sumod as in | ly while at daily while dicated. | ea "Ye e at ea " Details re | " or "No," whether batt Yes " or "No," whether the garding the entries in this | crie: are maintained in a fully Auto-aliren receiver has been log to be put in Wireless by | charged con to tol at lear by the Op- | dition. t once eve | ry twelve | hour. | 6 |
|-------|-----------|-----------------|--------------------|---|---|----------------------------------|-----------------------------------|--|--|---|--------------------|-----------|--------------------|--------|
| Date. | Batteries | Auto- alarm. | Wireless Operator. | Master. | Date. | Batteries | Auto- alarm. | Wireless Operator. | Master. | Date, | | | Wireless Operator, | Master |
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Note.—The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 22 of the

| | Note. | —The entre | es regarding watertight doors, serv | 1 |
|----------------------------------|---|-------------------|--|---|
| 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 Furliament. | Amount Fine or Forfeltu Indicted |
| 18/5/42. | 20.102 | 19/5/42. | mis king-hime passenger seriously ill with Heart tromble - Wislessed Predical officer P. Stamley for advice or told to proceed on vijage as no cure available for the | 300 |
| | 440 58'8 | 10/- | 1 | muli |
| 19/5/42 Noon. | 540 NOW | 19/42 | Built - also informed relatives | See Lo |
| 19/5/42 6.30Pm. | 46 58'3 57' 28' W | 20/5/42. | Burial of Solon. M.T.S., Dich de appropriate | |
| | | | selvice, - full cen muster that it asker | |
| | (a) | | J's mala | |
| | (-3 | |) mr | |
| 18/6/42. YAm. | Natales. | 14/6/42. | Seaman on line 13, this day logged for Juiling to turn to when regulared by cp. | 5/- |
| | | | Khiffett aster. grs gold | |
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the 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 blue cover on this Official Log-Book.

OFFICIAL LOG of the

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

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Reading over Entries of Officer.

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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 blue cover on this Official Log-Book.

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Powers for enforcing Act.

1723.—(1.) Where for enforcing Act.
any officer of the Board of Trade,
any commissioned officer of any of His Majesty's ships on full payany British consular officer,
the Registrar-General of Shipping and Seamen or his assistant,
any chief officer of customs in any place in His Majesty's dominions,

any chief other of customs in any place in His Majesty's dominions, or any superintendent, has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation, is not compiled with, that officer may—

[a) require the owner, master, or any of the crew of any British ship to produce any official leg-books or other documents relating to the crew or any member thereof in their respective possession or control;

[b) require any such master to produce a list of all persons on board his ship, and take copies of the official leg-books, or documents, or of any part thereof;

[c) induser the crew of any such ship; and

[d) summon the master to appear and give any explanation concerning the ship or her crew or the official log-books or documents produced or required to be produced.

(2.) If any person, on being duly required by an officer authorised under this section, fails without reasonable cause to produce to that officer any such official log-book or document as he is required to produce under this section, or refuses to allow the same to be inspected or copied, or impedes any master of the crew required under this section or refuses or neglects to give any explanation which he is required under this section to give, or knowingly mislants or flectives any officer authorised under this section to demand any such explanation, that person shall for each offence be liable to a fine not exceeding twenty pounds.

Parising of Orders by Nevet Courts

Entries of Orders by Navel Courts.

483.—(2.) All orders made by any naval court shall, whenever practicable, be entred in the official log-book of the ship to which the puries to the processing before the court belong, and signed by the president of the court.

Complaints as to food.

198.—(3.) The officer directing, or the person making, the examination [ms., of provisions or water upon complaint of crew] shall enter a statement of the result of the examination in the official log-book, and sond a report thereof to the Board of Trade, and that report shall be admissible in evidence in manner provided by this Act.

Merchant Shipping Act, 1906.

Entry in Log-Book of boat drill, etc.

Entry in Log-Hook of boot drill, etc.

The master of every British ship shall enter or cause to be
in the official log-book, a statement, or if there is no official
c, cause a record to be kept, of every occasion on which boat
mortised on board the ship, and on which the life-saving
a on board the ship have been examined for the purpose of
int those appliances are fit and ready for use.

The master shall, if and when required by any officer of the
master shall, if and when required by any officer of the
master shall, if and when required by any officer of the
master of this section.

the master of a ship fails to comply with any requirement section, be shall be liable on summary conviction for each to a fine not exceeding ten pounds.

Entries dealing with wages and effects of a seaman who is left behind.

25.—1.) If a seaman belonging to any British ship is left behind out of the British Islands, the master of the ship shall subject to the provident of this section—

2 s soon as may be, enter in the official log-book a statement of the effects left on board by the seaman and of the amount due to the seaman on account of wages at the time when he was left behind.

Deflection from wages and payments to Superintendents, etc., of fines.

4 t.—(1.) Every fine imposed on a seaman for any act of misconduct or which his agreement imposes a fine shall be deducted as follows that is to say):—

(a) if the offender is discharged in the United Kingdom, and the offence, and the entry in the log book required by the Merchant Shipmang Acts in respect thereof, are proved to the satisfaction, in the case of a foreign-going ship of the superintendent before whom the offender is discharged, and in the case of a home trade whip of the superintendent at or nearest the port at which the crew are discharged, the master or owner shall deduct the fine from the wages of the offender;

(b) if the onemer enters his Majesty's naval service or is discharged abroad, and the offence and the entry as aforesaid are proved.

PART I .- Safety of Life at Sea. Amendments of Merchant Shipping Acts as to Life-saving Appliances.

Appliances.

5.—(8) The following section shall be substituted for section four sundred and thirty-one of the principal Act:—

"431.—(1) A surveyor of ships may inspect any ship for the purpose of seeing that the rules for life-saving appliances have been complied with in her case, and for the purpose of any such inspection shall have all the powers of a Board of Trade Inspector under this Act.

(2) If the surveyor finds that the rules for life saving appliances have not been complied with, he shall give written notice to the have not been complied with, he shall give written notice to the been complied with, and what, in his opinion, is required to rectify the matter.

(3) Every notice so given shall be communicated in manner

to the attriaction of the officer in command of the ship he so enters, or of the proper authority by whose sanction he is discharged, as the case may be, the fine shall be deducted as aforesaid and an entery made in the official log book of the ship and signed by the officer or authority to whose satisfaction the officer is

and an entry made in the official log book of the ship and signed by the officer or authority to whose satisfaction the offence is proved.

(2.) Every finn so deducted shall be paid—
(a) if the offender is discharged in the United Kingdom, to the superintendent;
(b) if the offender enters His Majesty's naval involve, on the return of the ship to its port of destination, if that port is in the United Kingdom, to the superintendent before whom the crew is discharged, or in the case of a home-trade ship to the superintendent at or nearest to the port at which the crew is discharged, and, if the port of destination is not in the United Kingdom, to the proper authority as defined for the purpose of this Part of this Act;
(c) If the offender is discharged at any place out of the United Kingdom, to the proper authority.

(4.) If a reaster or owner fails without reasonable cause to pay any summary conviction to a fine not exceeding six times the amount of the fine not so paid.

(5.) An act of misconduct for which any fine has been inflicted and paid by, or deducted from the wages of, the seaman, shall not be otherwise punished under the Merchant Shipping Acts.

Notice of disruting of scurrien.

Notice of disruting of seamen.

Notice of disruting of seamen.

59.—(I.) Where the master of a ship disrates a scannan he shall forthwith enter or cause to be entered in the official log-book a statement of the dismaing, and furnish the seaman with a copy of the entry; and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy of furnished.

(2.) Any reduction of wages consequent on the disrating of a seaman shall be deemed to be a deduction from wages within the meaning of sections one hundred and thirty-two and one hundred and thirty-three of the principal Act (which relate to the delivery of the account of wages and the allowance of desinctions therefrom).

Merchant Shipping (Safety and Load-line Conventions) Act, 1932.

Entries relating to operation of the Wireless Telegraph Installation, etc.

7.—(1.) The power of the Board of Trade, in consultation with the Postmaster-General, to make rules under sub-section (2) of social one of the Merchant Shipping (Wireless Telegraphy) Act, 1910, shall include power to make rules—
(a) requiring the master of a ship to enter in the official log book such particulars relating to the operation of the wireless telegraph installation and as to the maintenance of the wireless telegraph service, as may be specified in the rules.

Merchant Shipping (Wireless Telegraphy) Rules, 1988.

Article 12 (4) Batteries, whether forming part of the main or emergency installations, shall be maintained in a fully-changed condition. A statement that this requirement has been fulfilled shall be inserted in the official log book each day.

5. In ships fitted with an approved suto-clarin —

6. In ships fitted with an approved suto-clarin —

6. In ships fitted with an approved suto-clarin —

6. In ships fitted with an approved suto-clarin been fulfilled must be inserted in the annual log book each day.

Entries relating to Water-tight Doors, ste., in Passenger

been fulfilled must be inserted in the annual log bush each day.

Entries relating to Water-tight Doors, stc., in Passanger
Stemmers.

22—The rules set out in the Third Schedule to this Act with respect
to water-tight doors and other contrivences shall be complied with
in acres British passenger steamer registered in the United Kingdom,
and if any of the said rules is contravened in the case of any such
statemer, the master thereof shall for each offered be hable to a fine
not exceeding one hundred pounds.

Note—For further details see Second Supplementary Log Risck,
Toru O10.)

Entry in log Book of reasons why boat drill was not practised.

5.—(5.) Subsection (1) of section mus of the Merchaut Shipping Act, 1008 (which requires the master of every British ship to enter in the official log book a statement of every cocasion on which boat drill the spractised on board the ship) shall be amended by inserting at the is practised on board the ship) is all be amended by inserting at the is practised on board the ship in any week, the master "boat drill is not practised on board the ship in any week, the master "shall enter a statement of the reasons why heat drill was not practised in that week."

Markows Shalin (Markows Bules 1932 made under Section 5 (1)

Merchant Shipping (Musters) Rules 1933, made under Section 5 (1) of the Act.

5.—(3.) The Master shall enter or cause to be entered in the official log book a statement, or, if there is no official log book, cause a record to be kept, of every occasion on which musters are held on board the to be kept, of every occasion on which musters are held on board the ship, and if a muster is not held in any week the Master shall enter a ship, and if a muster is not held in any week the Master shall enter a statement of the reasons why a muster was not held in that week.

Masters are informed that it is very desirable that the following entries should be made in the Official Log-Book. They are necessary to enable Superintendents to settle wages disputes and for other purposes:—

1. Every case in which the allowance of provisions is reduced, together with the quantity, or quantities, of the article, or articles so reduced.

2. Every case in which the daily allowance of Lime Julca is not served out as required by the Act.

3. Every case in which a member of the craw is promoted to a light grade of service, with the date of such promotion, the grade

and for other purposes ...

and the rate of wages which the assuman is to receive.

4. In cases of illness, irrequent entries (daily if possible) showing the progress and treatment of the patient.

5. Every case of drunkenness or unisconduct on the part of any Certificated Mate or Engineer, whether the Master wishes the case to be investigated or not.

6. Every important accident or damage to ship or cargo.

LOAD-LINE, DEPTH OF LOADING AND FREEBOARD.

The Merchant Shipping (Safety and Load Line Conventions) Act, 1932, provides among other things, as follows:—

Load Line Ships.

Every ship registered in the United Kingdom proceeding to sea (except sailing ships under eighty tons register engaged solely in the coasting trade, ships solely engaged in fishing, pleasure yachts and ships to which special exemption has been granted) is a load line ship.

Marking of Deck-Line and Load Lines.

No load line ship registered in the United Kingdom shall proceed to sea unless she has been surveyed and marked on each side with a deck-line and with load lines indicating the several maximum depths to which the ship can be safely loaded in various circumstances prescribed by the Load Line Rules and complies with the conditions of assignment to the extent required by the Act.

On receipt of the load line certificate the owner shall forthwith cause it to be framed and posted up in some conspicuous place on board the ship, and to be kept so framed and posted up so long as it remains in force.

Any load line ship registered in the United Kingdom attempting to proceed to sea without being surveyed and marked as required may be detained until she has been so surveyed and marked and any ship which does not comply with the conditions of assignment to the extent required by the Act in her case may be detained as an unsafe ship.

Submersion of Load Line.

A load line ship registered in the United Kingdom shall not be so loaded as to submerge in salt water, when the ship has no list, the appropriate load line on each side of the ship, that is to say, the load line indicating the maximum depth to which the ship is for the time being entitled under the Load Line Rules to be loaded; and if she is so loaded she may without prejudice to any proceedings that may be taken, be detained until she ceases to be so loaded.

Penalties.

If—

- (a) any load line ship registered in the United Kingdom proceeds or attempts to proceed to sea without having been surveyed and marked as required by the Load Line Rules, or without complying with the conditions of assignment to the extent required by the Act; or
- (b) the owner or master fails without reasonable cause to keep the ship properly marked or any person conceals, removes, alters, defaces or obliterates or suffers any person under his control to conceal, remove, alter, deface or obliterate the deck line or load lines, except with the authority of a person entitled under the Load Line Rules to authorise the alteration of the marks or except for the purpose of escaping capture by an enemy,

the master or owner shall for each offence be liable to a fine not exceeding one hundred pounds.

If any owner or master allows the ship to be so loaded as to submerge in salt water the appropriate load line he shall for each offence be liable to a fine not exceeding one hundred pounds and to an additional fine, not exceeding one hundred pounds for every inch or fraction of an inch by which the appropriate load line is submerged or would have been submerged if the ship had been in salt water and had had no list.

If any master

 fails to comply with the Regulations made under Section 50 of the Act (see below); or

- (2) fails to enter in the official log-book the particulars as to the position of the deck-line and load lines specified in the certificate; or
- (3) fails to insert in the agreement with the crew the particulars as to the position of the deck-line and load lines specified in the certificate; or
- (4) being the master of a foreign-going ship, fails to post up, before the ship leaves any dock, wharf, harbour or other place for the purpose of proceeding to sea, the Notice relating to the depth to which the ship is loaded, and to keep the Notice posted up and legible until arrival at some other dock, whatf, &c.,

he shall for each offence be liable to a fine not exceeding twenty pounds.

If any owner fails to cause the land line certificate to be posted up in his ship, and to be kept so posted up, he shall for each offence be liable to a fine not exceeding inventy pounds.

Regulations.

In the Regulations made by the Board of Trade under Section 50 of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, it is provided that the master of every load line ship registered in the United Kingdom shall before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, enter in the official log book:—

- (1) If not previously entered, all the particulars stated in the load line certificate of the positions of the deck line and load lines and the maximum draught of water in summer.
- (2) The actual draught of water of the ship as shown on the scale of feet on her stem and stem post when the ship is loaded and ready to leave any dock, wharf, harbour or other place together with the actual freeboard amidships on each side of the ship and the mean freeboard.
- (3) The density of the water in which the ship is lying at the time when the particulars required in paragraph (2) are ascertained.

FOREIGN-GOING SHIPS.

Masters of foreign-going ships are also required to record in the official log book before leaving any dock, wharf, harbour or other place for the purpose of proceeding to sea the following additional particulars:—

- (4) the allowances, if any, to be made in order to arrive at the mean freeboard which the ship will have when she first reaches salt water, in respect of:—
 - (a) the weight of any ashes and rubbish which it is intended to throw overboard.
 - (b) the weight of fuel, water and stores required for consumption before the ship reaches salt water.
- (5) the mean draught of water and the mean freeboard which the ship will have in salt water as calculated after making the aforesaid allowances.
- (6) the date and time of posting up the Notice relating to the depth to which the ship is loaded.

The entries mentioned in (3), (4) and (5) above need not be made if at the time at which the particulars mentioned at (2) above are ascertained the load line indicating the maximum depth to which the ship is for the time being entitled to be loaded in salt water is not submerged.

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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 Eire.

| Name of Ship. | | 00.111 | | stry Port No. and | | Registere | d Tonnage. | Horse Power of Engines | |
|---------------------------|-----------------------------|---------------------------|---------|-------------------|----------------------------------|------------|------------|------------------------|--|
| | | Official No. Port of Regi | | Date of Register | | Gross Net. | | NHP IHP BHP. | |
| | 161827 | STANLEY | | 1/1932 | | 343 | 90 | | |
| REGISTERED | MANAGING OWNER C | R MANAGER | | | camen and | CHARTERER. | | | |
| Name. (State No. | | Address | d Town) | Apprentic | es for which ion is certified | Name. | | Address. | |
| Felbland Islands Co. Ald. | 61. Gracechard Stone London | E.C. | * | 23 | | Marine S. | | | |

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

round the coasts of the Falkland Islands and to the East coast of South America, including togetten territory, Chili, also to South Georgia between the lilits of 50 degrees South Latitude a and 56 degrees South Latitude and return to Stanley.

This agreement shall expire not later than the 50th. Fune 1942, or the first arrival at stanley after that date, or the discharge of e mo c naequent on that date.

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 Board of Trade, which are printed herein and numbereds / to 7

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

And it is also agreed, that

Searwrers' War Risk Money. The Mational Maritime Board Agreement of 22nd. September 1939, an lies to Officers and ratings.

Differential Payment. The National Paritime Board Agreement of 20th. December 1940, almlies to Officers and retings.

The crew shall work coal, cargo and stores when and where required, such in for thinky All from the bodding or eating materials shall be supplied.

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

The crew shall wear the Company's uniform (No. 1. and working uniform) when and where required.

Should any member of the crew fail to join at the specified time the Master may ship substitutes at once.

Seemen and firemen shall been their respective forecastles clean and shall leave them so at the termination of the voyage under a penalty of five shillings for each case of neglect.

The seemen and firemen shall mutually assist each other in the general duties of the ship, and shall keep the galley supplied with coal.

The crow shall be deemed to be complete with 4/2 21 hands all told, of whom not less than is shall be sailors.

The Master may discharge any member of the crew as a result of misconduct or includioney, or by mutual consent, in which case wages shall accrue up to 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 | Huffett. | |
|-------------|---------------|----------|
| on the 6th. | day of Januar | 1 , 1942 |

| and of | | | These columns to be filled up at the end of the Voyage. | | | | | | | | |
|---------------------------------------|---------------------------------|--------------------------------------|---|--|--|--|--|--|--|--|--|
| Date of Commencement of Voyage. | Port at which Voyage commenced. | Date of Termination of Voyago. | 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. | | | | | | |
| 6-1-42. | STANLEY F.I | 24/7/42. | Starley (| 24-7-42 | Kaffut 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 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.

are excused.

5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the fourth page hereof, which the parties agree to adopt, 6. Here are other stipulations may be inserted to which the parties agree and which are not contrary to law.

6. Here any other support of the unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

OVERINE SHALL BE PAID FOR AT THE MOLIWOING RATE.

T. (except on Sailing and Arrival Days in cases of emergency as hereinafter ned in Definition A) mether or not the defined in Definition A) stches of a serman are suspended, overtime will be paid for the time actually worked in excess of 3 hours saily on londay to Friday inclusive and 5 hours saily on Saturday and for my hours worked on Sunday, subject to the

follo in conditions:(1) No overtime chall be payable for time encloyed on sunday in normal routine and sanitary uties as hereinafter defined

(Definition B).

(2) Then the matches of a segmen are suspen-

(a) while the versel is in a U.K. port the 8 and 5 hours above referred to shall for such seamen be consecutive save for the usual meal hours and worked between 6 a.m. and 6 p.m. onesy to Meiday inclusive and between 6 a.m.

(b) when the vessel is in a port outside the U.K. these hours shall be worked by such season connecutively so far as is preciscable - the Master being the sale judge - having regard to climatic conditions and the custom of the port, provided they are worked between the hours

of 6 a.m. and 7 p.m.

(3) Then ratches are maintained for any segment overtime shall not be paid to such watch-keeper until 8 hours have been worked (londay to

Priday or blows on Saturday.
Provided that always in any port where in the aster's opinion watches must be maintained for the carety of the vessel, or where, olthough not on a stiling or Arrival Day, witches on a Saturday or Sunday are set within 12 hours of of the time of sailing or co tinued within 12 hours of the time of arrival, the foregoing provisions shall not apply, but the hours of such mater-keeper shall be regulated by the appropriate Agreement where applicable regal ting hours of mork at sea.

new or ed in shifts for routine purposes as hardinafter defined (Definition C) shall be paid evertime for work come in excess of 3 hours to riday, and 5 hours Saturday and for all work done on earliey.

Total total to bours of duty shall be any

12 consecutive hours shotween 6 p.m. and 8 a.m. overtime and additional pay. Hours worked in the 12 hours proceeding or following a night's watching to be paid for as evertime. Might Natchmen actually on cuty as such for any period between minight Saturday and aidhight Sunday to be paid 9d. per hour in edition to their

mes and - lesseen or men acting as such. buties as required between 6 a.m. and 6 p.m. cases of emergency as hereinafter defined, between midnight and midnight members of the Deck Department are required to work more than 10 hours (members of the Engine Room Department o hours), excluding meal hours but including time ament on sea watch Overtime shall be payable for extra hours worked in port plus extra hours worked at sea over and above normal sea-watch. ATES. - Payment for Overtime shall be at the following rates:-

9d. per hour. Boys. 9d. # 2/3d. # 0.8. 11 Cornenters.

Other Ratings. 1/9d. # "
FRACTIONS OF AN HOUR. - Practions of an hour
Forked as Overtine to be reckoned as half-anhour, unless the time actually exceeds half-anhour, when it shall be reckened as one hour. Overtime shall be reckened from the time a men is ordered to re ort and does report for duty. LLIDAYS. - In U.K. Ports outside Scotland, Christias Dev, New Year's Day, Good Priday, and Public British Bank Holidays are to be treated as Sundays, where these days are recognised as holidays in the port in which the ship is lying.

In Scottish Ports the following days shall be treated as Sudays, viz., New Year's Day, and not more than three other Public Holidays recognised as such in the port where the ship is lying (the dates applicable to each port to be such days as may be determined by the District Maritime Board of the area in question.

In ports outside the United ingdom. Christmas Days New Year's Day, and Good Meiday are to be treated as Sundays, where these days are recognised as holidays in the port in which the ship is lying.

Cases of emerginey shall for the purposes of tis clause be deemed to be cases of Salvage, Fog, Stranding, Fire, or other circumstances affecting the safety of the Vessel, of which the Master shall

be the sole judge.

B. - NORMAL SHOWN ROUTINE AND SATIRAY DUTIES.

Gleaning Crew's quarters; wetting down decks;
attending to ship's lights and lawps, fire
applicances, moorings; issuing and drawing stores,
rations and water, and filling satirary tanks;
sounding wells, tanks and bilges, and customery
reports to superior officers, and any work rendered
recognized by Fort lanitary regulations. necessary by Port Sanitary Regulations.

Rote. - Raising and maintaining steam suxiliary machinery required for sorting cargo is not included in the category of Routine Purposes, and t Routine ur oses Clause is not to be applied to the case of pen placed on duty expressly on account of cargo being worked.

NIP Between 1 p.m. and midnight Saturday, and between 1 p.m. and aidnight Saturday, here con ight Sunday and 6 a.m. onday, established being worked, and it is Shift (higher the ork of a Routine Puron duty) is would in any case have been the on duty) is thould in any case have been recovertime at thereby increased to any extent to the me been of the full rate is payable to the meners of the full rate is payable covered by the of the shift for the period rate). On the shift (entra hours at the full has been increased in the terms of the above rule, the decision of the Port Consultants, here they are in a secondary, is final. where they are in of the Port of the where they are in acreement, is final.

SCALE OF PROVISIONS

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1939, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Note .- The scale agreed upon is in addition to the Lime or Lemon Juice and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

| Article. Water | | | | Allowance per week. 28 quarts. 7 lbs. | Article. Article. Condensed Milk or | cch. |
|---|-------------------------|----------|-------|--|--|------|
| Fresh Meat | | | | 81 lbs. | Dried 4 02 | S. |
| Fresh Fish See note 1 below and Ex- | paragraphs ceptions. | 3, 1 and | i oí | | Milk for cooking Condensed 43 c | |
| Smoked Ham or Bacon) | • | | | e 11 | Dried 2 02 | |
| Potatoes | | *** | | 7 lbs. | Butter (see note 2 below) | |
| Dried or Compressed Vegetables | | | *** | 1 lb. | Marmalade or Jam | b. |
| Peas, Split | *** | *** | | ‡ Ib. | Syrup 200 | s. |
| Green t'eas, Haricot Beans or Butter Beans | | *** | | 11 lbs. | Cheese 400 | S, |
| Flour | 111 114 | | 4 - 4 | 2 lbs. | Suet 40 | S. |
| Rice | | | | G ozs. | Pickles | pint |
| Oatmeal, Rolled Oats or similar cereal | | | *** | G ozs. | Onions | b. |
| Tea | | 4+1 | | 3 ozs. | Dried Fruits 50 | 25. |
| Couse (containing not more than 25 per cent. Cl | hicory) | | | 2 ozs. | Fine Salt 200 | es. |
| or | | | | | Mondanil | oz. |
| Cocoa (or Chocolate) | | | | 3 ozs. | Denne | 04. |
| Sugar (see note 2 below) | | | | 1 lbs. | Common Deposition | oz. |
| | | | | - | | ,, |

NOTE 1 .- The limitation on the use of fresh fish, eggs and smoked ham or bacon as equivalents for fresh meat means that the maximum amount which can be deducted from the weekly ration of fresh meat, in respect of these equivalents, is 2 lbs. 3 ozs.

NOTE 2.—The amounts of sugar and butter shown in the above scale are exclusive of the amounts used in the preparation of meals.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

 2. Brean.—The issue of soft bread under the scale shall not be required:—
 - - (a) in a ship of less than 1,000 tons gross registered tonnage; or (b) if rough weather or illness, or absence of cook, or force majeure renders the making of bread impracticable;
- but where soft bread is not issued, an equivalent amount of biscuit stored in scaled tins shall be issued instead.

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

 When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3 lb. of salt meat or 1 lb. of preserved meat for 1 lb. of fresh
- Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 ozs, weekly but not exceeding 8 ozs, and count as preserved
- meat NOTE.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days
- from the date on which it is taken on board.

 4. Figh.—The weight of fresh fish is the gross weight before preparation for cooking.

 Fresh fish up to an amount not exceeding 1½ lbs. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight of fresh meat.
- In any week in which less than 8 ozs. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards
- In any week in which less than 8 ozs, of fresh hish is issued there shall be issued hish of a latty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 ozs. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ ozs. of dried fish or 1 oz. of tinned fish to 2 ozs. of fresh fish.

 5. EGGs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits, and two eggs for each week thereafter should be issued, if obtainable at a reasonable price, and if there are facilities for keeping them. Each egg so issued shall be regarded as the equivalent of 1½ ozs. of fresh meat under the scale. Eggs in excess of these may be issued, but shall not count against the scale.

 6. POTATOES.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship the latter of the population - leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.
- When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.
- 7. DRIED MILK .- Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.

 8. Vegetables.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious
- to health.
- On each day when I 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.

 9. Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches or apricots.
- 10. Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to \(\frac{1}{2}\) lb. of fresh onions must be issued.

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

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

SUBSTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE

| Preserved Meat | | | *** | ∄ lb, ½ lb. 1 oz, | to 1 lb. Fresh Meat. | ő | | | | | 1 lb. 1 lb. 1 lb. | To be considered equal |
|---------------------------|-------------|-----|-----|-------------------------|--------------------------------|---------------------------|------|-----|------|------|-------------------------|-------------------------|
| Cocoa or Chocolate . | | ••• | | 1 ozs. | To be considered equal. | Butter | | *** | | | i lb. | To be considered equal |
| Flour | | | | 1 lb. 1 lb. | | Condensed : Dried Milk | Milk | | | | 01 020 | To be considered equal. |
| W 1 / | mílar cezes | 841 | | 1 lb. 1 lb. | To be considered equal. | Manufacil | *** | | | | | To be considered equal |
| Split Peas | ** *** | | | ⅓ lb. ⅓ lb. | To be considered equal | | | | | | | |
| Green Peas, Haricot or Bu | | | | lb. | when issued with meat rations. | | | | | | | |

POSITIONS OF THE DECK LINE AND LOAD LINES.

| Freeboard from deck line. | | Load Line. | | | | | |
|--|---------------------------|--------------------------------|-------------------|--|--|--|--|
| | feet. 2 inches. | (T)inches | above S. | | | | |
| Summor - | feet 4 /4 inches. | (S) Upper edge of file through | CCITCIO OI CI-DO. | | | | |
| Winter | feet 6 inches. | (W) 3./4in | ches below S. | | | | |
| Winter North Atlantic | feet 8 inches. | (WNA) | ches below S. | | | | |
| (if assigned) Allowance for fresh water for all free | boards :5./2inc | hes. | | | | | |
| The upper edge of the deck line fro | om which these freeboards | are measured is | inches above | | | | |
| the top of the | 4 | deck at side. | | | | | |
| (Above part | ticulars to be taken from | Load Line Certificate.) | | | | | |

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

REGULATIONS FOR MAINTAINING DISCIPLINE

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

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

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

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

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

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

| No | OFFENCE. | Amount of Fine or Punishment. | Signature of Superintendent or Consular Officer. |
|----|--|-----------------------------------|--|
| 1 | Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted) | Five Shillings. | 1 |
| 2 | Bringing or baving on board intoxicating liquors | Five Shillings. | |
| 3 | Drunkenness. First Offence Second and for each subsequent Offence | Five Shillings. Ten Shillings. | |
| | Taking on board and keeping possession of any fire-arms, knuckin-duster, loaded cane, slung-shot, sword-stick, bowie knife, dagger, or any other oftensive weapon or offensive instrument, without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument. | | Maria |
| 5 | Insolent or contemptuous language or behaviour to the Master or officers, or disobedience to lawful commands, if not otherwise dealt with according to law | Five Shillings. | SHIPPING MASTER |
| 6 | Absence without leave (if not otherwise dealt with according to law) for each day on which such | | Smiring mis |
| 7 | For exposing between smuset and sunrise a light of any description so as to be visible outboard or to reflect upwards, including the lighting of matches anywhere on the upper deck, or for failing to comply with any lawful command as to the screening of lights on board (if the seamon is not otherwise proscented) | Five Shillings. | 132 |

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

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

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

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

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

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

| | Dato | Nationality† | | If Appr Particulars of | entico Indentures. | Date of Joining | Par To be | rticulars of Leaving. filled up by the Master. ning it should be stated. | Initials of Official who grants Certificate |
|--|--------------|--|--------------|---------------------------|-----------------------|--------------------|--------------|--|---|
| Name in full. | of Birth, | (if British, state birthplace). | Capacity. | Date. | Place of Signing. | for the voyage. | Date. | Cause of Leaving. | Certificate respecting an Apprentice left belified abroad, |
| Barnes Ivan Lyall 1. Young | Persons* | Stanley 7.9. Stanley 7.9. Stanley 7.9. | age includin | g Apprentices. | _ | 6-1-1942 | uttam | 1 age of 18. | |
| Barnes Ivan Lyall 1. Young Wixon S. Dixon S. | 1016 | Manly 7.9. | - do | | | 17. 4. 42. | 18/1/42. | Mutual Consul. | |
| Diam. 1. | 1926 | | | | | 3. 6. 42. | 12/4/42. | Mutual Consul. Term of agreement. | |
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| 2. Арргел | ticcs over | 18 years of age. | | | | | | | |
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| . If a British subject, state town or | | | to a feeder | | | - Deitick aubie | at ar pate | and inside | |

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

PARTICULARS

| 1 | | | | | | | Planets |
|----|---|--|--|---|---|--------|-----------------------------|
| | | | | HOME ADDRESS. | Name of last Ship, with Official No. or Port of Registry | this | Place of Signing Agreement. |
| | SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dia. A's). | Age | Nationality (If British, state birthplace – see toolnote). | N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman. | Official No. or Port of Registry and year of discharge if more than a year previous. | Date. | Place. |
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| 20 | P. Anderson | 38 | West Falk land. | -de - | | | |
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* Ha British subject, state town or country of birth, and if born in a foreign

* If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Causs of Leaving

* An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding \$\int_{\text{200}}^{200} a

| Sh | ip | FITZ | ZRO | ۲. | | | | |
|----|-----------------------|----------|-----------|--------------------|--|-------------------------------|--|--|
| OF | OF ENGAGEMENT. | | | | | | PARTICULARS OF DISCHARGE, &c To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crees. | RELEASE |
| | No. of Certificate | Date and | Amount of | Amount of Wages | | Signa- ture or Initials | Date, Place and Cause of leaving this Ship, or of Death | We, the undersigned Members of the Crew this Ship, do hereby release this Ship, and |

| OF ENGAGEMENT. | | | | | | | | PARTICULARS OF | DISCHARGE, Supon the Discharge | Death, | 07 | | RELEASE | Number | | |
|----------------------------------|--|--|---|---|--|--|----------------|---------------------|--------------------------------|--|----|-----|--|--|---|---------------|
| In what Capacity engaged.† | No. of Certificate (if any), and No. of R N.R. Commis- sion or R.V.2 (if any). | Date and Hour at which he is to be on board. | Amount of Wages per Week or Calendar Month. | Amount of Wages Advanced upon or at the time of Engage- ment.; | Amount of Weekly, Haif Monthly or Monthly Allotment. | Signa- ture or Initials of Official before whom the Sea- man is engaged | | or of Death Place. | | 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. | Weeks for which Insur- ance Act Contri- butions are payable. | Reference No. |
| Marter. | 108 233 marter Marter | at | | peral green | | -all. | 24/4/ | Stanley. | agreement closed. | | | 1 | Kaylet. | Ml of 2 | 1 21. H | 1 |
| Mate. | 009827. | 17 | | - ds. | | arls. | (t | h | 16 | - | | | grosel | all 1 /m. 24 | 1/42. | 2 |
| bh. Engineer | | | | - de. | | arl. | ſı | | 1. | - | - | - | Org. Chambers | all! In. | 1/2/2. | 3 |
| 2nd. Eng. | | ., | 18 | | | all. | n | fr . | 11 | - | - | - | R. alkins | all 1/24 | 4. | 4 |
| 3rd. Eng. | | " | 16 7 6 | | | all. | " | | | | - | - | G. J. Meeshofa | Ml. 5/ 2 | 1/2/2. | 5 |
| Ind Mate . | | ., | <u>14 · ·</u> | | | all. | ,, | | | | | - | Fa Sedgurck | Alb. m. 24 | 1/2 | 6 |
| Langes + a.B. | | ٠, | 1126 | | | aus | | | a | - | - | | J.E. bliftin | all 9/24 | kr. | 7 |
| A.B. | | ٠, | 10 12 6 | | | all. | P | | | | - | 1 | Hebb Bunds | all 1/m. | 1/2 - 1 | 8 |
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| A.8. | | " | 10 12 6 | | | all. | 1/5/47 | Hanly 75 | Illnen. | | | | R. Shitahensov | all. 74 | | 10 |
| Laund + A.B. | | - | 1126 | | | aul. | 24/7/42. | 11 | agreement closed. | - | | , , | A blifton | all. Ja. 19 | | 11 |
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| 0.5. | | | 626 | | | are. | 24/7/42. | Hanley | Term of agreement. | 15 | 3 | 6 | synne modill | all. In. 7 | 4 - | 13 |
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| ant. Itemard. | | | 926 | | | all. | 30/ | Stanley. | Allnen. | 16 | 2 | 6 | Scamen in hospital. Not available for signature. | All. 7 | 1/2. | 15 |
| -de | | | 926 | | | ans. | 24/7/42. | и | agreement closed. | | | | B Baldini | Ml. 8/m. | 24/2/42. | 16 |
| Pantas Boy, | | | 5 | | | all | h | | 11 | - | | - | I Barner | Mist. | 24/1/2. | 17 |
| Fireman | | | 1126 | | | art. | te. | | ** | | - | 1. | ambertrano, | all. %. | 24/1/22 | 18 |
| Tireman | | ., | 1126 | | | akt. | ď | | | | - | - | A Whileoel. | all m. | 24/2/42 | 19 |
| Yinnan | | | 1126. | | | ane. | t _k | | | | | | P. Anderson | All the | 24/2/2 | 20 |

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

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

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

this Salp," thas "L.M.S. Revenge"; and the other cause of leaving the Ship should be briefly stated thus—" Discharged," "Deserted," "Left Sick," "Dicd,"

this Salp," that "I.M.S. Revenge"; and the other cause of leaving the Ship should be briefly stated thus—" Discharged," "Deserted," "Left Sick," "Dicd,"

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| | PARTICULARS | | | | | | | 02 | | | | | | | PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Description of any Mamber of his Crew. | | | | RELEASE. | | |
| G No. | SIGNATURES OF CREW | Age. | * Nationality [If British, state birthplace -see lootnote). 3. | HOME ADDRESS. N.D.—The <i>Homa</i> Address is the one to which communications should be made in the event of the death of the Seaman. | Name of last Ship, with Official No. or Port of Register | Date and Place of Si this Agreement | | 1 | No. of | | | Amount of Wages Advanced | 1 | Signa- ture or initials | - | and Cause of Isavin of of Death. | 1 | | We, the untersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all | Signature of for initials of which | |
| Referen | NUMBERS OF DISCHARGE BOOKS (Dd. A's). | | | | Name of last Ship, with Official No. or Port of Registr and year of discharge if more than a year previous. 5. | Date. | Place. | In what Capacity engaged.† | Certificate (if any), and No. of R.N.R. Commission does of | Hour at Wasse which he is to be on board. | Amount of Wages per Week or Calendar Month | upon or at the time of Engage- ment.! | Amount of Weekly, (HalfMonthly or Monthly Allotment, th | of Difficial before whom he Sea- men in rogaged | Date. | Place. | Cause § | Balance of Wages paid on Discharge. | 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 | Official before Insurant the balance of Act Wages was Pald and Bries and Date. | 1 4 |
| 21 | Dis. A. not produced. D Goodwin | 19 | Roy love. | 4. Falk land tolando br. htd. Itanhy, 7.9. | throng. | 6/1/42. | Stanley 7.9 | 7 ineman | 9. | al ma | 11 26 | 12 | | all. | 24/7/ | Hanley. | agreement doned. | 19 | D Goodwin. | 21/5/24/2 | 21 |
| 3.1 | W. Rowlands | 21 | West Fethland | do. | | | | look. | | | 1426 | | | all. | 24/7/41 | tranky. | dereuned cloud. | | W. Rowlands. | all 4 24/7/2 | 22 |
| 24 | Dis. As not produced. | 35 | | de. | | | | W/T. | | * | 12 : : | | | all | 14 | '- | ., | | n Lype. | all 5/ 20/ | 2) 23 |
| 25 | & Dixon | | Stanley 7.9. | -dr | find ship. | 20/ | | Pantay Bay. | | ., | 5 | | = = = = | all. | 18/5/42. | Stanley 7.9. | M. C. | 4 16 | 10. | all. 18/12 | 24 |
| 26 | | | Stanley. | - do, - | Tilgray. | 29/4/42 | | lid themas | <u></u> | | 15 2 6 | | | ans. | 3/6/42. | Stanley 7.9 | 9. M.C. | 24 | G. Harris. | Ml. 3/6/2 | _ 25 |
| 20 | A. V. Sichington | | Edinburgh. | 85A Forntein Bridge Edinbrogh. | fint 1 | 2/5/42 | | AB. | | 11 | 10126 | | | all. | 33/-1 | Manly 7.9 | o mutual | 16 11 | 2 L Gomron | 0 14 | 20 |
| 8 | R.J. Hutchinson | | Hanly 7.9. | Storling 7.4. T. 7. 9. belt. | The state of the s | 18/12. | | Rumba. | | i. | | | | ahb. | 13/4/ | 1- 1 | agreement | - - | Ab Vinhugton | And the | 25 |
| 11 | . 3 Dyorkeys | 32 | Britan. | ds. | | 18/1 | | A.B. | | '(| 10 12 6 | | | all. | 24/1/ | Tanky. | loved. | 19 15 | V | all for Ver. | 25 |
| 30 | & Dixon | 16. | landy 7.9. | de. | -w | 1/6/ | | Pantry | | 11 | 926 | | | akt. akt. | 22/7/ | Itanley | Termination | | 3 Oyanina & Dixon | all 24/7/ - | 30 |
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† The capacities of Engineers not employed on the Propalling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkoymen, should be described as Engine Drivers, Donkoymen, should be described as Should

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

Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers.

Boys entirely employed in connection with the work of Cooks and Stewards

Cabin Boys, not merely as Boys,
the words "not conditional "should be inserted above the entry of the amount.

this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged, "Deserted," "Left Sick," "Died."

domiciled or resident in the United Kingdom and is to be included in part A.V. or A.VI of the Schedule X. 701. [c] "O," where no contribution is required at all (e.g., in the case of an year, and whose Reference No. is to be included in part D. of the Schedule X. 701). [Fourteen pages.

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

| in the Consular Fees Orders in Council. | | | | |
|---|--------|----|-----|----|
| Services required by Law. | In com | er | Chi | |
| | s. | d. | s. | d. |
| Officer engaged before a Consula | 3 | 0 | 3 | 0 |
| (11.) For every alteration in agreements with scame made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) | e | 0 | 4 | 0 |
| (12.) For every seaman discharged or left behind wit the sanction of a Consular Officer | | 0 | 3 | 0 |
| Officer | | 0 | 4 | 0 |
| (14.) For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship agreement with respect thereto | S | 0 | 4 | 0 |
| (10.) For custody of ship's papers, making any endorse ment thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—[Tinclude the fee for inspection of ship's papers—Se | y o | | | |
| No. 48) | | 6 | 7 | 0 |

Services required by parties interested.

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

Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man-

In China-

maximum of £3 0s. 0d.

(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the

NOTE .- Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, the Fee Stamps are to be affixed at the top lest-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.

Itanhy, Falk land Islands. I hereby withy that the namen whose mames appear herein on lines numbered 1 to 23 inchesive, were engaged before me and signed the said agreement in my presence, and that the same has been made as required by the Morhent thipping acts. The Discharge Books of the men engaged have been delivered to the Master, except in cases where it is stated no Discharge Books (Dis. A) have hen produced.

Dated at Stanley, this sixth day



CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



delivered to me the 23 de

CONSTITUTE OF THE PROPERTY OF

I hereby certify that I have this day sanctioned to discharge, by mutual consent, of us. 25, and the engagement on the terms of the within-winter agreement of no. 30. Mall.

BRITISH CONSULATE

PUNTA ARENAS, CHILE.

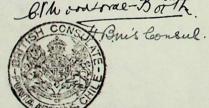
Articles deposited June 9th 1942.

Articles returned June 15th 1942.

Articles returned June 15th 1942.

Average Rate of Exchange 12478 = 1/2

for conversion of seamen's wages only the



BRITISH CONSULATE

CONSIDER

Vessel arrived June 30 5 1942.

Articles deposited June 30 5 1942.

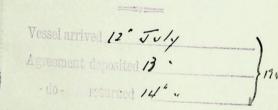
Articles returned 4th July 1942.

Average Rate of Exchange 124.79 = £1.

(for conversion of seamen's wages only).

Two fitting Driet to Cons

BRITISH CONSULATE
MONTEVIDEO



Average rate of exchange: \$ 7.00-28.

(for conversion of spamen's wages only)

Acres on the concent

Agreement closed 24 July 1942.
Mbars : master.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1906.

The wages and effects of scamen 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. 2. 1.

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12 b)†

and those with reference Numbers

under Section 28 (12 c)†

Signature.

† 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.

[Fourteen pages.

Agreements.

- 1. The Merchant Shipping Acts require the Master of every Ship, except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.
- 2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such an act, may be punished by the infliction of a Penalty not exceeding 100*l*., or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

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

Engagement of Crews and Seamen in the United Kingdom.

- 6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.
- 7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that a 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 Certificates for himself, his Mates, and his Engineers, and
 - (b) Produce the Apprentices destined for the voyage, together with their indentures.
 - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his 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 I'ort, 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 fortycight 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 104.
- 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 Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.
- 20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account, on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 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 101. to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 201. to return to any certificate 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.)