Port at which and Date



(03) OFFICIAL LOG-BOOK

(38 Pages. For 125 Men.)

Port at which and Date

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

N (C) :	Official	D f D	Registered	Tonnage.	Name of Master.	No. of his Certificate
Name of Ship.	No.	Port of Registry.	Gross.	Net.	Name of Master.	if any.
FITZROY	161827.	STANLEY, F.I.	768	3,43.	K.A.J. PITT.	Mart. 108233.

Nature of the Voya	age or Employment.	when voyage terminated.
between its limits of 25°5. and 55°5., period ending 30. 0. 1947. or the first on the discharge of cargo consequent on	and 35°W and 75°W, for the dirty after that duty that that	Port 8/7/43 Date Staley
		Staley
PPING MASTER	Kaylist	
Superintendent.	P.Stones Falke	Address.
	between its limits of 25°S, and 55°S, period ending 30, 0.1943, or the fint or the discharge of energy consequent on attendant of the Mercantile Marine of Jelly 1943	

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.

	knowing the same to be fall	crew and	Report 0	f Charac	ter.
	List of C	new and	Report of	Character.	relating to a member of the Crew the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name.
1	KAJ. Put.	mastes	. Vy.	V.4.	
2	I Bell.	bh Offi	V.5	U.y.	
3	W. Chembers	bh Eigr	N.y.	1.9.	,
4	R. arkino	37 6	V.4	1.9.	
5	9. muerhofer	31. Engi.	19.	1/0.	
6	J.A. Sedguick	+ Boin	1.4.	10 9.	P 2Q
7	tell Buldes	AB	0. 9	04.	1.49
8	6. Bundes	AB	1.4.	V-4.	0 1 1 1
9	S. Lyse	AB.	V.S	19.	1) 21
10	A bliftan	Launch.	V.4.	U.S.	
11	W. Bender	OS.	V. 3.	V. 3.	
12	J. Barres	Lamps	1.5.	N.4.	
13	D. tellan.	0.5.	0.9.	V.G.	
14	G. Havis	Ch. Stend	1.4.	1.4.	
15	B Gyazam	asstrid	1.9.	J.g.	
16	R. Boldini	Ros. Fred	V.4.	1.4.	
17	J. Barnes	Party.	1.9-	N.G.	
18	W. Rrs lands.	book.	1.4.	1.8.	
19	M. Lyse	WT.O.	V.5.	V.S	
20	b. Harrison	Lvinan	1.4.	VI.	
21	L. he Gill	Firenan	1.9.	1.9.	
22	T. Linderberg	Lucia	1.4.	19.	
23	A Goodse	dula.	V.4.	V.G.	
24		2 hate		U.G.	
25	F. Jones	1st hate.	V. 3	1/3	
	11		The state of the s		

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.

	Dist of Clew	and repo		Character.	
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.		For General	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column
	601	224	For Ability.	Conduct.	opposite his name.
26	J. Osborne	2 = hate.	0.9.	1.9 .	
27	2. Whitney it.	1 Tuesai	V. 4.	0.4.	
28	L' lue sill	Ferenan	U-9.	09.	
29	E. Whitney	Louisian	V.4.	V.9.	
30	11. Suncan	O.S.	13.	11.9	
31	a Goodestin	Frenan	V.4.	1.9.	,
32	1. Janes	Frence	13	J.S.	
33	J. Bundes	AB.	U.S.	V.G.	
34	E. Whitney	Freman	V.S.	V.S.	
35					
36					
37					
38					
39					
4()					
41					
42					
43	•				
4-1					
45					
46					
47					
48					ü
49			×	,	
50			· consul	4	1- 2-

5

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 Crew			Character.	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	found should be noted in this column opposite his name.
51					
52					
53					
54					
55					
56					
57			•		
58					
59					
60					
61					
62					
63					
64					
65					
60					
67					
63					
69					
71					
7					
7.					
7					
7					
7	5				

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.

	None and Common	Canacity	Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
76					1,01
77					
78					
79					
80					-
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97 98					
99					
100					

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.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official Lot 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.
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					

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, 1891:—

- 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 be known to him.
 - (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
 - (5.) If the Master of any ship fails to comply with any 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 7

Signed)	Officiating Clergyman.	
the land the land to the land	Master or Officer in Comman	d

Columns to be filled in by the

					the state of the later of				Coldina		lled in by the
	Date of Birth.	Name (if ar	y) of Child.	Sex.	Name and of F	l Surname	Rank, Proof Occurrence of Fa	rofession, ipation ther.		name	Maiden Surname of Mother.
1											
2			8								
3											
-											
						.]					DEATHS
									Columns to	be fi	lled in by the
	Date of Death.	Place of Death (See instructions on previous page).	Name and Surn	ame of D	eceased.	Sex.	Age.	Ranl Pro Occ	k or Rating, ofession or cupation.*	(st	Nationality ating Birthplace.)
1										Mer	nbers of Crew (other Lascars**) includ
2											
3											
4											
5											
6											
7											
8											
9											Lascars.
0										-	
1											
2											
3											•
14										Per	sons who were not
5											
6							-				
7											
8							-				

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

Officer in Commar	nd.					To be filled in by Official to whom Report is made.
Father.		Mothe	er.	Signature of	Signature of	Port at which Report is
Nationality (stating Birthplace).	Last place of Abode.	Nationality (stating Birthplace.)	Last place of Abode.	Father or Mother.	Master and Mate or other member of the Crew.	made and Signature and Title of Officer to whom reported.
1						
2						
3						
(See Instructions	on previous p	agc).				
Officer in Comman	nd.					To be filled in by Official to whom Report is made.
Last place of Abode.	(see in	use of Death structions on vious page).	Signature of Massor person in char	Signature of M ter or other members of the Crew	per and Descritioner	Port at which Report made and Signature an Title of Officer to who reported.
ing Masters.	1					
2						
3						
4						
5						
6						
7						
8						
(See footnote**)						
10						
11						
12						
13						
Members of the Grew.						
15						
16						
17						

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &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, 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.
8/1/43.	all aboard hustered Davils sweet and	! All Stores to Bear found OK.	8/43.	Affet paste
5/1/43.	Stations - Davits Swang.	all Stares of equipment in	16/1/43	Kall mater
8-2-43	brews o larse gor	all bear of store.	10/2/43	heavil paster
5-2-43.	all lands to Boat Stations.	Equipment of Stores checked all of.	14-2-43.	Kaput paste bedrick por. 46
3-2-43	brew exercised at boat trill	all stars of Sear in good when	23.2-43	Laffet has
4-3-43.	all hands huntered with	all equipmes in Sound Order.		Kaput master Great form 4
30-3-43,	Passegers bres bustifed bants I say out etc.	all Stores of bear in pufices	\$ 36-3-43.	Kather has
1.4-43.	bres lasse gro at smill bants Sisung out.			Hapit Last
9-4-43	all Hands at Station States	werythingfound in good broken. Theso sear.		Kirflet for
9/4/43.	Passenglio r Cres at & rill with L. Belto ete.	all stars of Gear found in good candition		Kaffet Tres
8-5-43,	Passe gens ofher hustered with l. Jackets	all gear in good order sloo	10-5-43	Hat it prader
6-5-43.	Passe gers & Cres.	Store or equipment all in good condition	18-5-43	Loftet backer
5-5.43.	All hands with white Lifachet: Santsont.	all equipo de la good order	25-5-43	Lafit treater
-6-43.		all glar found	4-6.43	Kyfut taster

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, 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.
5.6-43.	Darits Swingon. Cres passenges present with the	all Stores rgian	17.6.43	Staffet frask
30/6/43	Davits suring out and in Crew and party your mustered with & jack et.	. cell stores and gener o.k.	2/7/43	Hapity ash
				3

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1982.

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

[Section 6 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1963.]

	Date of Drill or Moster and of Illumination of the Life Saving Appliances	Nature of Drill or Muster.	Nature of the Examination of the Life Savina Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
-	*				
12.					
	• An entry sh				

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &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.

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.			
	8						
	Steller Trans						
	A THE REST OF						

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &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 content of the reasons should be entered in the first three 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 at Life Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition to which they were found	Date of Entry	Signatures of Master and Mate.		
		Maria Land				
			1 1 1 E			
astered, whether the cr	ew were practised in fire drill, etc.	later held, i.e., whether boats were swung or				

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.
Ta (Line			
		,	

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.
		*	
	*		

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.
		WE ELECTION	
	The state of the s		
Winds and			

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.

EMPLOYMENT OF LASCARS.

(Note.—Lascats 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:-

VOYAGE. rom the United Kingdom. o the United Kingdom.	eck Department, include all Lascars employed in connection with the navigation of the Ship, or in lookin after the cargo, agine Department, include all Lascars employed attending on machinery. Lewards' Department, include all Lascars employed attending on passengers or crew. The death of a Lascar member of the crew should be recorded in the space provided on pages 8 and 8 and all entries in the Asiatic log relating to the cashould be copied into this Official Log-Book.
A	

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

(17) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey— In all countries £1 5 0	(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 except China 9
in an evaluation in in in in in in	In China 10

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

1	Freeboard from deck line.			Load Line.
Tropical	feet	4.	inches.	(T)inches above S.
Summer	feet	234	inches.	(S) Upper edge of line through centre
Winter	feet	6	inches.	(W) 37 inches below S.
Winter North	feet	8	inches.	(WNA) 54 inches below S.
(if assigned) Allowance for fresh wa	ter for all freeboards:	32"		inches.
	he deck line from which	th these freeboards are	measured is	deck at side.
above the top of the	(Above	particulars to be taken	from Load Lin	
edge	(The maximum draughe scale of feet on the	stem and stern post o	the ship if s	inches. t of water which would be shown he were so loaded that the upper and the ship were upright on an

1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before

the ship leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea.

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

3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.

4.-In 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.—11, 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 36° 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

Rules and chart.

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

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHAI

Upon every occasion of LARBOUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD

thip's proceeding to Sca. See Notes on page 19.

								1000				-1/	hip's proce	eeding to 2	Sea. See 1	Notes on pag	ige 19.			
DEPARTURES.												1	SIGNATURES. ARRIVALS.					ARRIVALS.		
Date and Hour of Departure.	Dock, Wharf, Harbour or Other Place.	Actual of W.	DRAUGHT VATER.*	Port.	AMIDSHIPS * Starboard		Density of Water.	For Density of Water.*	For Ashes Rubbish		For Fuel, etc	c., to , Strett	Total Allowances.	Mean Draught in salt water as calculated after making the appropriate allowances.	Mean Freeboard Amidatips in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice LL 14A	Master,	MATE.	Date and Hour of Arrival.	Dock, Wharf, Harbour or Other Place.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) Ins.	(10) Weight.	Ins.	(11) Distance.	ln:	(12)	(13)	(14) Ft. Ins.	(15)	NO (16)	(17)	12-14-3	franksides
	Stanley	8 6	Ft. Ips.	Ft. Ins.	5. Ft. Ins. 2 9	1	1025					-	1115.	113	31.01		Typus	J3Bell ner	9 Par. 21-1-43 8:30 Am	Sta la
	hartrides	10 2	148	11	11		1025					-					2 Mily	Gadrick Jose	12-21-43	Grytiken.
89-	Starley	1		-	+24												Highlit .	grade al for.	19-2-43	
10 Am	Just Then		124														July in	Tollent fores	26-2-43	1 . 6.1
21-2-43 21-2-43 21-2-43 9/m					1.5												July i	Coderil man	8.20 m 1-3-43 Noan	his Grande do Sul.
g/m	prartideo	1		,								-					Hollit -		5-3-43 10 Am	manterides.
13-3-43	his Grande de Sul			-							-	-					July 1	Gredenil Jose	19.3-43 The	Staley.
7.45	markende				20 8							-					Kaffelt -	Gradarik Jones.	3-4-43 650 Pm	markerideo
6-4-43	Starley	9.10				20		-									Kathet.	Gredenik Jose.	12-4-43	Staley.
18-4-43	markirides	10.9			10	,												Englandora.	23-4-43	Graberides.
18-11-45	A Sta ley			,	/		1025					-					Kylut.	Coloridges.	12-4-43 23-4-43 3-5-443	Staley.
7-5-43	harteideo"						1025	•	9			-				-	Klyft.	Inederical Jones.	5/-1	marterlideo
16.5-43	Stanley.				41												Kaltit	Gederick Jones.	21-5-43	71 4
24-5-43	markvideo	11-1	13.6	0 00.	0 0	9 0	1025										Lating	Goderil Jas.	30-5-43 7.Am	praterides.
3.6-43	his Grande de Sul hearterides Starley hearterides thankeides Starley hearterides Starley hearterides Starley Monterides Ni Grande de fol Montevides					0.00						-					Mathet	Grederil fre.	8-6-43 Noon	Stanley.
12-6-43	Starley	10.0 8.0		1	1 2 2	- 4	1025.			,		-					Kastis	Grederil Jan.	10-6-43 5-48 Am	markenedes
24-43	Material	8.0	140	29	29		1025.					-					Haldit	Gelerik Jones.	23/6/47	Ris Grande als Ful
26-6-43	Ris Grande de fol	1 22	14-0	2-0	2-0		1025										Kanut.	Charle il Va	28/4/43	Vateriles
29-6-43	Mante de tol				0.9		-										Kallist.	Cullevil Jones.	5/7/47	Pfarley
13/23	tonevace	10-3					. 523					-					Suchin	and the second second of the second		
												-								
												-							_	
												-								
				1			-					-								
												-								
												-								
												-								
-												-								
								2 10				_								
	NOTE.—Masters of Ships when • See Notes on page 19	engaged or B.	n a Home-T	Trade Voya	ge are only i	required to re	ecord the par	rticulars state	ed in Colum	1.4-0	nd 10 4 - 10									
								otal	Columns	to 8 ai	na 16 to 19.									

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WHAHARBOUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD

Upon every occasion of hip's proceeding to Sea. See Notes on page 19.

						DADTI	DES	E EI I				1				SIC	SNATURES.		ARRIVALS.
Date d Hour of parture,	Dock, Wharf, Harbour or Other Place.	ACTUAL F			TUAL FREEBOA AWIDSHIPS	PARTU	Density	For Density of Water.		LOWANCE	For Fuel, etc., to Consumed on Stre of Inland Water (11)	h Total	Mean Draught in salt water as calculated after making the appropriate	Mean Freeboard Amidables in and water as calculated after unking the appropriate	Date and time of Posting the Notice. (Notice L.I. 14A or 14 B.)	Master.	MATE.	Date and Hour of Arrival.	Dock, Wharf, Harbou or Other Place.
arture.		Forward.			Starboard.	Mean.	(8)	Water.*	(10)	n. •	of Inland Water (11)	Allowances.	allowances.	(14)	(15)	(16)	(17)	(18)	(45)
(1)	(2)	(3) Ft. Ins.	ft. Ins.	(5) Ft. Ins.	(6) Ft. Ins.	(7) Ft. Ins.	(5)	lns.	Weight.	Ins.	Distance.	In Ins.	Ft. Ins.	Ft. Ins.					
												-							
																	7		
												1							
												-							
							-					1							
														_					
					-														
										-		-							
				-															
				-															
												-							
								1				_							
				-								3					1. 1. 1. 1. 1. 1.		
-					-														
												1							
										-		-							
	***************************************			-															
		-		-															
												1							
												-							
							-					1.							
		-			-		-												
No	OTE.—Masters of Ships when * See Notes on page 19	engaged on a	Home-Tra	ide vovane						-									

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

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

		(2) In column headed Aut	eries, state daily while at sea. " ? o-alarm, state daily while at sea e signed as indicated. Details i	" Ye. " or " No." whether the	Auto-alarm receiver has been to	ested at least	once every	twelve hou	eac	4
Date. Batteries Auto-	Wireless Operator.	Master.	Date. Batteries. Auto		Master.		Batteries.	Auto- alarm.	Wifeless Operator.	Master.
4/1/43. Yes No	In C. Luse	Kashut	9.5.43 Yes No	0 - 1	Kallit	1				
8 - 10 No	In O. Lyn	Hafter	10. " Yes No		Karriet					
9 - · Yu No	M. O. Lyer.	duffig	11. " " Yes M	n. O Lyse.	Saffet					
10. Yes No	In C. Lyge	Julit	13 " " Yes No	//	FOR INT					
12: Yes No	In . O. Leen.	Dollet	16 . " Yes Wo							
15 " Yes No	R. O. Lyan.	Ageflet	17 Yes No	In O. Lyr.	Kliffyet					
16 Yes No	M. O. Lyn.	Kertlett	18 Yes W	0	Reflet					
18 ··· Yas No	m. O. Lour	Kallet	19 Yes WC		Koula					
19 · · Yus No	m.O. Tyes	Kally	25 Yu W		Kliffet					
20 Yw No	m.O. Lyn	Kall H	26 Yes M		Siffyt					
27" Yes No	In O. Lysa.	Kaller	27 - " Yes Ne		KAUT					
28 " " Yes No	In O. Lyer	-Xghett	29 Yes No	In O. Lyw.	Kliffylt					
30 Yes No	In O. Lyer	De la transferior	3-6 - Yes Wo	By. O. Lyn.	X8 year					
31 - Yes No	m.O. Lyzy.	Kaket	5 Yes No		Kallet					
1/2/43 Yes No	In O. Lyn	Kallet	6 " " Yes Wo	In. O. Lynn.	Kahit					
2 " Yes No 3 . " Yes No	In O fre	Will H	7: " Yes W		Kliff					
4 yes No	m. O. Lyu	Kastus	13 · · · Yes No	m.O. Lyer	Kally					
8 Yes Wo	M. O. Ryu	Saffer	14" " Yes No	m. O. Tyse.	Laplet					
9 Yes No	In. O. Lyn	SUPER	15 . " Yes No	2 m. O. Lyn.	Saflet					
11 " Yes No	M. O. Lyse	How the	16 " " Yes No		Klatter .					
12 " 4 Yes No	In . O. Lyse	Applit	18 " Yes No	m.O. Lyre	Sallet.					
14: " Yes No	In O. Lyse.	- XIII	19 " " Yes Wo	In . O. Lyse	Redylet					
6. · Yes No	In O. Real	Mart	20 Yes Wo	1	July +					
Y" · Yes No	In O. Lyss.	Xallet	23 · Yes No	no hyre.	Ballet					
8 Y s No	M. O. Lyn	XXIII of	26 " . Yes No	In O. Lyne	RANGE.					
	In . O . Lyse	Half ut	27 - 4 Yes No	mo Type.	NAW NOT.					
22 Yes Wo	m. O. Ky	Kliffyt.	29. Yes No	In O. Lyse.	Kyller.					
23 - Yes No	In O. Lyse	XIIII	30 Yes No	In O. Lyse.	HANIA					
		Kathet								
25 Yes No	m. O. Luzz.	Karlet	1/1/43 Yes Vie	In, C. Lyer.	Saylor					•
28 . " Yes No	In. O. Lyse	O STAT GOVERNMENT	2 ·· Yes No	In . O. Lyse.	Karrya.					
1/2/43 4 1/2	In . O. Lyse.	Killet	3 - " Yes No	In O Lyer	Klassyst					
3 Yes No	In . O. Lyce	Killyt	5 " Yes No	In O Lyan-	Kajkut:					
5 410 .1/2	In D. Luss	Hylet								
4 Yes No		11. 41								
	In O Type	Softut								
Annual Contract of the Contrac	In O Lyan	Chapter 1								
6 · ·· Yes No	M. O. Lyan. Mr. O. Lyan. Mr. O. Lyan.	KOKA KOKA								
6 · ·· Yes No	M. O. Lyan. Mr. O. Lyan. Mr. O. Lyan.	KOKA KOKA								
7 Yes No 7 Yes No 8 Yes No 9 Yes No	M. O. Lyan. Mr. O. Lyan. Mr. O. Lyan.	KOKA KOKA								
9 Yes No 9 Yes No 9 Yes No 25 Yes No	m. O. Lyse. Mr. O. Lyse.	KOKAT KAJAT KAJAT KAJAT KAJAT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 26 Yes No	m. O. Lyse. Mr. O. Lyse.	KOKAT KAJAT KAJAT KAJAT KAJAT KAJAT KAJAT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 26 Yes No 30 Yes No 31 Yes No	m. O. Lysa.	Safar Safar Safar Safar Lahar Lahar Jahar								
6 Yes No 7 Yes No 8 Yes No 15 Yes No 30 Yes No 1/14/43 Yes No	m. O. Lysa.	Safar Safar Safar Safar Lafar Lafar Lafar Lafar Lafar Lafar Lafar								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 26 Yes No 30 Yes No 1/14/43 Yes No 2 Yes No 2 Yes No 3 Yes No 2 Yes No	m. O. Lysa. Mr. O. Lysa.	SAMA								
6 Yes No 7 Yes No 9 Yes No 15 Yes No 30 Yes No 1/4/43 Yes No 1/4/43 Yes No 2 Yes No 2 Yes No 1/4/43 Yes No 2 Yes No 1/4/43 Yes No 2 Yes No	m. O. Lyse. Mr. O. Lyse.	SAMA								
6 Yes No 7 Yes No 8 Yes No 15 Yes No 30 Yes No 1/14/43 Yes No 2 Yes No 2 Yes No 2 Yes No 3 Yes No 3 Yes No 4 Yes No 9 Yes No	m. O. Lysa. Mr. O. Lysa.	SAME SAME SAME SAME SAME SAME SAME SAME								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 35 Yes No 30 Yes No 31 Yes No 2 Yes No 3 Yes No 3 Yes No 3 Yes No 9 Yes No 9 Yes No 9 Yes No 10 Yes No	m. O. Lysa. Mr.	SAMA								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 26 Yes No 30 Yes No 31 Yes No 2 Yes No 2 Yes No 3 Yes No 3 Yes No 9 Yes No 9 Yes No 10 Yes No 10 Yes No 11 Yes No	m. O. Lysa. Mr.	SAMA								
6 Yes No 7 Yes No 8 Yes No 15 Yes No 30 Yes No 1/ 1/43 Yes No 2 Yes No 3 Yes No 3 Yes No 9 Yes No 9 Yes No 9 Yes No 10 Yes No 10 Yes No 10 Yes No	m. O. Lyse. Mr. O. Lyse.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 2 Yes No 3 Yes No 3 Yes No 3 Yes No 9 Yes No 9 Yes No 10 Yes No 10 Yes No 11 Yes No 10 Yes No 10 Yes No 10 Yes No 11 Yes No	m. O. Lyse. Mr. O. Lyse.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 35 Yes No 30 Yes No 31 Yes No 1/ 1/////////////////////////////////	m. O. Lyse Mr. O. Lyse	SAME SAME SAME SAME SAME SAME SAME SAME								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 1/4/43 Yes No 3 Yes No 7 Yes No 9 Yes No 10 Yes No 10 Yes No 12 Yes No 16 Yes No 17 Yes No 17 Yes No 18 Yes No 18 Yes No 20 Yes No 20 Yes No	m. O. Lyse. Mr.	SAMA								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 31 Yes No 3 Yes No 3 Yes No 3 Yes No 4 Yes No 11 14/43 Yes No 9 Yes No 10 Yes No 10 Yes No 11 Yes No 12 Yes No 17 Yes No 17 Yes No 18 Yes No 19 Yes No 20 Yes No 21 Yes No	m. O. Lyse Mr. O.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 25 Yes No 30 Yes No 31 Yes No 1/ 1/////////////////////////////////	m. O. Lyse Mr. O.	SAME SAME SAME SAME SAME SAME SAME SAME								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 31 Yes No 3 Yes No 3 Yes No 3 Yes No 4 Yes No 11 14/43 Yes No 9 Yes No 10 Yes No 10 Yes No 11 Yes No 12 Yes No 17 Yes No 17 Yes No 18 Yes No 19 Yes No 20 Yes No 21 Yes No	m. O. Lyse. Mr.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 31 Yes No 3 Yes No 3 Yes No 3 Yes No 1/ 14/43 Yes No 3 Yes No 10 Yes No 10 Yes No 11 Yes No 12 Yes No 16 Yes No 17 Yes No 18 Yes No 19 Yes No 20 Yes No 21 Yes No 22 Yes No 23 Yes No 29 Yes No	m. O. Lyse. Mr.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 25 Yes No 30 Yes No 31 Yes No 31 Yes No 3 Yes No 3 Yes No 4 Yes No 1/ 1/////////////////////////////////	m. O. Lyse. Mr.	Soft of Soft o								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 1/4/43 Yes No 3 Yes No 9 Yes No 10 Yes No 10 Yes No 12 Yes No 12 Yes No 14 Yes No 17 Yes No 19 Yes No 19 Yes No 20 Yes No 21 Yes No 22 Yes No 18 Yes No 21 Yes No 22 Yes No 23 Yes No 24 Yes No 25 Yes No 26 Yes No 27 Yes No 28 Yes No 29 Yes No	m. O. Lyse. Mr.	SOUNT								
6 Yes No 7 Yes No 8 Yes No 9 Yes No 35 Yes No 30 Yes No 31 Yes No 31 Yes No 3 Yes No 3 Yes No 4 Yes No 1/ 1/////////////////////////////////	m. O. Lyse. Mr.	SOUNT								25
6 Yes No 7 Yes No 8 Yes No 9 Yes No 30 Yes No 31 Yes No 1/4/43 Yes No 3 Yes No 9 Yes No 10 Yes No 10 Yes No 12 Yes No 12 Yes No 14 Yes No 17 Yes No 19 Yes No 19 Yes No 20 Yes No 21 Yes No 22 Yes No 18 Yes No 21 Yes No 22 Yes No 23 Yes No 24 Yes No 25 Yes No 26 Yes No 27 Yes No 28 Yes No 29 Yes No	m. O. Lyse. Mr.	SOUNT								25

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

(1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.
(2) In column headed Auto-alarm, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been tested at least once every twelve hours.

Entries to be signed as indicated.

Details regarding the entries in this Log to be put in Wireless log by the Operator. Batteries Auto-Wireless Operator. Date. Batteries. Auto-Wireless Operator. Date. Batteries. Auto-Master. Wireless Operator.

OFFICIAL LOG of the

from

towards

Steamers, as required under Section 22 of the

	Note.	-The entrie	es regarding watertight doors, etc., on Passenger	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 Parliament.	Amount of Fine or Forfeiture inflicted.
14-1-43. 10.30 Am.	marterides	14/43.	The state of the s	
	(Constant of the constant of	200	telegrapho as the start-payable and who as the start of t	
	6	MONTE		
23-3-43. 7-30Am	Stanley	23/3/43.	Whilst coming alongside Hulk Fermia While in fresh WILL by Breeze - Vessel failed to conseque	ce
7			Lev Stake of was bent	
			Endenit fra. & Kapity aster	
			Protest envired march 23. 1543	
27-4-43.	marivideo	28.4.43	I Bundes siged of for Hospital tratmer Payed to date:	
			he caril for the Kaplet	ster
12-6-43 8Pm.	Hanley	15/6/43	I Osborne in lie 26 failed to form vessel when sailing for Oversees. It has accordingly them signed of the articles trederil for to Might prater	
			Frederick Jose To Might paster	

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

towards

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

ate and Hour the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine of Forfeling Indicted
			9	- Page
72				
			•	
			by the Act must be signed by the Master and by the Mate or some other of by the Surgeon or Medical Practitioner on board (if any); and every be signed by the Master and by the Mater.	

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 wages injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages 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 every entry of wages of the Seaman or Apprentice who has died must be signed by the Master and by the due to, or of the sale of the effects of, any Seaman who enters His Majesty's Service must be signed by the Master and by the 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 Master and by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

from

towards

Date and Hour of the Occurrence	Place of the Occurrence, or situation by Latitude and Longitude at Sea	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Fortellur inflicted.

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

from

0

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount Fine or Forfeitu Inflicted
				-
		-		
				-

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 every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Master and by the 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

from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.
•				

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

from

towards

Date and Hour of the Occurrence,	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Flori of Porteiture Inflicted
				-
				-
	1			
	19-11-11		As must be signed by the Master and by the Mate or some other of the C	1

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 (ill any); and every entry of wages every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (ill any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by

from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.

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

from

towards

Date and Hour of the Occurrence.	Place of the Occurrence or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Frefeiture inflicted.
				Tanaca d
			he signed by the Master and by the Mate or some other of the Cre-	

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 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 every entry of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the 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 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

from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfelture Inflicted.
	and Longitude at Sea.			
				•
		•		
E. C. C.				
			+	
	a output in this Log Rook			

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 Mate and some other 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

from

towards

37

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted.

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 every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by th

38

OFFICIAL LOG of the from

towards

of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amoun Pine Porfeit inflict
				-
		1		

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

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

Powers for enforcing Act.

Powers for enforcing Act.

723.—(1) Where any of the following officers; namely,—
any officer of the Board of Trade,
any commissioned officer of say of His Majesty's ships on full pay,
any 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 officer of customs in any place in this 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 craw of any British ship to produce any official log-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 log-books, or documents, or of any part thereof;

(c) muster the crew of any such ship; and id) summen the master to appear and give any explanation concerning the ship or her crew or the official log-books or decuments produced or required to be produced.

Entries of Orders by Naval Courts.

483.—(3.) All orders made by any naval court shall, whenever perfectable, be entered in the official log-book of the ship to which the parties to the proceedings 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 [vis., of provisions or water upon complaint of crew] shall enter a statement of the result of the examination in the official log-book, and send 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 boat drill, etc.

——(1.) The master of every British ship 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 boat drill is practised on board the ship, and on which the life-saving appliances on hoard the ship have been examined for the purpose of ceeling that those appliances are fit and ready for use.

(2.) The master shall, if and when required by any officer of the Board of Trade, produce for inspection any record kept by him for the purposes of this section.

(3.) If the master of a ship falls to comply with any requirement of this section, he shall be liable on summary conviction for each offence to a fine not exceeding ten pounds.

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

28.—(t.) If a scaman belonging to any British ship is left behind out of the British Islands, the master of the ship shall subject to the provisions of this section—

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

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

44.—(1.) Every fine imposed on a seaman for any act of misconduct for which his agreement imposed on a seaman for any act of misconduct for 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 Shipping 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 ship 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 offender enters His Majesty's naval service or is discharged abroad, and the offence and the entry as aforesaid are proved

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

(2.) Every fine so deducted shall be paid—

(a) if the official register is discharged in the United Kingdom, to the superintendent;

(b) if the official register enters His Majesty's naval service, 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 nextest 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) it the offender is discharged at any place out of the United Kingdom, to the proper authority.

(4.) If a master or owner fails without reasonable cause to pay any fine as required by this section, he shall for each offence be liable on 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 disrating of soumen.

59.—(1.) Where the master of a ship distates a seaman he shall forthwith enter or cause to be entered in the official log-book a statement of the distating, and furnish the seaman with a copy of the entry: and any reduction of wages consequent on the distating shall not take effect until the entry has been so made and the copy of the foreign of the copy in the copy is the copy of the copy in the copy is the copy in the copy is the copy in the copy in the copy is the copy in the copy is the copy in the copy is the copy in the copy in the copy is the copy in the cop

anal not take electronic to the consequent on the distating of a seaman shall be deemed to be a desiluction from wages within the meaning of sections one hundred and thirty-two and the delivery of the account of wages and the allowance of deductions therefrom).

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

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 hundred 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 owner or master stating in what respect the said rules have not been complied with, and what, in his opinion, is required to rectify the matter.

the matter.

(8) Every notice so given shall be communicated in manner directed by the Board of Trade to the Chief Officer of Customs of any port at which the ship may seek to obtain a clearance or transire, and a clearance or transire shall not be granted to the ship and the ship shall be detained until a certificate under the hand of a surveyor of ships is produced to the offset that the matter has been rectified."

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

5.—(6.) Subsection (1) of section nine of the Merchant Shipping Act, 1000 (which requires the master of every British ship to enter in the official log hook a statement of every occasion on which boat drill is practised on board the ship) shall be amended by inserting at the end thereof the words "and if, in the case of a passenger steamer, "boat drill is not practised on heard the ship in any week, the master "shall enter a statement of the reasons why heat drill was not practised "to that week."

Merchant Shipping (Musters) Rules 1933, made under Section 5 (1)

5.—(8.) 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 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.

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

7.—(1.) The power of the Board of Trade, in consultation with the Postmaster-General, to make rules under sub-section (3) of section 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 Shiptore (Wireless Telegraphy Rules 1918

been fulfilled must be inserted in the official log book such day.

Entries relating to Wuter-Hight Duors, etc., in Passenger

Steamers.

22.—The rules set out in the Third Schedule to this Act with respect to vater-tight doors and other contrivances shall be compiled with in every British passenger steamer registered in the United Kingdom, and if any of the said rules is contravened in the case of any such steamer, the master thereof shall for each offence be lightle to a fine not exceeding one hundred pounds.

Note.—For further details see special Supplementary Log Book, (Form O10.)

Entries as to reasons for not proceeding to assistance of

Entries as to reasons for not proceeding to assistance of Persons in Distress.

26.—(6.) If the master of a British ship registered in the United Kingdon, on receiving on his ship a signal of distress by wireless telegraphy from another ship, is unable or, in the special circumstances of the case, considers it unreasonable or unaccessary, to go to the assistance of the persons in distress, he shall forthwith sond a message by wireless telegraphy informing the master of that other ship accordingly, and enter in the official log-book his reasons for not going to the assistance of those persons, and if he fails to do so he shall be liable to a fine not exceeding one hundred pounds.

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:—

together with the quantity, or quantities.

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

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

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

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

5. Every case of drunkenness or misconduct 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:—

Lond 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 see 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 preceed 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.

II-

- (a) any load line ship registered in the United Kingdom proceeds or attempts to proceed to see 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 saft water the appropriate load line he shall for each offence he 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 saft water and bad had no list.

If any master

(1) fails to comply with the Regulations made under Section 50 of the Δct (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, wharf, &c.,

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

If any owner fails to cause the load 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 twenty pounds.

Regulations.

In the Regulations made by the Doard 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:—

- 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 stern 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.





AGREEMENT AND LIST OF THE CREW.

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.		00.1131	D. J. J. D.		Port No. and	Register	ed Tonnage.	Horse Power of Engines	
Name of Sulp.		Official No.	l'ort or Ker	Port of Registry.		Grace	Net	SHP INP HHP.2	
C.S.FITCKOY.		161827.	STARLEY,	F.I.	1/1932.	768.	340.	90.	
REGISTERED MA	NAGING OWNER OF	MANAGER.		No. o	f Seamen and		CHARTER	ER.	
Name	(State No. of	Address House Street at	id Town)		tices for which dation is certified	Name.		Address.	
FALKLAND ISLANDS CO.	61. Grauchurch	thut Lon	don, E.C.	2	3			-	

The Several Dersons 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 varying from

voyages between the limits of 25 degrees Solatitude and 55 degrees South latitude, and 35 degrees West longitude and 75 degrees West longitude, for the period ending 30th. June, 1943, or the first arrival at Stanley after that date, or the discharge of cargo consequent. on that date.

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 hoats or on shore in consideration of which Care of which Care on the consideration of which Care of the said Ship and the 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.

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

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

And it is also agreed, that⁶

afarers' War Risk Money and Differential agyment shall be in accordance with the carrent agreements of the National Maritime Board, and shall apply to Officers and Ratings.

The crew shall work coal, cargo and stores when and where required, except in Fort Stanley. No bedding or eating materials shall be ?

supplied.

No cash shall be advanced or liverty granto other than at the pleasare of the Master.

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

· Sno. ld any member of the grew fail to join at the specified time, the master may ship s ostitutes at once.

Seamen and firemen shall keep their respective And the Crew agree to conduct themselves in an orderly, faithful, homes are the clean and shall leave them so at the termination of the voyage under a penalty of five shillings for each case of neglect.

The seamen and firemen shall macally assist each other in the general d ties of the ship, and shall keep the galley supplied with coal.

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

The Master may discharge any member of the crew as a result of misconduct or inefficiency or by matual consent, in which case wages accree to date or discharge only.

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

Signed	hy	Juy	M.S				last
		. 1 1			1		
on the		411	day (of f	Tanuner	1945	3
		The state of the s	,	/	1		

Date of			These colu	mns to be filled up at th	ie end of the Voyage.
Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent,	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
4. 1. 1943	STANLEY, F. T.	8/4/43.	Stanles	8/4/43	Kafful 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 slip and apploints the Master and crew, pays their wages, and has for the time being the whole control of the ship.
4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which

are excluded.

5. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the fourth page hereof, which the parties agree to adopt.

6. Here any other stipulations may be inserted to which the parties agree and which are not contrary to law. N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. It more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

ADDITIONAL CLAUSES.

FULLOWING RATES:and in cases of emergency as hereinafter defined is ordered to report and does report for duty. in Definition a) whether or not the watches of a seaman are suspended, overtime will be paid for the time actually worked in excess of 8 hours daily on Monday to Friday inclusive, and 5 hours daily on Saturday and for any hours work

RTIME SHALL BE AID FOR AT THE

ed on S nday, subject to the rollowing condition (1) No overtime shall be payable for time employed on Sinday in normal routine and sanitary duties as hereinafter defined (Definition B)

(2) when the watches of a seaman are suspendcd, (a) while the vessel is in . Falkland Is. port the 8 and 5 hours above referred to shall for such seaman be consecutive save for the .s.al meal hours and worked between K 6 am and 6 um Monday to Friday inclusive, and between 6 am and 1 pm on Saturday.

(b) when x the vessel is in a port outside the Falkland Is, these hours shall be worked by s ch seaman consecutively so rar as is practicable - the master being the sole judge having regard to climatic conditions and the custom of the port, provided they are worked between the hours of 6 am and 7 pm.

(3) When watches are maintained for any seaman overtime shall not be paid to such watchkeever until 8 hours have been worked (Monday to Friday) or 5 hours on Saturday.

crovided always that in any port where in the master's opinion watches must be maintained for the salety of the vessel, or where, although not on a Sailing or Arrival Day, watches on a Saturday or S nday are set within 12 hours of the time of sailing or continued within 12 hours of the time of arrival, the foregoing provisions shall not apply, but the hours of such watchkeoper shall be regulated by the appropriate agreement where applicable regulating hours of work at sea.

Men worked in shifts for routine purposes as hereinafter defined (Definition C) shall be paid overtime for work done in excess of 8 no.rs work done on Sanday.

NIGHT Archam. Hours of duty shall be any 12 consecutive hours between 6 pm and 8 am.

Overtime and additional pay. Hours worked in the 12 hours preceding or following a night's watching to be paid for as overtime. Night watchmen actually on duty as such for any period between midnight Satarday and midnight Sanday to be paid 9d. per hour in addition to their wages Massimer. Messmen or men acting as such. Daties as required between 6 am and o um. DAYS OF SAILING AND ARRIVAL. - Except in cases (or emergency as hereinarter derined, if between midnight and midnight members of the Dech Department are required to work more tean 10 hours (members of the Engine Room Desartment 9 hours) excluding meal hours but including time spent on Sea watch Overtime shall be payable for extra nours worked in port plus extra hours worked at sea over and above normal sea watch. RATES. Payment for Overtime shall be at the following rates :-

9d. per hour. Boys: 0.S. 9d. Carpenters: 2/3 Other ratings, 1/9 " " REACTIONS OF AN HOLR Fractions of an hour as Overtime to be reckoned as halr and kour, unless the time actually exceeds helf an

> 00 11 33 W. · Mix

when it shall be reckoned as one hour. wertime shall be reckoned from the time a man HOLIDALS In Falkland Island ports the following days shall be treated as S.ndays, viz. Christmas 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 p ort to be such days as may be determined by the proper authority of the area in question.

In ports o_tside the Falkland Islands, Christmas day and Good Friday are to be treated as Sindays, where these days are recognised as holidays in the port in which the ship is lying. DEFINITIONS. A. CASES OF EMERGENCY. Cases of emergency shall for the nurposes of this 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 S. NDAY RO TINE AND SANITARY DUTIES. Cleaning Crew's quarters; wetting down decks; attending to ship's lights and lamps, Fire appliances and moorings; issuing and drawing stores rations and water, and rilling sanitary tanks; sounding wells, tanks and bilges, and customary reports to superior officers, and any work rendered necessary by fort Sanitary Regulations.

Note. Raising and maintaining steam for, and attending to a xiliary machinery required for working cargo is not included in the category of routine purposes, and the routine purposes clause is not to be applied to the case of men placed on duty expressly on account or cargo being worked.

Between 1 pm and modnight Saturday, and between midnight S.nday and 6 am Monday, where cargo is being worked, and it is established that the work of a Routine Jurposes Shift (which would in any case have been on daty) is thereby increased to any extent, overtime at 50% of the full rate is payable to the members of the shift for the perio covered by the Shift (extra hours at full rate). On the question whether or not work has been increased in the terms of the above rule, the Honday to Friday, 5 nours Saturday, and for all decision of the port consultants, where they are in agreement, is rinal.

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 Lomon Julce and Sugar, or other Anti-Scorbutics required by the Merchant Shipping Acts.

Article. Water	***	***		Allowance per week. 28 quarts. 7 lbs.	Article. Condensed Alionance Per week.
Fresh Meat		,		8 1 lbs.	[Dried 4 oz.s.
Fresh Fish Eggs Smoked Ham or Bacon Scenote 1 below and paragr Conditions and Exceptions	aplis 3,	and 6	oí		Milk for cooking or Dried 4? 028.
Datatana				7 lbs.	Butter loss note 9 holisms
	4++	+44	***		
Dried or Compressed Vegetables	***	*=-		1 lb.	Marmalade or Jam lb.
Peas, Split	0.00	00-		{ 1b.	Syrup 2 огч.
Green Peas, Haricot Beans or Butter Beans	***	9114		11 lbs.	Cheese 4 024.
Flour	400	***		2 lbs.	Suet 4 ozs.
Rice	***	***		tl ozs.	Pickles pint
Oatmeal, Rolled Oats or similar cereal		*11*	1-0	6 ozs.	Onions
n.				3 025.	
	444	***			134 (1)
Coffee (containing not more than 25 per cent, Chicory)		4 4 4		2 02%	
01					Mustard
Cocoa (or Checolate)			0.04	3 ozs.	Pepper 102.
Sugar (see note 2 below)	***	***		1½ lbs.	Curry Powder 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.

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

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

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

(b) if rough weather or illness, or absence of cook, or force majeure renders the 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 🛊 lb. of salt meat or 🛔 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

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

Fresh fish up to an amount not exceeding 13 lbs, per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight

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 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.

One of the count against the scale of the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.

When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to I 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

On each day when \(\frac{1}{2} \) lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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 1 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 tinned provisions are issued, the weight thereof shall be calculated exclusive of the container.

SUBSTITUTES AND FORWALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE

							JOD DOLL		1200111111111								
Salt Meat							411	3 lb.	To be considered equal	Marmalade		***		***	***	 1 lb.	
Preserved	Meat	444		***	200	1		1 lb.	f to 1 lb. Fresh Meat.	Jam	***	100	***	***		 1 lb.	
Coffee								1 07		Syrup	39.99		***	***	***		To be considered equal
Cocoa or C		late						1 ozs.	To be considered equal.	Butter	4.64	141	918	***		 ½ Ib.	
Tea								4 04.		Cheese	***		***			 £ 1b.	
					411	***		1 lb.		Condensed	Milk		***			 9 ozs.	To be considered count
Flour		***						1 lb.		Dried Milk						 4 ozs.	To be considered equal
Biscuit					***			1 lb.	To be considered equal,	Mustard	224		200				1000
Rice	444			7.	***		***	I Ib.		Curry Powe	ler	-11		100			To be considered equal
Oatmeal, I	{olle	1 Uats	or si	muai	cercais			4 Jb.	<				***				,
Split Peas					111		447	100	To be considered equal								
Flour	4877	***		**	444	619	***	a lb.	when issued with meat								
Green Pea	s, Ha	ricot o	r Bu	tter .	Beans			2 200	ration.								
Dice					0.7.3			2 Hz.									

[Fourteen pages.

POSITIONS OF THE DECK LINE AND LOAD LINES.

				L	oad Line.
Free	board from deck l	ine.		3/	
Tropical			inches. (T)/H	inches above S.
Summer		feet 24	inches. (S) Upper edge of !	line through centre of disc
Winter	/	lect b	inches. (V	v)3.4	inches below S.
Winter North Atlantic	} /	feet	inches. (\	VNA)5./4	inches below S.
(if assigned)	1	reeboards :—3	1/		
Allowance for f	resh water for all	reeboards:\$	/2inches	1.	
The upper edg	e of the deck line	from which these	freeboards ar	e measured is	inches above
the top of the		atel		deck	at side.
the top of the	(Above	particulars to be t	aken from Lo	oad Line Certifica	te.)

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 Punish-These Regulations, however, are not to apply to Certificated Officers.

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

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

signatures of the Master and the Mate, or one of the Crew; and a copy of such entry must be furnished, or the same must be read over to the Offender, before the ship reaches any Port or departs from the Port at which she is; and an entry that the same has been so furnished or read over, and of the reply, if any, of the Offender, must be made and signed in the same manner as the entry of the Offence. These entries must, upon discharge of the Offender, be 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

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 Forseiture is ascertained in similar cases under Sect. 234.

No.	OUPENCE.	Amount of Fine for a first offence.	Amount of Fine for a second or subsequent offence.	Signature of Superintendent or Copsular Officer.
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	Ten Shillings.		Constant Cineen
2	Romene or having on hourd interviewing Benery.		One Pound.	+
3	444 444 444 444	Ten Shillings.	One Pound.	
	Drunk-nne	Ten Shillings.	One Pound.	
•	Taking on board and keeping possession of any irre-arm, knuckle-duster, loaded cane, slung-shot, sword-stick bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument.		one round.	alle
4	777 211 414 414 411 411	Ten Shillings.	One Pound,	maar
	Insolent or contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command, it not otherwise dealt with according to law	Ten Shillings,	One Pound.	MASILE
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such			Les of the Day
7	For exposing between street and marine a field of	Ten Shillings.	One Pound,	HPP"
	or to reflect apwards, 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 scaman is not otherwise prosecuted).	Forty Shillings	Forty Shillings.	LALANE

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 5 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.

N	Date	Nationality† (if British, state birthplace).	Canadan	If Appr Particulars of	entico Indentures.	Pate of joining	Par To be	ticulars of Leaving. filled up by the Master ning it should be stated.	Initials of Official
Name in Iull.	of Birth	birthplace).	Capacity.	Date.	Place of Signing.	for the voyage.	Date.	Cau e of Leaving.	Initials of Official Continues Continues Appendix of Appendix of
1. Young	Persons*	under 18 years of	age includin	g Apprentices.					
,									
	-								
2. Appren	tices over	18 years of age.							
						-			
									-
									-

+ If a British subject, state town or country of hirth, 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

				HOME ADDRESS.		Date and this	Place of Signing Agreement.
Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dia Ab).	Age	* Nathonality (If British, state birth placers see tootnote).	N.B.—The Home 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 Registry and year of discharge Il more than a year previous.	Date.	Place.
	1/2 P	2	andlette	talkland Is Colld	4.7	4/1/	11-1 -1
1	Master to fign first.	1/	NSW:	1. When West Dunten in Type.	Filgray	4/1/	Teneng of 4
2	Dis. A. not produced.	218	haton	1. Many Indale - Saddiess	-dr	41	
3	A Chantrof	54	Inthingston	1. Falkland Islands by Ltd. Stanley . 7.9.	· de	1/48.	
4	R. alkins	60	Tarky.	-de	_de	4/1/47	der ty
5	& J. Mench der	48	Port Tuphens	do	-da	4/.	
6	7 a Sedgwich	48	Itember .	-do	- 0,0	4/1/47	
7	Dis. A not produced.	57	Senmark.	-do	- da -	4/4,	
8	Ins. A. net produced.	17	Hanley .	- du	-do	4/1/43.	***
9	1 B uncles 4	29	11-1	-de .	-de	4/1/42	
10	S. O. hyse	28	Stanley A-O		1	4/1	-
11	Dis. A. not produced	43	Stanley.	-010	-du	4/1	
12	W. Dindor 215. A. 5820-76	000	11-0	- dn	-dn	4/1	
13	Thomas produced	20	Alle a	-de-	-do	4/	-1
14	D. & Jellen	19	Toland.	-ds	- de	41	
	& Maris	31	Hanley .	- do	-ds	1/43	
15	of and produced.	30	Italian .	- do	-da -	11/1	
16	Dis. A. not produced.	27	Philips .	-dr	- da	1/41	-1-
17	1. Barner	18	Hanley.	- 24	-ds	4/1/2	
18	W how lands	26	West land.	-60.	- da	4/1	
19	m. Lyer.	36	-do	-de -	· du	4/1/4	
20	lo farme.	2	3 Stanley	to-	-da -	4/1/41.	

• If a British subject, state town or country of birth, and if born in a foreignthe capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as should be described as should be described as should be described as should be described by the 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 Scaman is not Officer whose employment is non-manual and remunerated at a rate exceeding [250] as

OF	ENGA	GEMEN	VT.				Fota Si	PARTICULARS OF int in by the Matter a Desertion of any M	DISCHARGE, I to it the Unicharge lamber of his Great	Sic. s, Deast, or	RELHASE		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.	upon	Amount of Weekly, Half Monthly or Monthly	Signa- ture or Initials of Official before whom the Sea- man is engaged		and Cause of feaving or of Death. Place		Rainnee of Wares paid on Descharge.	We, the undersigned Members of the Crew of this Ship, do bereby release this Ship, and the Master and Owner or owners thereof, from all Claims for Wages, or otherwise is respect of this Vayage, and i, the Master, do bereby release the sail undersigned Members of the Grew from all Claims to respect of the sail undersigned Members of the Grew from all Claims to respect at the said Vayage. Signatures of Crew (each to be see the line on which be signed in Col. 1.)	Signature or fulfials of Official before where the balance of Wayes was Fulf and Release staned	of Weeks for which Ignations and Act Contributions are payable.	Rafe en 20 No.
Marty	Martin. 108233	at mu.		per amate a	greenent.	All.	8/2/43	agrun	unt ch	ned.	Kaflit.	all!	1/48.	1
Mate.	Marie 009827	Al		de		Ikh.	14/1/43	Moderales	M.C.	report agreement	Jy/3 cel (see endorsement)	B.	0	2
Sheef Engr.	1 st. lan 5 4 3 2 3	16		di.		all	8/2/43.	Agrumen	& Closes	1.	Machanbers	all.	8/1/43	3
Ind.	-	14	18.			AN.		- do			Rathino	aks.	-11-	4
3rd.		4	1676			all	_	- do.			Gof mintofer	all		5
Sod. Water			4 -			MA		- do. :			fa Sedguick	all.		6
A.B.	-		10 12 6			ares	14.43.	howterido	Sickness	22 12 9	Jeft Bunds	<u>B</u> .	0	7
A.3.	-		10 12 6			M.	8/7/43.	agran	ent a	losed.	& Bundes	art.	-	8
A.B.	-		10 12 6			AKI.	_	- do-			S. R. Lyse	ans		9
Launch +	-	,	1/26			all	_	- do.			A Clifton	All-		10
0.5.	-	.,	626			226.	-	du-	_		. W. Benoler	arb-		11
Lamps.	-		11 2 6			Mel.	-	- do-			IBarnes.	224		12
0.5.	200		626			all	7/2/43.	Hanley.	Mutual Consul.	4 12 1	Domald Sellen	Mil Hos.	-	13
Shief theward	-		15 2 6	-9		all	18/7/43	agrum	unt cl	and	& Harw.	ju.	13/43	14
· anistant	-		926			akb.		do.			Boyannon	akl	"	15
- do	-		926		0	all	-	- do	· ign		A Boldins	all.		16
Pantay	-		5.			All	-	- do	-		I Barnes	all.		17
thips look	-		426	4		all.	-	- di	. —		W. Rowlands.	akh.	4	18
WIT	/	*	12.			all	-	- di			on type.	Oll.	to.	19
Fireman	-		11 2 6		41	alls.	-	- di			6 Havison	and	1 10	20
equatry	state if a nat	lural been	13.1.1.3											

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

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

Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys,

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."

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."

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."

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."

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."

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."

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

PARTICULARS

						III IOC	
					1	Date and Pl this Ag	ace of Signing
erone No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A*).	Agr.	 Nationality (If British, state birthplace—see jootnote). 	N.B.—The Home Address is the one to which communications should be made in the exent of the death of the Seaman.	Name of last Ship with Official No. or Port of Registry and wear of discharge if more than a year previous. 5.	Date.	Place.
No.	l.	2.	3.	1 2 14 1 4 de 1 1 6 44	Nf L	4/1	4-1
21	Ins. A. not producea.	25	Stanley !	1 tenly 79	Folgony .	4/	Hanley,
22	Its. A. not producea.	22	tanky.	-di	-de - 1/41	1/41.	
23	Dis A not producea.				-du - 3/6/41	4/1/47	
2.3	a gooding	22.	Pay Cove	- ds .	4.	6/1/2	
24	Dis. A. not produced.	53.	Distinguit	-de	they 1931.	143.	1
25	I rederich fores.	28	Bouramonth.	Van Mesten 561 3 deflore 17 to aux	Theking star.	27//	Montarder
26			Wills!	of talkland to Red.	thy	1/43	Stanley
OF	Geo Oalrowe			4. 7.9. be. H	Fibray.	7/2/43	-11-
27	Ed Whitney	61.	u.s.a.	Mancy.	- MI	19/2/	
28	1 mc delle	23.	Hanly.	-da -	fitzing.	21/43.	
29	Dis. A. not produced.	61.	U. s.a.	-a	-de	41.	
30	4	24	Port stephens	do.	tist	1/2/43	-11-
01	W Duncan		May 1	- do	4.4	21/3/	
31	a. foodwin.	22	love.	-de	Tuying	18/	
3	j. jones.	44	. Hanley		tilgray. 1941	15/-1	
3	3 24 Band	58	Demark	do.	Sank	13/4	martin
3	4 ' 6 107 ' 5	1/21	u.s.a.	- do	Flyroy.	10/6/41	· Hanley
3	& Whitney						
3	86						
:	37						
1	38						
1	39						
1	40						

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

! The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Denkeymen,
should be described as

Should be described as

Should be described as

If the advance of wages is not conditional on going to sea

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

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 15 not of the Crew whose employment is non-manual and remunerated at a rate exceeding £250 a

OF	F ENGAGEMENT.							PARTICULARS Of the Master Desertion of any .	P DISCHARGE, or upon the Discha Member of his Cre	he. irge, Death, or w.	RELEASE.		Namber	
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 Engagement.	Amount of Wrekly, Hall Monthly or Mouthly Allotment.	whom	Dale.	or and Cause of leave or of Death.	og this Ship, Cause §	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claums for Wages, or otherwise in respect of this Coyang, and i, the Master, do hereby release the sail undersigned Members of the Crew from all Claims in respect of the alst Voyage. Signatures of Grew (each to be see the line on which is signed in Col. 1.)	Wages was Pald and	of Weeks for which histor- ance Act Centri- buttons are payable	Natural Na.
Fireman		al mu.	11 2 6			and	7/2/45	Itanley.	Allnen.	4 181	L.mo. yill	DU! 7/4/45	-	21
	-		11 2 6			ani	8/1/43.	0	nt clox	1.	J. Lindenberg,	all.	7/43.	22
	-	7.1	11 2 6	====		all	2/2/43.	Stanley.	Allnen.	16 8 9	aubry goodwin	all: 2/	-	23
and mate.	- 1d M.	"	14:			MI.	1/43	Stanley	M.C.	13 17 4	It July worff	M. M.		24
muto 2 ml	49/36	",	as pe	repa	ale Agra	SIE	121	agrum	will to	xd	Not available for	Who h	8/7/43	25
mate	-	11	14			1	43	Stanky	Join Vissel	10 8 0	Signature.	12/6:43	-	26
Freman			11 2 6	==-		all.	1/2/43	Hanly	M.C.	10 18 9	& Whiting	ONO. 9/43		27
Fireman	-	4	1126			Ml.	16/43.	Itanley.	Tickness.	8 15-8	signature	Ulls. Toras 6	t.	28
		"	11 2 6	===		Kaf.	1 3/ms	Hanley.	M.C.	24 59	& Whitney	All. F.	notes)	29
0.5.	-	1)	626			11.	18/1/43.	U	greement	closed.	W Duncan	alle e.s.		30
Francis	-		11 2 6			Ikl.	8/43.	Hanley	M.C.	14 179	a foodsin	Ws. 18.4	0/	31
AB	-	"	11 2 6			D.	0/7/43.	Marin	rent a	lorcol.	of fores.	Mb.	17/40	33
7-		11	10 12 6			011	,	olo .			Jeff Binds	who.	*	34
tuemas		li,	11 2 6			UNG.		olo.			e W lu hue	men		35
														36
							,							37
														38
														39
														40

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.

Leave a 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."

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."

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."

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."

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."

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."

The should be briefly stated thus—"Discharged, ""Deserted," "Left Sick," "Died."

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

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

This Ship," thus "R.M.S. Revenge "; and the other causes of leaving the Ship should be briefly stated thus—"Discharged, ""Deserted," "Deserted," "Discharged, ""Discharged, ""Deserted, ""Discharged, ""Discharg

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 shewn in the Consular Fees Orders in Council.

Services required by Law. (10.) For every seaman engaged before a Consular 3 0 3 0 (11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) 4 0 4 0 (12.) For every seaman discharged or left behind with the sanction of a Consular Officer 3 0 3 0 (13.) For every desertion certified by a Consular 4 0 (14.) For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto 4 0 4 0 (10.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See

Services required by parties interested.

than China China

(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 manmaximum £2 10s. 0d.

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

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

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby notify that the numer whose names appear herein on lives numbered 1 to 23 inclusive, were engaged before me and right the said agreement in my presence, and that the same has ben made as required by the Merchant Chipping action The Dricharge Books of the men engaged have been delivered to the Master except in cases where it is stated that in Winhard Book (Du. A) has been produced. Dated this fonoth day of Gamery. 1943. SHIPPING MASTER I hereby astiff that I have this day sanctioned the engagement, on the torms of the within within agreement, of the namen whose name appears on line 24.

ITISH CONSULATE

Vessel arrived 12" January Agreement descrited 13 ... -do- returned 14" -

Are go rate of exchange: \$ 7.00 - El

herely certify that the Seamen on the 3. 2. (7.7. Bell.)

has been discharged at this with my sanction on the ground of

Suntal Consent

Discharged on condition that the Mester cables the Owners requesting them that the balance of wages dhe I him he commicated to The agent at this part without delay . that same he paid by him in hunguagan

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



sanctioned the engagement of the Seaman on line nº 25 on the terms of this agreement

I hereby certify that I have this day mentioned the discharge, by mutual consult, of the numan whom name appears on line 24, and the ingaginent, on the terms the within written agreement, of the namen whose hame appears on line 26.



Whilay . SHIPPING MASTER

I hereby certify that I have this day sunctioned the discharge, on the grounds of illness, of the numan whose name appears on line 21, and the discharge, by united consult of the numar whose name appears on line 13: also, the ingagement on the times of the within-written agreement of the name whom name appears on line 27.



SHIPPING MASTER 7. 2. 43.

I hereby certify that I have this day savetimed the dishard by mutual consent, of the namen whose name

whose name appears on line 28.



SHIPPING MASTER 19.2.43

I rendy certify that I have this day sunctioned the discharge, on the grounds of Mun, of the seaman whose name appears on line 23 and the engagement, in the times of the within worther agreement of the neamen whose names appears on lines 29. 530.



21.2.43.

Sritish vice consulate

DIO GRANDE Vessel arrived 's. nach Articles doposited /2-- \ 1943. Articles returned 3.4 - ..-Average rate of exchange on London

2. Lov \$79.58. por £ storling, for conversion of seamen's wages only.

BRITISH CONSULATE

Vessel arrived 5th March Agreement deposited 6" " -do- returned 13 "

carago rate of exchange \$ 7.55 - Al

CERTIFICATES

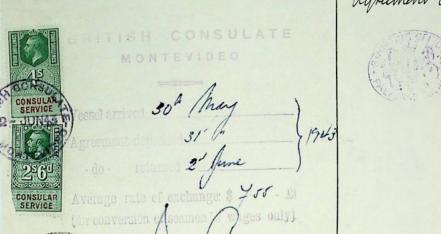
Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have this day mentioned BRITISH CONSULATE MONTEVIDEO name appears on line 29, and the Vessel arrived 23 April Agreement deposited 23 -do- returned 27 Average rate of exchange: \$ 7.56 £1 conversion of seamen's wages only). I herely certify that the Seaman or 11. 1.48 BRITISH CONSULATE Average rate of exchange: \$ 7.55- 21 BRITISH CONSULATE Vessel arrived 13" May 33 (J. Bundes) 18. 4.45

Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.



H. B. M. Vice - Consul.

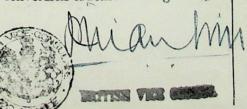
I hereby certify that I have this day sanctioned the discharge, on the grounds of illness, of the seaman whose rame appears on line \$4. and the engagement, on the terms of the within-written agreement, of the seaman whose name appears on line 34.



SHIPPING MASTER 10. 6. 43.

BRITISH VICE CONSULATE

Articles deposited 23-1. 1943
Articles returned 25-2.
Average rate of exchange on London
Rs. L. \$78.467/6 per & storling, for
conversion of seamon's wages only.



agreement closed 8.7.43.

SHIPPING MASTER

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

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

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

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.

..... Date.

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

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

(Furteen 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 5L, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every errore, 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 100l., or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 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.
- 9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-Section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.
- 11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- 12. Carrying any Scaman 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 5t if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

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

- Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned.
- 15. If the Ship remains at any port for a period less than 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 106.
- 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 accoue 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 Scaman, the Master is bound under a Penalty of 101. to give the Scaman a Certificate of Discharge; and the Master is also bound under a Penalty of 201. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- 22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.
- 23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 7, cols. 19 and 20.)