



OFFICIAL LOG BOOK

(03) (38 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>Fitzroy</i>	<i>11827</i>	<i>Stanley.</i>	<i>853.03</i>	<i>371.90</i>	<i>J. W. White</i>	<i>F.G.S.S. 52805</i>

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Stanley I. Is.</i> Date <i>1 JUL 1950</i>	<i> Falkland Islands & South America</i>	Port <i>Stanley I. Is.</i> Date <i>12 JAN 1951</i>

Delivered to the Superintendent of the Mercantile Marine Office at the
12 JAN 1951

Port of *Stanley.* on day of 19.....

Countersigned

[Signature]

Superintendent.

[Signature]

Master.

SHIPPING MASTER,
STANLEY, FALKLAND IS.

C. F. I. C., Ltd.
Stanley.

Address.

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

List of Crew and Report of Character

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
1	Frederick William White	Master.			
2	Aubrey Sedgwick.	1 st Mate.	Y.G.	Y.G.	30. 32. 35.
3	William H. Cross.	2 nd Mate.	Y.G.	Y.G.	31.
4	Manfred Rutter.	3 rd Mate & Bosun.	Y.G.	Y.G.	34.
5	Mark Lyse.	W/T Officer.	Y.G.	Y.G.	
6	William Johnson.	Lamps & AB.	Y.G.	Y.G.	32.
7	Stanley Johnson.	Launch & AB.	Y.G.	Y.G.	
8	Ronald Barnes.	AB.	Y.G.	Y.G.	
9	Aubrey Goodwin.	AB.	V.G.	V.G.	28. 31.
10	Sydney Lyse.	AB.	Y.G.	Y.G.	31. 32.
11	Donald Fraser.	O.S.	Y.G.	Y.G.	
12	Terence Walsh.	O.S.	Y.G.	Y.G.	
13	George Alva Bohill.	Chief Eng'r.	V.G.	Y.G.	30.
14	George Meierhofer.	2 nd Eng'r.	Y.G.	Y.G.	
15	Albert Blyth.	3 rd Eng'r.	Y.G.	Y.G.	
16	John Smith.	Crewman.	Y.G.	Y.G.	
17	Alan Anderson.	Fireman.	Y.G.	Y.G.	32.
18	Ray Johnson.	Fireman.	Y.G.	Y.G.	
19	Thomas Blyth.	Fireman.	Y.G.	Y.G.	
20	George Harris.	Chief Steward.	Y.G.	Y.G.	32. 33.
21	Rubaldo Boldrini.	Asst. Steward.	Y.G.	Y.G.	
22	Albert H. Blyth.	Steward.	Y.G.	V.G.	28.
23	George Johnson.	Steward.	Y.G.	Y.G.	
24	Samish Jennings.	P & G. Boy.	Y.G.	Y.G.	
25	William Rawlands.	Ch. Cook.	Y.G.	Y.G.	

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	Andrew Halliday.	Superannuated.	Y.G.	Y.G.	28.
27	George Hansen.	Steward.	Y.G.	Y.G.	28.
28	Aubrey Goodwin.	AB.	Y.G.	Y.G.	28.
29	Andrew Halliday.	Superannuated.	Y.G.	Y.G.	28.
30	George Brown.	Chief Engineer.	Y.G.	Y.G.	30.
31	Hector Anderson.	AB.	Y.G.	Y.G.	
32	Eddy Anderson.	AB.	Y.G.	Y.G.	34.
33	Romeo Paulini.	Fireman.	Y.G.	Y.G.	34.
34	Ray Johnson.	Fireman.	Y.G.	Y.G.	
35	Neal Henriksen.	Steward.	Y.G.	Y.G.	34.
36	Stanley Johnson.	Launch & AB.	Y.G.	Y.G.	
37	Alan Anderson.	Fireman.	Y.G.	Y.G.	34.
38	George Hansen.	Steward.	Y.G.	Y.G.	
39	William Johnson.	Lamps & AB.	Y.G.	Y.G.	32. 33. 34.
40	Ronald Barnes.	O.S.	Y.G.	Y.G.	
41	Terence Walsh.	O.S.	Y.G.	Y.G.	
42	George Johnson.	Steward.	Y.G.	Y.G.	34.
43	Donald Fraser.	O.S.	Y.G.	Y.G.	34.
44	John Smith.	Crewman.	Y.G.	Y.G.	34.
45	Thomas Blyth.	Fireman.	Y.G.	Y.G.	
46	Joseph Blyth.	3 rd Mate & Bosun.	Y.G.	Y.G.	34.
47	Rupert Goodwin.	O.S.	Y.G.	Y.G.	34.
48	William Cross.	2 nd Mate.	Y.G.	Y.G.	35.
49	Manfred Rutter.	Launchkeeper.	Y.G.	Y.G.	35.
50	Sydney Lyse.	AB.	Y.G.	Y.G.	

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

List of Crew and Report of Character—Continued.

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

List of Crew and Report of Character—Continued.

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
101					
102					
103					
104					
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107					
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109					
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MARRIAGES, BIRTHS, AND DEATHS

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

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

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

- 254.—(1.) The Master of every British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board his ship, record in his log-book or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this Act to be registered concerning the birth or death, or such of them as may be known to him.
- (2.) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and place as the Board of Trade may with respect to any ship or class of ships direct, shall deliver or transmit, in such form as the Board of Trade direct, a return of the facts recorded by him in respect to the birth of a child or the death of a person on board such ship to the Registrar-General of Shipping and Seamen.
- (5.) If the Master of any ship fails to comply with any requirements of this section, he shall be liable for each offence to a fine not exceeding five pounds.

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

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

MARRIAGES

Date when married. 1	Names and Surnames of both Parties. 2	Age. 3	Whether Single, Widow or Widower. 4	Profession or Occupation. 5	Father's Name and Surname. 6	Profession or Occupation of Father. 7

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

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

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

(Signed) _____ Officiating Clergyman.

Master or Officer in Command.

Columns to be filled in by the

	Date of Birth.	Name (if any) of Child.	Sex.	Name and Surname of Father.	Rank, Profession or Occupation of Father.	Name and Surname of Mother.	Maiden Surname of Mother.
1							
2							
3							

DEATHS

Columns to be filled in by the

	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
1							Members of Crew (other than Lascars**) including
2							
3							
4							
5							
6							
7							
8							
9							
10							Lascars
11							
12							
13							
14							Persons who were not
15	29/8/50	Pebble Island, West Falkland.	Albert Skilling.	Male.	Approx 68	Passenger to Port Howard, West Falkland.	British, Falkland Islands.
16							
17							
18							
19							
20							

*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 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.

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

Officer in Command.

To be filled in by Official to whom Report is made

Father.		Mother.		Signature of Master and Mate or other Member of the Crew.	Signature of Father or Mother.	Port at which Report is made and Signature and Title of Officer to whom reported.
Nationality (stating Birthplace).	Last place of abode.	Nationality (stating Birthplace).	Last place of abode.			
1						
2						
3						

(See Instructions on previous page).

Officer in Command.

To be filled in by Official to whom Report is made

Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported
1 Masters.					
2					
3					
4					
5					
6					
7					
8					
9					
(see footnote**) 10					
11					
12					
13					
Members of the Crew. 14					
15 Port Howard.	(Apparently) Heart failure.	Howhili.	J A Sedgwick		Port Bay. Medical officer.
16					
17					
18					
19					
20					

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, 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 Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

Date of Drill or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
2/7/50	Boat drill carried out. Passengers & crew mustered. Boats not swung out.	Good order.	2/7/50	<i>J. White</i> <i>F. A. Sedgwick</i>
15/7/50	Boat drill carried out. Passengers & crew mustered. Boats not swung out.	Good order.	15/7/50	<i>J. White</i> <i>F. A. Sedgwick</i>
22/7/50	Boat drill & fire drill. Passengers & crew mustered.	Good order.	22/7/50	<i>J. White</i> <i>F. A. Sedgwick</i>
29/7/50	Boat drill. Passengers & crew mustered.	Good order.	29/7/50	<i>J. White</i> <i>F. A. Sedgwick</i>
5/8/50	Boat & fire drill. Passengers & crew mustered.	Good order.	5/8/50	<i>J. White</i> <i>F. A. Sedgwick</i>
12/8/50	Boat & fire drill. Passengers & crew mustered.	Good order.	12/8/50	<i>J. White</i> <i>F. A. Sedgwick</i>
19/8/50	Boat drill, boats not swung out. Crew mustered at boats.	Good order.	19/8/50	<i>J. White</i> <i>F. A. Sedgwick</i>
26/8/50	Boat drill, boats not swung out. Crew mustered at boats.	Good order.	26/8/50	<i>J. White</i> <i>F. A. Sedgwick</i>
2/9/50	Boat drill, boats not swung out. Crew mustered at boats.	Good order.	2/9/50	<i>J. White</i> <i>F. A. Sedgwick</i>
9/9/50	Boat drill & fire drill carried out. Passengers & crew mustered.	Good order.	9/9/50	<i>J. White</i> <i>F. A. Sedgwick</i>
16/9/50	Boat drill & fire drill carried out. Passengers & crew mustered.	Good order.	16/9/50	<i>J. White</i> <i>F. A. Sedgwick</i>
23/9/50	Boat drill carried out. Boats not swung out. Crew mustered at boats.	Good order.	23/9/50	<i>J. White</i> <i>F. A. Sedgwick</i>
30/9/50	Boat drill carried out. Boats not swung out. Crew mustered at boats.	Good order.	30/9/50	<i>J. White</i> <i>F. A. Sedgwick</i>
7/10/50	Boat drill carried out. Boats not swung out. Crew mustered at boats.	Good order.	7/10/50	<i>J. White</i>

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, 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 Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

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.
14/10/50	No boat drill carried out this week. Vessel in port and boat deck being caulked.		14/10/50	<i>J. White</i> <i>F. A. Sedgwick</i>
21/10/50	No boat drill carried out this week. Heavy weather.		21/10/50	<i>J. White</i> <i>F. A. Sedgwick</i>
28/10/50	Crew mustered at boat stations	Good order.	28/10/50	<i>J. White</i> <i>F. A. Sedgwick</i>
4/11/50	No boat drill carried out. Vessel in port	—	4/11/50	<i>J. White</i> <i>F. A. Sedgwick</i>
11/11/50	No boat drill carried out. Vessel in drydock.	—	11/11/50	<i>J. White</i> <i>F. A. Sedgwick</i>
18/11/50	No boat drill carried out. Vessel in drydock	—	18/11/50	<i>J. White</i> <i>W. G. Goss</i>
25/11/50	Boat drill. Passengers & crew mustered at boat stations. Fire drill carried out.	Good order.	25/11/50	<i>J. White</i> <i>W. G. Goss</i>
2/12/50	No boat drill carried out. Vessel in port.	—	2/12/50	<i>J. White</i> <i>W. G. Goss</i>
9/12/50	Passengers & crew mustered at boat stations. Fire drill carried out.	Good order.	9/12/50	<i>J. White</i> <i>W. G. Goss</i>
16/12/50	Passengers & crew mustered at boat stations. Fire drill carried out.	Good order.	16/12/50	<i>J. White</i> <i>W. G. Goss</i>
23/12/50	Passengers & crew mustered at boat stations. Fire drill carried out.	Good order.	23/12/50	<i>J. White</i> <i>W. G. Goss</i>
30/12/50	No boat drill carried out. Vessel in port.	—	30/12/50	<i>J. White</i> <i>W. G. Goss</i>

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

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, 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 Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

* 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.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, 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 Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

* 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, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 TO 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, 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 Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

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

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

Date of Inspection.	Results of Inspection.	Date of Entry.	Signatures of Master and Mate.
2/7/50	clean and Good condition	2/7/50	<u>Howe</u> F. A. Sedgwick
9/7/50	clean condition.	9/7/50	<u>Howe</u> F. A. Sedgwick
16/7/50	clean condition.	16/7/50	<u>Howe</u> F. A. Sedgwick
23/7/50	clean condition.	23/7/50	<u>Howe</u> F. A. Sedgwick
30/7/50	clean condition.	30/7/50	<u>Howe</u> F. A. Sedgwick
6/8/50	clean condition.	6/8/50	<u>Howe</u> F. A. Sedgwick
13/8/50	clean condition.	13/8/50	<u>Howe</u> F. A. Sedgwick
20/8/50	clean condition	20/8/50	<u>Howe</u> F. A. Sedgwick
27/8/50	clean condition.	27/8/50	<u>Howe</u> F. A. Sedgwick
3/9/50	clean condition.	3/9/50	<u>Howe</u> F. A. Sedgwick
10/9/50	clean condition.	10/9/50	<u>Howe</u> F. A. Sedgwick
17/9/50	clean condition.	17/9/50	<u>Howe</u> F. A. Sedgwick
24/9/50	clean condition.	24/9/50	<u>Howe</u> F. A. Sedgwick
1/10/50	clean condition.	1/10/50	<u>Howe</u> F. A. Sedgwick
8/10/50	clean condition.	8/10/50	<u>Howe</u> F. A. Sedgwick

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
15/10/50	clean condition.	15/10/50	<u>Howe</u> F A Sedgwick
22/10/50	clean condition.	22/10/50	<u>Howe</u> F A Sedgwick
29/10/50	clean condition.	29/10/50	<u>Howe</u> F A Sedgwick
5/11/50	clean condition.	5/11/50	<u>Howe</u> F A Sedgwick
12/11/50	No inspection Vessel in drydock.	12/11/50	<u>Howe</u> F A Sedgwick
19/11/50	clean condition.	19/11/50	<u>Howe</u> F A Sedgwick
26/11/50	clean condition.	26/11/50	<u>Howe</u> W D Goss
3/12/50	clean condition.	3/12/50	<u>Howe</u> W D Goss
10/12/50	clean condition.	10/12/50	<u>Howe</u> W D Goss
17/12/50	clean condition.	17/12/50	<u>Howe</u> W D Goss
24/12/50	clean condition.	24/12/50	<u>Howe</u> W D Goss
31/12/50	clean condition.	31/12/50	<u>Howe</u> W D Goss
7/1/51	clean condition.	7/1/51	<u>Howe</u> W D Goss

[illegible]

[illegible]

EMPLOYMENT OF LASCARS.

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

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

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

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

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

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

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

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

Master _____ Date _____

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Consular Fees Order in Council, 1949).

- | | | | | | |
|--|--------|--------|--|--------|---------------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey | | £1 5 0 | (24) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts | | s. d.
10 0 |
|--|--------|--------|--|--------|---------------|

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.		Load Line.	
Tropical.....	— feet	3 1/4	(T)..... 3 1/4 inches above S.
Summer.....	— feet	6 1/2	(S) Upper edge of line through centre of disc
Winter	— feet	9 3/4	(W)..... 9 3/4 inches below S
Winter North Atlantic (if assigned) }	— feet	11 3/4	(WNA)..... 11 3/4 inches below S.
Allowance for fresh water for all freeboards.—		3 1/2 inches
The upper edge of the deck line from which these freeboards are measured is.....	 inches	
above the top of the	 deck at side.	
(Above particulars to be taken from Load Line Certificate).			

Maximum draught of water in summer.....feet.....inches.

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

NOTES.

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 90, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 56° during the winter months as defined in the Load Line Rules, 1911, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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

DEPARTURES.												
Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				
		Forward.	Aft.	Port.	Star-board.	Mean.		For Density of Water.* (9)	For Ashes and Rubbish.* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)		
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
2/7/50 0600	East Jetty, Stanley.	9.02	13.00	2.07	2.07	2.07	1025	-	-	-	-	-
11/7/50 1700	Nº 8 Montevideo.	10.08	14.05	1.01½	1.01½	1.01½	1010	2	-	-	-	-
3/8/50 0708	East Jetty, Stanley.	8.07	13.03	2.09	2.09	2.09	1025	-	-	-	-	-
12/8/50 0612	Nº 3 Montevideo	11.06	14.06	0.08	0.08	0.08	1010	2	-	-	-	-
5/9/50 1300	East Jetty, Stanley.	9.05	12.05	2.09	2.09	2.09	1025	-	-	-	-	-
16/9/50 1333	Nº 2 Montevideo.	11.03	15.02	0.05½	0.05½	0.05½	1005	3	-	-	-	-
9/10/50 2000	East Jetty, Stanley.	7.00	12.04	4.00	4.00	4.00	1025	-	-	-	-	-
18/10/50 0025	Nº 10 Montevideo.	7.11	14.05	2.06	2.06	2.06	1005	3	-	-	-	-
5/11/50 0900	East Jetty, Stanley.	7.00	12.06	3.11	3.11	3.11	1025	-	-	-	-	-
24/11/50 1200	Nº 5 Montevideo	12.10	13.08	0.05	0.05	0.05	1005	3	-	-	-	-
23/12/50 0900	East Jetty, Stanley.	9.00	12.07	2.10½	2.10½	2.10½	1025	-	-	-	-	-
6/1/51 0900	Masul, Montevideo.	10.02	13.10	1.08	1.08	1.08	1005	3	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 19

				SIGNATURES.		ARRIVALS	
Total Allowances. (12)	Mean Draught in salt water as calculated after making the appropriate allowances. (13)	Mean Freeboard Amidships in salt water as calculated after making the appropriate allowances. (14)	Date and time of Posting the Notice. (Notice L.L. 14A or 14B). (15)	MASTER. (16)	MATE. (17)	Date and Hour of Arrival (18)	Dock, Wharf, Harbour or Other Place. (19)
Ins.	Ft. Ins.	Ft. Ins.					
-	11 01 2.07	2.07	-	Swwhite.	F.A. Sedgwick	6/7/50 1515	Nº 4 Montevideo.
2	12.04½	1.03½	-	Swwhite.	F.A. Sedgwick	16/7/50 0230	East Jetty, Stanley.
-	10.11	2.09	-	Swwhite.	F.A. Sedgwick	7/8/50 1630	Masul, Montevideo.
2	12.10	0.10	-	Swwhite.	F.A. Sedgwick	17/8/50 0125.	East Jetty, Stanley.
-	10.11	2.09	-	Swwhite.	F.A. Sedgwick	10/9/50 0935	Nº 7. 8. Montevideo.
3	12.09½	0.08½	-	Swwhite.	F.A. Sedgwick	22/9/50 0058.	East Jetty, Stanley.
-	9.08	4.00	-	Swwhite.	F.A. Sedgwick	13/10/50 2200	Nº 10 Montevideo.
3	10.11	2.09	-	Swwhite.	F.A. Sedgwick	23/10/50 0830	East Jetty, Stanley.
-	9.09	3.11	-	Swwhite.	F.A. Sedgwick	10/11/50 1330	Nº 10 Montevideo.
3	13.00	0.08	-	Swwhite.	F.A. Sedgwick	29/11/50 1823	East Jetty, Stanley.
-	10.09½	2.10½	-	Swwhite.	W. H. H. H.	23/12/50 0712	Masul, Montevideo.
3	11.09	1.11	-	Swwhite.	W. H. H. H.		East Jetty, Stanley.

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

[illegible]

NOTE.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 3 and 16 to 19. *See Notes on page 19.

DOCK, WHARF, HARBOUR OR OTHER PLACE
the
OF THE SHIP'S PROCEEDING TO SEA. *See Notes on page 19*

[illegible]

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 Radio Officer.

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

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

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

(2) In column headed Auto-alarm, state *daily* while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours. Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

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

[illegible][illegible]

OFFICIAL LOG of the s/s. "Fitzroy" towards Falkland Is.
from Falkland Is.

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
2/7/50 0600	Stanley.	2/7/50	A. Halliday, Supernumerary, signed Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
7/7/50 1000	Montevideo.	7/7/50	A. Halliday, Supernumerary, signed off Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
19/7/50 1000	Stanley.	19/7/50	A.H. Blifton, Steward signed off and G. Hansen, Steward, signed on Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
20/7/50 1700	Stanley.	20/7/50	A. Goodwin, AB., attended K.E.M. Hospital with poisoned hand. After examination doctor requested that Goodwin remain on shore for further treatment. Goodwin signed off Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
31/7/50 1600	Stanley.	31/7/50	A. Goodwin, AB., signed Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
8/8/50 1000	St. Montevideo.	8/8/50	A. Halliday, Supernumerary, signed Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
17/8/50 1000	Stanley.	17/8/50	A. Halliday, Supernumerary, signed off Articles. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	

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

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

OFFICIAL LOG of the "Fitzroy" towards Falkland Is.
from Falkland Is.

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
22/8/50 2220	Stanley.	22/8/50	Whilst leaving Port Stanley, engines being manoeuvred at slow speed ahead, propeller touched unidentified submerged object. Engines stopped immediately. No apparent damage. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
28/8/50 0620	Reef Channel, West Falkland. Stanley, low.	28/8/50	Whilst on passage from Hill Cove to Saunders Island vessel touched unidentified submerged obstruction when passing through Reef Channel. Area of hull assumed to be starboard bilge amidships. No apparent damage. Echo soundings giving 12 feet water under keel at the time of touching. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
29/8/50 0919	Pebble Island, West Falkland.	29/8/50	Message received from Pebble Island Settlement that a passenger, Mr. Bert Skilling, had collapsed while visiting friends ashore. Chief Steward sent to render first aid immediately. Master requested R/T station in Stanley to stand by in case medical assistance required. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
29/8/50 0940	Pebble Island, West Falkland.	29/8/50	Master proceeded on shore to examine Bert Skilling. Examination showed man to be dead. Body left in house of Mr. A. Betts for the time being. Government R/T station advised of man's death and information passed to Registrar and relatives. After discussion with Mr. W. Betts, Manager Pebble Island, it was decided to take body in ship to Port Howard for medical examination and subsequent burial. Doctor Kotowska contacted at Port Bay by R/T and arrangements made for him to meet ship at Port Howard tomorrow, 30th August. Approval of these arrangements received from Mr. D.M. Evans, Manager, Port Howard. Cause of death apparently heart failure. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
30/8/50 1100	Pebble Island, West Falkland.	30/8/50	Body of Mr. Bert Skilling, sewn in canvas, received on board. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	
30/8/50 1535	Port Howard, West Falkland.	30/8/50	Body of Mr. Bert Skilling landed in care of Mr. D.M. Evans, Manager, Port Howard. Body was still clothed as at time of death. Luggage and effects of deceased landed in care of Mr. A. Simpson, to be handed to Mr. D.M. Evans. <i>Howells</i> Master. <i>J.A. Sedgwick</i> Mate.	

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

OFFICIAL LOG of the
from Falkland Is

30
"Fitzroy"
towards Falkland Is.

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
4 th Sept 1950 1030	Stanley.	4/9/50.	Protest noted before Notary Public re entries for 22 nd and 28 th August. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
13/9/50 0940	Montevideo.	13/9/50	J. Sedgwick, Chief Officer, attended British Hospital for examination, he having reported pain in abdomen. On return to vessel Mr. Sedgwick reported that the doctor had advised another operation for hernia. Doctor's report received by Master. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
22/9/50 1050	Stanley.	22/9/50.	G. Cahill, Chief Engineer, signed off Articles and G. Brown, Chief Engineer, signed Articles. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
22/9/50 1700	Stanley.	22/9/50.	J. Sedgwick, Chief Officer, attended K.E.M. Hospital for examination of hernia by Dr. S. Slessor. Necessity of further operation confirmed by Dr. Slessor's report. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
29/9/50 1324	At anchor. Off entrance to Corral Bravo, Cape Dolphin.	29/9/50	Vessel discharging prefabricated house into stow. Weather fine with moderate ground swell running into anchorage. On three or four starboard rolls vessel touched bottom in way of starboard bilge amidships. Anchors, both, weighed immediately. 1333 hrs. Anchors awigh vessel proceeding out of anchorage. 1338 Vessel re-anchored clear of previous anchorage. Tanks and bilges sounded and no signs of leakage found. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	

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

OFFICIAL LOG of the
from Falkland Is

31
"Fitzroy"
towards Falkland Is.

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
12/10/50 1000.	36° 23 S. 56° 26 W.	12/10/50.	S. Lyse, A.B., displaced cartilage of right knee. Man sent to rest in bed. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
14/10/50 0930.	Montevideo.	14/10/50	A. Goodwin, A.B., complained of pain in lower chest. Goodwin and S. Lyse, A.B., sent to British Hospital for examination & treatment. After examination both men retained in hospital for further treatment. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
17/10/50 Noon.	Montevideo.	17/10/50	A. Goodwin, A.B., S. Lyse, A.B., returned to vessel from British Hospital. Goodwin fit for duty but Lyse resting right knee in bed. Doctor's report on Lyse advised operation on right knee. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
23/10/50 0900	Stanley.	23/10/50	S. Lyse, A.B., examined by S.M.O. Dr. S. Slessor. Doctor pronounced man fit to work until able to have operation on right knee. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
4/11/50 0900	Stanley.	4/11/50	W. Goss, 2 nd Mate, reported sick with skin disease. Goss sent to KEM Hospital for examination & treatment. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	
5/11/50 0815	Stanley.	5/11/50	W. Goss, 2 nd Mate, unfit to proceed to sea; signed off Articles to remain in Stanley for further treatment. Skin disease diagnosed as erysipelas by Dr. S. Slessor, S.M.O. <i>J. Sedgwick</i> Master. <i>J. A. Sedgwick</i> Mate	

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

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

32
OFFICIAL LOG of the
from Falkland Islands

"Fitzroy"
towards Falkland Islands

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
6/11/50 0830	Stanley.	5/11/50	G. Harris, Chief Steward, reported badly sprained ankle. Harris examined by R. S. Slesson before sailing.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
11/11/50 0930	Montevideo Stanley.	11/11/50	G. Harris, Chief Steward, A. Anderson, Fireman, reported to British Hospital for examination & treatment. Harris with sprained ankle; Anderson with suspected V.D.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
12/11/50 0900	Montevideo.	12/11/50	A. Anderson, Fireman, attended British Hospital for treatment.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
13/11/50 0930	Montevideo.	13/11/50	A. Anderson, Fireman, attended British Hospital for treatment.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
13/11/50 1500	Montevideo.	13/11/50	A. Sedgwick, Chief Officer; S. Lyse, A.B., attended British Hospital for examination. Sedgwick with inguinal hernia and Lyse with cartilage trouble in right knee.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
14/11/50 0900	Montevideo.	14/11/50	A. Anderson, Fireman, attended British Hospital for treatment. S. Lyse, A.B., entered British Hospital for cartilage operation to right knee. Lyse signed off Articles by British Consul.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
15/11/50 1000	Montevideo.	15/11/50	G. Harris, Chief Steward; W. Johnson, Lamptrimmer; R. Barnes, O.S., attended British Hospital for examination & treatment. Harris with kidney trouble; Johnson with pain in groin; Barnes with eye complaint.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
15/11/50 1430	Montevideo.	15/11/50	R. Barnes, O.S., attended oculist for examination. A. Anderson, Fireman, attended British Hospital and was discharged by doctor.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	

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

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

33
OFFICIAL LOG of the
from Falkland Islands

"Fitzroy"
towards Falkland Islands.

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
16/11/50 0800	Montevideo.	16/11/50	G. Harris, Chief Steward; R. Barnes, O.S., attended British Hospital for examination & treatment. Harris with kidney trouble; Barnes for eye and nerve complaint.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
17/11/50 0800	Montevideo.	17/11/50	G. Harris, Chief Steward, attended British Hospital for examination & treatment of kidney trouble.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
17/11/50 1000	Montevideo.	17/11/50	R. Barnes, O.S., attended British Hospital for examination & treatment of eye trouble.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
18/11/50 0900	Montevideo.	18/11/50	R. Barnes, O.S., attended British Hospital for examination & treatment of eye trouble.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
19/11/50 0800	Montevideo.	19/11/50	R. Barnes, O.S., attended British Hospital for examination & treatment of eye trouble.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
20/11/50 0900	Montevideo.	20/11/50	G. Harris, Chief Steward; R. Barnes, O.S., attended British Hospital for examination & treatment.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
20/11/50 1150	Montevideo.	20/11/50	R. Barnes, O.S., reported fit for duty.	
			<i>Swobille</i> master. <i>J A Sedgwick</i> Mate	
23/11/50 1550	Nº 5 Deposit. Montevideo.	23/11/50	M/V. "TABARE 152" swung alongside "Fitzroy's" starboard side touching boat deck support stanchion heavily. Stanchion set in slightly and peak bulwark rail cracked. M/V "TABARE 152" ordered away from "Fitzroy" by Chief Officer. It was later ascertained that Port Authorities had ordered this vessel to berth alongside "Fitzroy" owing to shortage of berths in the port. Weather conditions at the time being most unfavourable for another vessel to berth alongside "Fitzroy" owing to very strong beam wind blowing directly on to "Fitzroy's" starboard beam. "TABARE 152" at the time of attempting to berth appeared to be without steam for heli deck machinery.	
			<i>J A Sedgwick</i> Mate <i>Swobille</i> Master	

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

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

P.T.O.

OFFICIAL LOG of the "Fitzroy" towards Falkland Islands.
from Falkland Islands

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
23/11/50 1550	Nº 5 Deposit. Montevideo.	23/11/50	(Continued from Page 33) Agents advised of foregoing incident and requested to lodge official protest. <i>Stowhite</i> Master. <i>J. A. Sedgwick</i> Mate	
23/11/50 1615	Nº 5 Deposit. Montevideo.	23/11/50	M/y. "TABARE 152" cast off and left "Fitzroy" <i>Stowhite</i> Master. <i>J. A. Sedgwick</i> Mate	
29/11/50 1830	Stanley.	29/12/50	R. Barnes, OS., E. Anderson, AB., signed off articles. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
30/11/50 1100	Stanley.	30/11/50	Following crew transactions effected. Signed off: N. Henriksen, Bos. Signed on: B. Naser, O.S. G. Johnson, Steward. J. Smith, Greaser. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
5/12/50 1400	Stanley.	5/12/50	Following crew transactions effected. Signed off: M. Rutter, 3rd Mate. Signed on: J. Clifton, 3rd Mate. R. Pauloni, Fireman. R. Goodwin, OS. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
3/12/50 1100	Stanley.	3/12/50	G. Hansen, Steward, complained of fishbone stuck in throat. Man sent to K.E.M. Hospital for examination and treatment. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
9/12/50 1400	Portbay.	9/12/50	G. Hansen, Steward, attended M.O.'s surgery ashore for further examination & treatment of throat by Dr. Kabanaka. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	

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

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

OFFICIAL LOG of the "Fitzroy" towards Falkland Islands.
from Falkland Islands

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
22/12/50 1000	Stanley.	22/12/50	W. Goss, 2nd Mate; M. Rutter, Watchkeeper, signed articles. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
29/12/50 1400	Montevideo.	29/12/50	J. Sedgwick, Ch. Officer; signed off Articles and proceeded to British Hospital for hernia operation. S. Lyse resumed duty on board. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
29/12/50	Montevideo.	29/12/50	W. Goss promoted to 1st Mate; J. Clifton, promoted to 2nd Mate; M. Rutter promoted to 3rd Mate. All the foregoing promotions to take effect as from today. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
30/12/50 1300	Montevideo.	30/12/50	W. Goss, Mate, attended British Hospital for examination by skin specialist. <i>Stowhite</i> Master.	
31/12/50 1100	Montevideo.	31/12/50	W. Goss, Mate, attended British Hospital for examination and treatment of skin ailment. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
1/1/51 1000	Montevideo.	1/1/51	W. Goss, Mate, attended British Hospital for treatment. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	
2/1/51 0700	Montevideo.	2/1/51	W. Goss, Mate, attended British Hospital for treatment. <i>Stowhite</i> Master. <i>W. Goss</i> Mate	

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

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

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

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ISSUED BY THE
MINISTRY OF TRANSPORT
IN PURSUANCE OF
S7 & 58 Vict. ch. 60.

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

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

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P.
				Gross.	Net.	
S.S. "Fitzyng"	161827	Stanley, I. Is.	1/1949	853.03	391.90	- 90.67 -
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.		CHARTERER.	
Name.	Address (State No. of House, Street and Town).		Name.		Address.	
The Falkland Is. Co. Ltd.	Barendish Rd. Weybridge		25		-	

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

voyages between the limits of 25 degrees South latitude and 65 degrees South latitude, and 35 degrees West longitude and 75 degrees West longitude, for the period ended 31 December 1950; the first arrival at Stanley after this date the consequent discharge of cargo on that date or earlier at the discretion of the Master.

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

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

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

And it is also agreed, that the additional clauses on pages 2 to 4 and the Regulations authorized by the Ministry of Transport which are printed herein and numbered 1-6 inclusive.

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

And it is also agreed, that

(a) Should any of the crew fail to join at the time specified or fail to be on board at any time or times appointed by the Master he may ship substitutes at once.

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

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

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

Seamen and firemen shall keep their respective forecables 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 mutually assist each other in the general duties of the ship and shall keep the galley supplied with coal.

The crew shall be deemed to be complete withhands all told, of whom not less than

.....shall be sailors.

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

When Firemen are required to perform duties as Donkeyman, over/time/at 2/9d per hour to be paid while in Stanley.

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

Signed by Master

on the day of 194.....

Date of Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
1 JUL 1950	Stanley Falk. Islands	11/1/51	Port Stanley Gairiana Is.	12/1/51 Owner.

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

ADDITIONAL CLAUSES.

OVERTIME SHALL BE PAID FOR AT THE FOLLOWING RATES:-

In Port. (Except on sailing and arrival days, and in cases of emergency as hereinafter defined in Definition A), whether or not the watches of the seamen are suspended, overtime shall be paid for the time actually worked in excess of 8 hours daily on Monday to Friday inclusive, and five hours on Saturday and for any hours worked on Sunday subject to the following conditions:-

(1) No overtime shall be payable for time employed on Sunday in normal routine and sanitary duties as hereinafter defined (Definition B).

(2) When the watches of a seaman are suspended (a) While the vessel is in a Falkland Island port the 8 and 5 hours above referred to shall for such seamen be consecutive save for the usual meal hours worked between 6 a.m. and 6p.m. Monday to Friday inclusive, and between 6a.m. and 1p.m. on Saturday.

(b) When the vessel is in a port outside the Falkland Islands these hours shall be worked by such seamen consecutively so far as is practicable the Master being the sole judge having regard to climatic conditions and the customs of the port, provided that they are worked between the hours of 6a.m. and 7p.m.

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

Provided always that in any port where in the Master's opinion watches must be maintained for the safety of the vessel, or where, although not on a sailing or arrival day, watches on a Saturday or Sunday 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 watchkeeper 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 hours Monday to Friday, 5 hours Saturday, and for all work done on Sunday.

NIGHT WATCHMEN. Hours of duty shall be any 12 consecutive hours between 6 p.m. and 8 a.m.

Overtime and additional pay. Hours worked in the 12 hours preceding or following a nights watching to be paid for as overtime. Night watchmen actually on duty as such for any period between midnight Saturday and midnight Sunday to be paid 1/- per hour in addition to their wages.

MESSMEN. Messmen or men acting as such. Duties as required between 6 a.m. and 6 p.m.

DAYS OF SAILING AND ARRIVAL. Except in cases of emergency as hereinafter defined, if between midnight and midnight members of the deck department are required to work more than 10 hours (members of the engine-room department 9 hours) excluding meal hours but including time spent on sea watching overtime shall be payable for extra hours worked in port plus hours worked at sea over and above normal sea watch.

RATES. Payment for overtime shall be at the following rates:-

Boys	1/3 per hour
O.S.	1/3 " "
Carpenters, Donkeymen	
& Boatswains.	2/9 " "
Other Ratings	2/6 " "

FRACTIONS OF AN HOUR. Fractions of an hour worked as overtime to be reckoned as half an hour unless the time actually worked exceeds half an hour, when it shall be reckoned as one hour. Overtime shall be reckoned from the time the man is ordered to report and does report for duty.

HOLIDAYS. In Falkland Islands ports the following days shall be treated as Sundays, viz: Christmas Days and not more than three Public Holidays recognised as such in the port where the ship is lying (the dates applicable to each port to be such as may be determined by the proper authority of the area in question).

In ports outside the Falkland Islands, Christmas Day, New Year's Day and Good Friday are to be treated as Sundays, 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 purposes 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 SUNDAY ROUTINE & SANITARY DUTIES.

Cleaning crews quarters, wetting down decks; attending to ship's lights and lamps, fire appliances and moorings; issuing and drawing stores, rations and water, and filling sanitary tanks; sounding wells; tanks and bilges, and customary reports to superior officers, and any work rendered necessary by Port Sanitary Regulations. NOTE. The intention of the board is that "cleaning" of crews quarters not subject to overtime on Sundays should be limited to normal cleaning and keeping tidy, and that "wetting down" should be distinguished from scrubbing decks.

(c) ROUTINE PURPOSES. Raising and maintaining steam (including banking fires) for, and attending to, all auxiliary machinery and equipment which has to be continuously in use or in readiness for use.

Note. Raising and maintaining steam for, and attending to auxiliary machinery required for working cargo is not included on the category of Routine Purposes, and the Routine Purposes Clause is not applied in the case of men placed on duty expressly on account of cargo being worked. Between 1 p.m. and midnight Saturday, and between midnight Sunday and 6a.m. Monday, where cargo is being worked, and it is established that the work of a Routine Purposes Shift (which would in any case have been on duty) is thereby increased to any extent, overtime at 50% of the full rate is payable to members of the shift for the period 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 decision of the port Consultants, where they are in agreement, is final.

ADDITIONAL CLAUSES.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1906, AS AMENDED BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) ORDER, 1945, AND BY THE MERCHANT SHIPPING (SEAMEN'S PROVISIONS) (AMENDMENT) ORDER, 1946, TO BE ALLOWED AND SERVED OUT TO THE CREW DURING THE VOYAGE, EXCEPT IN CASES IN WHICH THE CREW FURNISH THEIR OWN PROVISIONS.

Article	Allowance per week.	Article	Allowance per week.
Water	28 quarts	Milk { Condensed or Dried	0½ ozs.
Soft Bread	7 lbs.	Milk for Cooking { Condensed or Dried	4 ozs.
Fresh Meat (including any fresh offal or fresh sausage)	4 lbs. 11 ozs.	Butter	10½ ozs.
Smoked Ham or Bacon	6 ozs.	Suet	2 ozs.
Fresh Fish	1 lb. 8 ozs.	Cooking Fat (other than suet) or Margarine	4 ozs.
Eggs	2 No.	Marmalade, Jam or Syrup	8 ozs.
Potatoes	7 lbs.	Cheese	1 oz.
Dried or Compressed Vegetables	8 ozs.	Pickles	1 pint
Split Peas	4 ozs.	Onions	6 ozs.
Green Peas, Haricot Beans or Butter Beans	1 lb. 4 ozs.	Dried Fruits	5 ozs.
Flour	2 lbs.	Fine Salt	2 ozs.
Rice	6 ozs.	Mustard	1 oz.
Oatmeal, Rolled Oats or similar cereal	6 ozs.	Pepper	1 oz.
Tea	3 ozs.	Curry Powder	1 oz.
Coffee (containing not more than 25 per cent. Chicory)	2 ozs.		
or			
Cocoa or Chocolate	3 ozs.		
Sugar	1 lb. 5 ozs.		

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 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.
- Bread.—The issue of soft bread under the scale shall not be required;—
 - in a ship of less than 1,000 tons gross registered tonnage; or
 - 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 sealed tins shall be issued instead.
- 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 ¼ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat. Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

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.
- Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of 2½ lbs. of dried fish or 1½ lbs. of kippers or tinned fish to 1 lb. of smoked ham or bacon.
- Fish.—The weight of fresh fish is the gross weight before preparation for cooking. Dried fish or kippers, 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 kippers or tinned fish to 2 ozs. of fresh fish.
- Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits. Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13½ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.
- Potatoes.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost. When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.
- Rice.—If rice is not procurable semolina may be carried as a substitute.
- 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.
- Vegetables.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health. On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.
- Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or dates.
- Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.
- The stockhold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

SUBSTITUTES AND EQUIVALENTS—NOT TO BE USED WITHOUT REASONABLE CAUSE

salt Meat	1 lb.	To be considered equal to 1 lb. Fresh Meat.	Marmalade	1 lb.	
Preserved Meat	1 lb.		Jam	1 lb.	
Coffee	1 oz.	To be considered equal.	Syrup	1 lb.	To be considered equal.
Cocoa or Chocolate	1½ ozs.		Butter	1 lb.	
Tea	3 ozs.		Cheese	1 lb.	
Flour	1 lb.	To be considered equal.	Condensed Milk	9½ ozs.	To be considered equal.
Biscuit	1 lb.		Dried Milk	4 ozs.	
Rice	1 lb.		Mustard	1 oz.	To be considered equal.
Oatmeal, Rolled Oats or similar cereals	1 lb.		Curry Powder	1 oz.	
Split Peas	1 lb.	To be considered equal when issued with meat ration.			
Flour	1 lb.				
Green Peas, Haricot or Butter Beans	1 lb.				
Rice	1 lb.				

Name of

PARTICULARS

Reference No.	Signature of Crew AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (if British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
				NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.			Date.	Place.
1	<i>Robert White</i>	33	Sh Shields England	(1) J. J. Co. Ltd. Stanley.			11 JUL 1950	
2	<i>J. A. Sedgwick</i>	55	Isle of Man	(2) do	Same		Stanley.	
3	<i>W. J. Jones</i>	39	do	(1) do	do		do	
4	<i>S. M. Butler</i>	38	do	(2) do	do		do	
5	<i>M. J. Lyle</i>	43	do	(1) do	do		do	
6	<i>W. J. Johnson</i>	26	do	(2) do	do		do	
7	<i>S. H. Johnson</i>	44	do	(1) do	do		do	
8	<i>D. B. Jones</i>	22	do	(2) do	do		do	
9	<i>A. Goodwin</i>	30	do	(1) do	do		do	
10	<i>S. B. Jones</i>	36	do	(2) do	do		do	
11	<i>D. H. Frost</i>	21	Ross Shire Scotland	(1) do	do		do	
12	<i>T. Walsh</i>	21	Isle of Man	(2) do	Lafonia		do	
13	<i>J. A. Leahill</i>	26	Isle of Man Isle of Man	(1) do	Same		do	
14	<i>G. J. Mcintosh</i>	55	Isle of Man	(2) do	do		do	
15	<i>A. Clifton</i>	51	do	(1) do	do		do	
16	<i>J. B. Smith</i>	23	do	(2) do	do		do	
17	<i>A. Anderson</i>		do	(1) do	do		do	
18	<i>R. Johnson</i>	22	do	(2) do	do		do	
19	<i>T. S. Clifton</i>	18	do	(1) do	do		do	
20	<i>C. Harris</i>	38	do	(2) do	do		do	

Ship

Pitman

OF ENGAGEMENT

In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.			RELEASE		Reference No.
							Date, Place and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release the Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of weeks for which National Insurance Contributions are payable	
FGSS. 62805 Master.		At once	Separate Agreement				12/1/51 Stanley Termination of ship.		<i>Robert White</i>			1
1 st Mate		do	33 - -				29/1/50 Monte Sickness.		<i>J. A. Sedgwick</i>			2
2 nd Mate	S.M.F.S. 61799	do	30/10 -				5/1/50 Stanley Dis.		<i>W. J. Jones</i>			3
3 rd Mate		do	28 - -				5/2/50 do do		<i>S. M. Butler</i>			4
W/T Officer.		do	25/7/6				12/1/51 " " Termination of ship.		<i>M. J. Lyle</i>			5
Lump + AB		do	24/10 -				9/4/50 Stanley M. L.		<i>W. J. Johnson</i>			6
Lump + AB		do	24 - -				25/1/50 Stanley do		<i>S. H. Johnson</i>			7
AB		do	20 - -				9/1/50 Stanley M. L.		<i>D. B. Jones</i>			8
AB		do	23 - -				20 JUL 1950 Stanley Sickness.		not available for signature.			9
AB		do	24 - -				14 Nov 1950 Newcastle Sickness.		not available for signature. Jorum M.			10
OS		do	12/10 -				5/1/50 Stanley J. J. Dis.		<i>Donald H. Frost</i>			11
OS		do	12/10 -				25/1/50 Stanley M. L.		<i>T. Walsh</i>			12
Chief Engineer		do	Separate Agreement				23/9/50 Stanley M. L.		<i>J. A. Leahill</i>			13
2 nd Eng'r.		do	38/2/6				12/1/51 " " Termination of ship.		<i>G. J. Mcintosh</i>			14
3 rd Eng'r.		do	29/10 -				12/1/51 " " " "		<i>A. Clifton</i>			15
Crewman		do	25 - -				4/1/50 Stanley M. L.		<i>J. B. Smith</i>			16
Crewman		do	20/10 -				25/1/50 Stanley M. L.		<i>A. Anderson</i>			17
Crewman		do	20/10 -				9/1/50 Stanley M. L.		<i>R. Johnson</i>			18
Crewman		do	20/10 -				3/12/50 do do		<i>T. S. Clifton</i>			19
Chief Steward		do	31 - -				12/1/51 " " Termination of ship.		<i>C. Harris</i>			20

country, state if a natural born British subject or naturalised.
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards.
Cabin Boys, not merely as Boys.
The words "not conditional" should be inserted above the entry of the amount.
This Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, Cabin Boys, not merely as Boys.
‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving."
** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

Fitzroy

PARTICULARS									
Reference No.	Income Tax Code	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW		Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
					NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.			Date.	Place.
		1.	2.	3.	4.		5.	6.	7.
21		R. Bellman	38	Chile	(1)	J. J. Co., Ltd.	Same	1 JUL 1950	Stanley
22		A. H. Bellman	22	Takelund Is.	(2)	do	do		do
23		G. R. Johnson	18	do	(1)	do	do		do
24		H. W. Jennings	14	do	(2)	do	do		do
25		D. J. Bowland	34	do	(1)	do	do		do
26		A. H. Halliday	60	do	(2)	do	do		do
27		E. D. Hansen	57	do	(1)	do	do	19/50	Stanley
28		A. Goodwin	30	do	(2)	do	do	31/50	Stanley
29		A. D. Halliday	50	do	(1)	do	do	10/50	Montevideo
30		B. H. P. Brown 22 29 75	59	Aberdeen, Scotland	(2)	do	Lafonia	17/50	Stanley
31		H. Anderson	32	Takelund Is.	(1)	do	do	9/1/50	do
32		E. Anderson	34	do	(2)	do	do		do
33		R. V. Paulson	30	do	(1)	do	do		do
34		R. Johnson	22	do	(2)	do	do	25/1/50	do
35		P. Hansen	17	do	(1)	do	G. Chance	do	do
36		Stein Johnson	45	do	(2)	do	Same	4/11/50	do
37		A. Anderson	45	do	(1)	do	do		do
38		E. Hansen	36	do	(2)	do	do		do
39		W. G. Johnson	26	do	(1)	do	do		do
40		R. Banner	27	do	(2)	do	do	5/4/50	Stanley

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE				Number of weeks for which National Insurance Contributions are payable	
In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Reference No.			
							Date.	Place.	Cause.							
Asst Steward		23 Dec	- -			[Signature]	12/1/51	Stanley F.I.	Termination of off.		R. Boldrin	[Signature]	21			
Steward		do	19 - -			[Signature]	19/1/50	Stanley 3.9.1.	m.b.	- - -	A.H. Linton	[Signature]	22			
Steward		do	12 10 -			[Signature]	4/1/50	do	do	- - -	G. R. Johnson	[Signature]	23			
P & C Boy		do	7 - -			[Signature]	12/1/51	do	Termination of off.		H Jennings		24			
Chief Cook		do	27 10 -			[Signature]	12/1/51	do	do		W. J. Rowlands		25			
Super. munnery		do	- 1 -			[Signature]	10/1/50	Monte-video	Hospitalised	- - -	John 'M'	[Signature]	26			
St.		do	23 - -			[Signature]	25/1/50	Stanley	m.b.	- - -	E. Hansen	[Signature]	27			
AB.		do	23 - -			[Signature]	4/1/50	do	do	- - -	A Goodwin	[Signature]	28			
Super. munnery		8/1/50	- 1 -	- - - - -	- - - - -	[Signature]	17/1/50	Stanley	M.C.	- - -	not available	[Signature]	29			
3406 2nd B.		do	do per separate agreement			[Signature]	12/1/50	do	Termination of off.		E. D. Brown		30			
as.		"	24 - -			[Signature]	12/1/51	Stanley F.I.	Termination of off.		H. Anderson		31			
as.		"	24 - -			[Signature]	27/1/50	Stanley	m.b.	- - -	E. Anderson	[Signature]	32			
Truman		"	20 10 -			[Signature]	5/1/50	do	do	- - -	R. N. Paulson	[Signature]	33			
do		"	20 10 -			[Signature]	12/1/51	Stanley F.I.	Termination of off.		R. Johnson		34			
St.		"	15 - -			[Signature]	30/1/50	Stanley	Dis	- - -	P. Hennickson	[Signature]	35			
Launch & AB.		"	24 - -			[Signature]	12/1/51	Stanley F.I.	Termination of off.		S. H. Johnson		36			
Truman		"	20 10 -			[Signature]	12/1/51	" "	" "		A. Anderson		37			
St.		"	23 - -			[Signature]	12/1/51	" "	" "		E. Hansen		38			
Lamps & AB.		"	24 10 -			[Signature]	12/1/51	Stanley F.I.	Termination of off.		W. J. Johnson	[Signature]	39			
as.		"	12 10 -			[Signature]	30/1/50	Stanley 3.9.1.	Dis	- - -	R. Barnes	[Signature]	40			

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

** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

country, state if a natural born British subject or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards. Cabin Boys, not merely as Boys. The words "not conditional" should be inserted above the entry of the amount. This Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

OF ENGAGEMENT

[illegible]

country, state if a natural born British subject or naturalised.
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards
Cabin Boys, not merely as Boys.
the words "not conditional" should be inserted above the entry of the amount.
this Ship," thus "U.S.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

PARTICULARS							
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.
							Date. Place.
1.			2.	3.	4.	5.	6. 7.
61					(1)		
					(2)		
62					(1)		
					(2)		
63					(1)		
					(2)		
64					(1)		
					(2)		
65					(1)		
					(2)		
66					(1)		
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67					(1)		
					(2)		
68					(1)		
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69					(1)		
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76					(1)		
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77					(1)		
					(2)		
78					(1)		
					(2)		
79					(1)		
					(2)		
80					(1)		
					(2)		

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE			** Number of weeks for which National Insurance Contributions are payable	Reference No.
In what Capacity engaged.†	No. of Certificate (If any), and No. of R.N.I.C. Commission or R.V.2. (If any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement ‡	Amount of Weekly, Half-Monthly or Monthly Allotment.	Signature or Initials of Official before whom the Seaman is engaged 14.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	21.		
							Date.	Place.	Cause.‡					15.	
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.					
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															80

country, state if a natural born British subject or naturalised.
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.
the words "not conditional" should be inserted above the entry of the amount.
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, etc.
‡ If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving."
** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

PARTICULARS							
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (If British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.
							Date. Place.
81					(1)		
					(2)		
82					(1)		
					(2)		
83					(1)		
					(2)		
84					(1)		
					(2)		
85					(1)		
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					(2)		
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93					(1)		
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95					(1)		
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96					(1)		
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97					(1)		
					(2)		
98					(1)		
					(2)		
99					(1)		
					(2)		
100					(1)		
					(2)		

OF ENGAGEMENT														PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.				RELEASE		** Number of weeks for which National Insurance Contributions are payable	Reference No.
In what Capacity engaged,†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement ‡	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the undersigned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	20.	21.	22.	23.	24.	25.	26.
							Date.	Place.	Cause,§												
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.
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																					100

country, state if a natural born British subject or naturalised.
Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys.
The words "not conditional" should be inserted above the entry of the amount.
This Ship, thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."
given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, etc.
‡ 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"
** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are

PARTICULARS								
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British state birthplace—see footnote).	ADDRESSES OF MASTER AND CREW NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
							Date.	Place.
1.			2.	3.	4.	5.	6.	7.
101					(1)			
					(2)			
102					(1)			
					(2)			
103					(1)			
					(2)			
104					(1)			
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105					(1)			
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106					(1)			
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107					(1)			
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108					(1)			
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109					(1)			
					(2)			
110					(1)			
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111					(1)			
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113					(1)			
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117					(1)			
					(2)			
118					(1)			
					(2)			
119					(1)			
					(2)			
120					(1)			
					(2)			

OF ENGAGEMENT							PARTICULARS OF DISCHARGE, &c. <i>To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Crew.</i>				RELEASE				** Number of weeks for which National Insurance Contrib- utions are payable	Reference No.			
In what Capacity engaged.†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.L. (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment ‡	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signa- ture or Initials of Official before whom the Sea- man is engaged §	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We the under-lined Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)			Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	19.		20.	21.	
							Date.	Place.	Cause.¶		19.	20.	21.						
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.									101
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																			118
																			119
																			120

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

‡ If the advance of wages is not conditional on going to sea this Ship, thus "I.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

§ If a British subject, state town or country of birth, and if born in a foreign country, state if a natural born British subject or naturalised.

¶ 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.

** NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for seafarers are given in Leaflet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law.

	In countries other than China.	In China.
	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer	8 0	8 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	8 0	8 0
(13.) For every desertion certified by a Consular Officer	4 0	4 0
(14.) For receiving a return of a birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4 0	4 0
(15.) 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 No. 48)	6 8	7 0

Services required by parties interested.

	In countries other than China.	In China.
	s. d.	s. d.
(83.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—		
In Countries other than China—		
Minimum of 10/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.		
In China—		
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 15, unless the agreement has been withdrawn from the Consular Office in the interval	6 8	7 0

Name of Ship

Ship *'Fitzroy'*

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE
MONTEVIDEOVessel arrived *10th September 1950.*Agreement deposited *11th September 1950.*- do - returned *15th September 1950.*Average rate of exchange *\$ 6.55 = £1*
(for conversion of seamen's wages only)

BRITISH PRO CONSUL

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 22 & 19 and the engagement on the terms of the within written Agreement of the seamen whose names appear on lines 27 & 28

B. J. J. 3/8/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

O.B. 4. Deacon for conveyance to Montevideo.

B. J. J. 3/8/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

BRITISH CONSULATE
MONTEVIDEOVessel arrived *1st August 1950.*Agreement deposited *8th August 1950.*- do - returned *11th August 1950.*Average rate of exchange *\$ 6.55 = £1*
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line 26 has been discharged at this port with my sanction on the ground of illness and that the sum of — being wages due to — has been paid — and that his effects, Dis. A. and Insurance Card have been delivered to me.

L. J. J. 9/8/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

Vessel arrived *16th October 1950.*Agreement deposited *16th October 1950.*- do - returned *17th October 1950.*Average rate of exchange *\$ 6.55 = £1*
(for conversion of seamen's wages only)

L. J. J. 17/10/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

15th July, 1950

I hereby certify that I have sanctioned the within Agreement and that the seamen whose names appear therein on lines numbered 1 to 25 both inclusive, were engaged and signed the said Agreement in accordance with the same has been made as required by the Merchant Shipping Acts.

The discharge books of the above vessel have been delivered to the Master and it is stated no discharge books have been produced.

B. J. J. 15/7/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

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

Supplementary added 2/7/50 if.
B. J. J.

BRITISH CONSULATE
MONTEVIDEOVessel arrived *9th July 1950.*Agreement deposited *10th July 1950.*- do - returned *11th July 1950.*Average rate of exchange *\$ 6.55 = £1*
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line 26 has been discharged at this port with my sanction on the ground of illness and that the sum of — being wages due to — has been paid — and that his effects, Dis. A. and Insurance Card have been delivered to me.

L. J. J. 11/7/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

*here superannuating on line 29.**5/9/50*

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 7, 12, 16, 17, 23, 28, 27, 38 & 4 and the engagement on the terms of the within written Agreement of the seamen whose names appear on lines 34 to 39 ^{40 & 41} incl.

B. J. Giff 4/11/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 9/XI/1950

Agreement deposited 14/XI/1950

- do - returned 23rd November 1950.

Average rate of exchange: \$ 6.55-81
(for conversion of seamen's wages only)

I hereby certify that the Seaman on line 10
has been discharged at this
port with my sanction on the ground of
illness
and that the sum of
being wages due to has been paid
and that

collects, Dis. A. and Insurance Card
have been delivered to

BRITISH PRO CONSUL

Name of Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Agreement terminated
this twelfth day of January,
1951.

B. J. Giff
SHIPPING MASTER,
STANLEY, FALKLAND IS.

I hereby certify that I have this day sanctioned the discharge of the seaman whose name appears on line 32 on the grounds of mutual consent

B. J. Giff 29/11/50
Shipping Master.

I hereby certify that I have this day sanctioned the discharge of the seamen whose names appear on lines 35, 40, 33 & 4 and the engagement on the terms of the within written Agreement of the seamen whose names appear on lines 41, 44, 45 & 47-49 incl.

B. J. Giff 23/12/50
SHIPPING MASTER,
STANLEY, FALKLAND IS.

BRITISH CONSULATE
MONTEVIDEO

Vessel arrived 28th December 1950

Agreement deposited 28th December 1950

- do - returned 5th January 1951

Average rate of exchange: \$ 5.18-
(for conversion of seamen's wages only)

B. J. Giff

BRITISH PRO CONSUL

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

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1900.

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

The cases of seamen having the following reference Numbers

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

under Section 28 (12c) †

.....Signature

.....Date

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

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

[Twenty-four pages.]

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5*l.*, to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 100*l.*, or by imprisonment with or without hard labour for a period not exceeding six months.

Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 7). 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 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—

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

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

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

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

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

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

Ports Abroad.

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

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

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

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

Return to the United Kingdom.

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

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

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

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

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

21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* 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 9, cols. 19 and 20.)