

OFFICIAL LOG BOOK

(0 3) (38 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Regis Tonn Gross.	age.	N	ame of Master.	No. of his Certificate if any.
Filgray	151827	Stanley.	853-03	391.90	3.60	.While	F.G.S.S. 52805
Port at which and Date when voyage commenced	.]	Nature of the Voyage	or Emp	oloyme	ent.	Port at which a	
Port Stanley J. J. Date. 1 JUL 1950	Port Stanly J. Js. Alway Market Stands Date. 1 JUL 1950 Salkland Islands Date. 12 JAN 1951						and the same of th
Delivered to the		erintendent of t	12	LAL S	V 1951		
Countersigned	C. Superin	 tendent.		ر	dou	shek.	Master.
SHIPPING MASTER STANLEY, FALKI). h.g.			%	F. 1.	Co, Ka.	.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

		LACOR DE LA CONTRACTOR DE			
			Report o	f Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No. of a	Name and Surname each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
1 Frede	rick William Whil	Master.			
	, Sedgwick	mate.	Y.G	Y.G.	30. 32. 35.
3 Willia	zur H. Goss.	24 mate.	YG	VG	3/.
4 Manfe	ed Rutter.	31ª male & Bosice	YG	YG	34.
5 Mark	Lyce.	W/r Officer.	YG.	YG.	
6 Willia	in Johnson.	Lamps 9 AB.	YCT	YG	32.
	y Johnson.	Launch 4AB.	VG	YG	
N A	de Bourier.	AB.	YCa	Ya	
9 aubre	Goodwin.	AB.	V.G.	V.G.	28. 31.
10 1 0	ey Lyse.	AB.	YG	YG	31.32.
	d. Grases.	OS.	YG	YG	
12 Derene	e Walsh.	OS.	YG	Ya	
13 George	alua bahile.	blief Eng'r.	V.G.	Y.G.	₹o.
14 George	Meierhofer.	2 Bugin .	YG	YG	
15 albert	blifton.	zu Eug'r.	YG	YG	
10 John	Swith.	Greaser.	YG	VG	
17 alan	anderson.	Gireman.	VG	YG	32 -
18 Ray	bhusau.	Firemour.	VG	YG	
19 homa	bliffan.	Fireman.	VG	Va	
20 George	Harris.	Chief Steward	VG	YG	52 · 33 ·
21 Rubeli	do Boldini.	asst. Steward.	Va	YG	
	H. blifton.	Steward.	Y.G.	V.G.	28.
23 George	Johnson.	Steward.	YG	YG	
	h Jennings.	P+ G. Boy.	VG	· VG	
	un Rawlands.	Sh. Cook.	YG	YG	

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.

					1	
			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the	
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name	
26	andrew Halliday.	Вирини стагу.	Y.G.	Y.G.	28.	
27	George Hausen.	Steward.	YG.	YG	28.	
28	aubrey Goodwin.	AB.	YG.	VG.	28.	
29		Superumerary	Y.G.	Y.G.	28.	
30	George Prown.	Chief Engineer	YG	YC	3 0.	
31	Hector auderson.	AB.	YG	YCa		
32	Eddy anderson.	AB.	YCq	VG	34.	
33	Rome Panloni.	Firewan	VG.	VG.	34.	
34	Ray Johnson.	Iima.	VG	VCa		
35	Heal Heurickson.	Steward.	YCa	re	314 ·	
36	Stanley Johnson.	Laurch 4 AB.	YC:	YG		
37	alan anderson.	Fireman.	Yo,	YC,		
38	George Hausen.	Steward.	YG	YG.	34.	
39	William Johnson.	Lamps + AB.	YG	YG		
40	Rouald Barnes.	0.5.	YG.	YC-	32 . 33 · 54 ·	
41	Derence Walsh.	0.8.	YC	YC.		
42	Glarge Tohusun.	Steward.	YG	YG	34.	
43	Douald Fraser.	0.5.	YG	YG	34.	
44	John Smith.	Greaser.	YG	YG	34.	
45	Thomas blifton.	Transer.	YG	YG		
46	Joseph Blifton.	34 mali Bosu	a. YG	YG	34.	
47	Rupert Croodwin.	0.\$,	YG	YG	34 ·	
48	William Cooks.	2 mali.	YG	Ka	35	
49	Maufred Ruter.	lourchkeeper.	VG	YG	35-	
50	Sydney Lyse.	AB.	YG	YG.		

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

List of Crew and Report of Character-Continued.

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No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct	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
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52	Ye	18V			
53	10V	DY Y			
54					
55	La Verilla SY	SY			
56	Ye	Yes			
57		OY -			
58	SAY SAY	SV V			Parent Service
59	Yes	SX .			
60	NG SH	ext .			
61	YOY	W Y			
62	6Y	OY .			
63	Yes Say	SV.			
64	S)	E)Y			
65	The same of	SY			
66	SY.	DY.			
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71	101	DY WASTE	muse .		us und
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75	YEAR	EX .	6		Same has

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.

	Name and Surname of each Member of the Crew.		Report of	Character.	If there is any entry in the Official Log relating to a
No.		Capacity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
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115 114 113 117 116 112 119 118 111 125 123 122 [2] 120 110 109 108 107 105 102 104 103 101 No Name and Surname each Member of the Crew. B. For Ability. Report of Character. For General Conduct If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name

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List of

Crew

and Report of

Character—Continued

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

MARRIAGES

Date when marri-	Names and Surnames of both Parties.	Age.	Whether Single, Widow or Widower. 4	Profession or Occupation. 5	Father's Name and Surname.	Profession or Occupation of Father.

official log-book, full particulars of all the circumstances attending the death, more particularly in case of murder, disappearance or

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.

___Master or Officer in Command.

(Signed)..

Officiating Clergyman.

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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.
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2							
3							
		A STATE OF THE STA		THE REAL PROPERTY.			

DEATHS

	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 Palkland	Albert Skilling.	Male.	approx 58	Passenger to Port Howard	British, Falkland Island
16						West Falklau	d.
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 **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	Signature of	Port at which Report
Nationality (stating Birthplace). 1 2 3	Last place of abode.	Nationality (stating Birthplace).	Last place of abode.	or other Member of the Crew.	Father or Mother.	is made and Signature and Title of Officer to whom reported.
						The Late of the La

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 Medi- cal Practitioner, if any.	Port at which Reporting made and Signature and Title of Officer to whom reported
I Masters.	Maria American	arm bounds			
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9	30 703	de contraction of the contractio			
(see footnote**)		-			
п	No. of Louisian				
12					
13					
Members of the Crew.					
15 Port Howard.	(apparently) Heart failure	Sowlili.	Fa Sedguich		Pox Bay. Medical office
16	0				
17					
18					
19					
30					

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.)

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 Muster and Mate.
2/7/50	Boat dill carried out. Passengus & Crees nusteres Boats not sweng out.	1. Good order.	2/7/50	Takedguich.
15/7/50	Boat dill carried out. Passengers & crow mustered Boats not swang out.	l. Good order.	15/7/50	Fa bedguick
22/7/50	Boat diell 4 fire diel. Passengers 4 crew suster	Cord ander	22/7/50	Lowhils. La Sedquick
29/7/50	Boot drill. Passengers of trew mustered	. Good order.	29/7/50	Sweshil:
5/8/50	Boat of fire drill. Passengers of crew nuester	ed. Good order.	5/8/50	Kwechili. Fakagaich
12/8/50	Boat & fire drill. Passengers & crew musteres	1. Good order.	12/8/50	Swewhile. F.a Sedguick
19/8/50	Bost dill, boels not been nustered at books.	Good order.	19/8/50	kweshili. Fa ledguick
26/8/50	Boat dill, boals not sweing out. Brew nustaned at boats.	Good order.	26/8/50	Showhili.
	Boat drill, boats not sweng out. brew mustered at boats.	Good order.	2/9/50	Stowhili. I a Sedguick
	Boat drill of fire drill carried out! Passengers of crow mustered	Good order.	9/9/50	Sweetili. Faledguick
14/9/50	Boat dill & fire drill carried out. Passingus & crew mustered.	Good order.	6/9/50	nowhili.
23/9/50	Boat dill carried out. Boals not swowy out Crew mustered at boals.	Good order.	23/9/50	Twwheli:
30/9/50	Boat dill carried out. Boats not sweing out. I'm mustered at boats	Good order.	30/9/50	Twolili, Fa Sedquick
7/10/50	Boot drill corried out. Book not swarp out. Crew mustered at book.	Good order	7/10/50	twohili.

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 crow 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.

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(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)

Dute 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 Mato.
4/10/50	No boat dill carried aces	t this week. I deck being coulked.	14/10/50	Takedgu
1/10/50	No boat dill carried of Heavy weaker.	ut this week.	2/10/50	kowhile Fa Sedge
8/10/50	brew mustered at boat Stations	Good order.	28/10/50	Lowlie Fa Sada
4/11/50	No boat drill carried Yessel in port	out.	4/11/50	Fa Long
1/11/50	No boat drill carried Yessel in drydock.	dout.	11/11/50	La Seda
3/11/60	No bost drill carried our	-	18/11/50	tweel.
5/11/60	Boat dull. Passengers of ex musked at boat stations. For dull carried out.	as Good order.	25/11/50	Sweeke wage
2/12/60	No boat drill carried out. Yessel in part.		2/12/00	Sweeker wood
9/12/50	Passengers & crew mustered at boat stations. The dill carried out	Good order.	9/12/50	two while
6/12/50	Passengers of crew mustered at boat stations. Fire drill carried out.	Good order.	16/12/50	fwwhite white
23/12/50	Passengers & crew mustered at boat stations. Fine drill corried out.	Good order.	23/12/60	Swish
30/12/60	No boat dill carried and Yessel in port.	*. <u>4</u> —	30/12/50	howhile
				-1

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

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 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, 1	948.)	Nature of the	Examination of the Life	BILLET (13)	Signatures
or Muster and of Examination of the Life-Saving Appliances.	Nature of Drill or Mus	A Seving Applie	ances, and the condition a they were found.	Date of Entry.	Signatures of Master and Mate.
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			and the state of the		
					E-27-14
- Acres			Arabys	He boar day	
	29/11/22	Cur o sie	include to	See dest	5/11/60
Same	es/a/a		And Remark	the bose due	12/60
ALDEON A	2/2/20	Greek reder	And Annual	Activity and	98/2/1
advert.	10/a/a/	Cont when	Aug house	who that we	6/14/60
	29/b//61	Cead our		Temperature of the second of t	20/2/6
Much		- 5	San James Co	Yo over see	.08/2/08
		Market State			
			*		

^{*} 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.

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Date of Drill or Muster and of Examination 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.
	Sail could			
77/20				
0/9/-				
7/9/20				
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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.

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Date of Drill r Muster and Examination 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.	Signature of Master and Mate
	•			

[•] 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	blean and Good condition	2/7/50	Sweeker. Farkedguik
9/7/50	blean condition.	9/7/50	La Sedguet.
16/7/50	blean condition.	16/7/50	Sweetile. J. a Sedquick
23/7/50	bleau condition.	23/7/50	stowieli. Ja kalguists
30/7/50	blean condition.	30/7/50	Swedili. F.a kedguick.
6/8/50	bleau toudition.	48/50	Lwwhili. La kedguich
13/8/50	blesses condition.	13/8/50	Juwlik . La Sedquel
20/8/50	blean condition	20/8/50	Jewerhili.
27/8/50	bleau condition.	27/8/50	Fa Ledonial
3/9/50	blean condition.	3/9/50	Lowlie . La ledguet
10/9/50	blean condition.	10/9/50	Leverhili. Få ledguick
17/9/50	blean condition.	19/9/50	J. a Sedguel
24/9/50	blean condition.	24/9/50	Jewwhili. Ja Sedguick Ja Sedguick Lowhili. Ja Sedguick Kowhili. Ja Sedguick
1/10/50	blean condition.	1/10/50	Sowhili. +a Sidguid
8/10/60	blean condition.	8/14/50	Howhili. Fa Sedguick

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
15/10/50	blean condition.	15/10/50	Fa bedgisch
22/10/50	blean condition.	22/10/50	Howhili. Fa bedgisch Fa bedgisch
29/10/50	bleau condition.	29/10/50	Swedie. Fabedgrick Fabedgrick.
5/11/50	bleau condition.	5/11/50	La bedguick
2/11/50	Yessel in drydock.	12/11/60	Swwhile. Fa Sedgues.
19/11/50	blean condition.	19/11/50	Lowhik. Fa Sedgisch
26/11/50	bleau condition.	26/11/50	Swishie . wtogod
3/12/50	bleau condition.	3/12/50	Korohili.
10/12/50	blean condition.		Swihii. Lagues
17/12/50	blean condition.	17/12/50	howhili. Wels goe
24/12/50	bleau condition.	24/12/60	Sweekili. 10/1890
31/12/50	blean condition.	31/12/60	Swehil:
7/1/51	bleau toudition.	7/1/61	Twohili.
Name of the last	Aller Aller		200
	STATE STATE OF THE PERSON OF T		136/8/8

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).

Onte of Inspection.	Results of Inspection.	Date of Entry.	Signatures of Master and Mate.
1			
	The state of the state of the state of		
			THE RESERVE AND DESCRIPTION OF STREET,

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

TRANSPORT INSTRUCTIONS AS TO THE SURVEY		Date of Entry	Signatures of Master and Mate		
Date of Inspection	Results of Inspection		and heat		
			M. S.		
THE RESERVE TO SERVE THE PARTY OF THE PARTY					

EMPLOYMENT OF LASCARS.

(Note.-Lascars are Asiatics and East Africans employed under Agreements for Nativez 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	Engine	STEWARDS' D	KPARTMENT.	TOTAL.
		DEPARTMENT	Certd. Ship's Cook.	Others.	TOTAL.
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

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
	ondered by Consular Officers, in connection with the Official Log:—ut 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	(34) Affixing the consular seal or signature to s. d. any entry in the official log-book of a ship if 5 0 such entry is not required by the Merchant
addition to the cost of survey E1	Shipping Acts 10 0

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.	24	3 Load Line.
Tropical feet	inches.	(T)tnches above S.
Summerfeet	6 Z inches.	(S) Upper edge of line through centre of disc.
Winterfeet	93 inches.	(W)inches below &
(if assigned)	11 4 inches.	(WNA)inches below s.
Allowance for fresh water for all freeboards		Inches
The upper edge of the deck line from which these thebo	1	deck at side.
	be taken from Load Line Certifica	
Maximum draught of water in summer		
(The maximum draught of water in summer on the stem and stern post of the ship if she we the surface of the water and the ship were uprig	re so loaded that the upper edge	ould be shown on the scale of feet of the summer load line were on

- 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
- 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 50, 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 55 auring the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules, The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and
- 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

DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

				DEPAR'							
			Acro	AL FREE	BOARD B.*			AI	LLOWA	ANCE.	
Dock, Wharf, Harbour or Other Place.	Forward.	Aft.	Port.	Star- board.	Mean.	Density of Water.	For Density of Water.* (9)	Rubbi	sh.*	For Fuel, be consum Stretch of Water (11)	ned on Inland
	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	,	Ins.	Weight.	Ins.	Distance.	Ina.
Stauley.								_	_		
Montevides.	10.08	14.05	1.01/2	1.01/2	1.01/2	1010	2		-		
	8.07	13.03	2.09	2.09	2.09	1025					-
Montevideo	11.06	14.06	0.08	0.08	0.08	1010	2		_	-	
Stanley.	9.05	12.05	2.09	2.09	2.09	1025	-	-	-		
Moulevideo.	//- 03	15.02	0.05%	0.05/2	0.05%	leo5	3	-	-	-	
Stanley.	7.00	12.04	4.00	4.00	4.00	1025	-	-	-	-	
Montevides.	7.11	14 05	2.06	2.06	2.06	1005	3	-	-	-	
Stanley.	7.00	12.06	3.11	3.11	3.11	1025		_	-		
Moutevides	12.10	13.08	0.05	0.05	∆ · ⊘5	1005	3	-	-		
Stanly.	9.00	12.09	2.10%	2.10%	2.10%	1025	-		-	_	
Moutevideo.	io · 02	13-10	1.08	1.08	1.08	loes	3	-	-	-	_
										n di di	
									10		
				-							
								2000			
									217113		
	Harbour or Other Place. (2) Bast fetty, Sicular. Mº 8 Montevideo. Bast fetty, Stanley. Mº 2. Montevideo. Bast fetty, Stanley. Mº 10 Montevideo. Bast fetty, Stanley. Mº 10 Montevideo. Bast fetty, Stanley. M° 5 Montevideo Bast fetty, Stanley. M° 5 Montevideo Bast fetty, Montevideo Bast fetty, Montevideo Bast fetty, Montevideo Bast fetty, Montevideo Montevideo Montevideo Montevideo Bast fetty, Montevideo	Dock, Wharf, Harbour or Other Place. (2) (3) (3) (4) (5) (5) (6) (6) (7) (8) (8) (8) (8) Ft. Ins. (9) (9) (9) (9) (9) (9) (9) (9	Harbour or Other Place. (2) (3) (4) Cast fetty, Ft. Ins. Ft. Ins. Stanley. 9.02 /3.00 Nº 8 Montevideo. 10.08 14.05 bast fetty, Stanley. Stanley. 9.05 /2.05 Nº 2. Montevideo. 11.03 /5.02 bast fetty, Stanley. 7.00 /2.04 Nº 10 Inontevideo. 7.11 14.05 bast fetty, Stanley. 8 tonety, 7.00 /2.06 N° 10.08 Montevideo. 7.10 Nontevideo. 7.10 Nontevideo. 12.10 Sast fetty, Stanley. 9.00 /2.09 mainly, Montevideo. 10.02 /3.10	Dock, Wharf, Harbour or Other Place. (2) (3) (4) (5) (5) (6) (6) (8) (4) (5) (6) (6) (8) (4) (6) (6) (8) (4) (6) (6) (8) (4) (6) (6) (8) (4) (6) (6) (8) (4) (6) (6) (8) (4) (6) (6) (7) (8) (4) (6) (8) (4) (6) (6) (7) (8) (4) (6) (6) (7) (8) (4) (6) (6) (7) (8) (4) (6) (6) (7) (8) (4) (6) (6) (6) (7) (8) (8) (9) (9) (9) (9) (9) (9	Dock, Wharf, Harbour or Other Place. (2) (3) (4) (5) (6) (6) (6) (6) (6) (6) (6	Dock, Whati, Harbour or Other Place. (2) (3) (4) (5) (6) (6) (7) Docot fetty, Ft. Ins. Ft. Ins	Dock, Wharf, Harbour or Other Place. (2) (3) (4) (6) (6) (7) (8) Saar fetty, Ft. Ins. Ft. I	Dock, Wharf, Harbour or Other Place. Forward. Aft. Port. Starboard. Mean. (3) (4) (6) (6) (7) (7) (8) (7) Mean. (8) (7) (8) (8) (7) Mean. (8) (7) (7) (8) (7) Mean. (8) (7) (8) (7) Mean. (8) (7) (7) (8) (7) Mean. (8) (7) (7) (8) (7) (7) Mean. (8) (7) (7) (7) (8) (7) Mean. (8) (7) (7) (8) (7) (7) Mean. (8) (7) (7) (8) (7) (7) Mean. (8) (7) (7) (8) (7) (7) (8) (7) (7) Mean. (8) (7) (7) (7) (8) (7) (7) (8) (7) (7) (7) (7) (7) (8) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7	Dock, What, Harbour of Other Place. (2) (3) (4) (6) (7) (8) (7) (8) For Danity of Water. (2) (5) (4) (6) (7) (8) Water. (3) (5) (4) (6) (7) (8) Water. (4) (6) (7) (8) Water. (5) (7) (8) Water. (6) (7) (8) Water. (7) Danity For Andrew of Water. (8) (10) Water. (10) Danity Water. (10) (10) (10) (10) (10) (10) (10) (10)	Dock, Wherf, Harbour of Other Place. Forward. Aft. Fort. Construction For After and of Other Place. Forward. (3) (4) (5) (6) (7) (8) (7) (8) For Action of Water. F	Dock, What, Harbury of Other Places Forward Aft. Fort. Shart For Water. For Puel, of Water. For Shart Forward Aft. Fort. Shart Formard For Puel, of Water. For Shart Formard For Puel, of Water. For Shart Formard For Puel, of Water. For Shart Formard For Puel, of Water. Formard For Puel, of Water. F

Nors.—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

				SIG	ARRIVALS		
Total	Mean Draught in salt water as calculated after making the appropriate allowances,	Menu Freehoard Amidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice I.L. 14A or 14B).	Master.	Mate.	Date and Hour of Arrival	Dock, Wharf Harbour or Ot Place.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft. Ins.		/		6/7/50	Nº 4
-	2 07	2 . 07		Sweekete.	Fa sedgaich	1515	Moutevid
2	12.04/2	1 . 03/2		Sweetili.	of a bedanich	16/7/50	Bast fetty.
_	10.11	2.09		tweetili	L. S P	7/8/50	macial,
2	12.10	0. 10		francis:	to Stagener	1630	hautevide bast fetty
				1 2:	I U Sedgwork	10/9/50	Staulay.
	10.11	2.09	- 1	Swebeli.	+ a sedquied	0935	Maukevid
3	12.00	0. 08/2	- ,	Swerhili.	La Sedanich	22/9/50	Blanky
_	9. 08	4. 00	- 4	tweete.	In Edward	13/10/50	Mª 10 Moutevide
3	10.11	2 09	- 8	Twelle.	In Stains	23/10/50	East Jetry
				Fred's	J. Seagares	10/11/50	Nº10
	9.09	3 - //		weenen.	F. A. Sedguick	1330	Montevide East ptay,
3	13.00	0.08		Sweetili.	F.a Schanick	1823	Stanley.
-	10.09/2	2.10%	- /	Sweetili.	whogus	28/12/50	Moutevie
3	11.09	1 - 11		Swichili.	hotoG - 14		Bost jelly
					-0		
1 - 14							
H							
		d de la					
		1 1 1 1 1 1 1					

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

Name of the					DEPAR	TURES.						
		ACTUAL OF W.	DRAUGHT	Acre	AMIDSHIP	BOARD S. *			Al	LLOWA	ANCE.	
Date and Hour of Departure.	Dock, Wharf, Harbour or Other Place. (2)	Forward.		Port. (5)	Star- board.	Mean.	Density of Water.	For Density of Water.* (9)	For Ashe Rubbi	sh.*	For Fuel, be consur Stretch of Water (11)	ned on Inland r.*
		Ft. Ins.	Ft. Ins.	Ft. Ina.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance,	Ins.
									1000			
					100							
											and the same	
	20/1/00 1/20					a 1:13						
	AN 12/2/12								Non		None of	
	-3											
	Variable (
					-							

Note.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 2 and 16 to 19. "See Notes on page 19.

DOCK, WHARF, HARBOUR OR OTHER PLACE

OF THE SHIP'S PROCEEDING TO SEA. See Notes on page 19

				SIGNA	TURES.	AI	RRIVALS
Total Allowances.	Mean Draught in salt water as calculated after making the appropriate allowances. (13)	Mean Freeboard Amidships In sail water as calculated after making the appropriate allowances. (14)	Date and time of Posting the Notice, (Notice L.L. 11A or 140). (15)	Мавти г. (16)	Mark. (17)	Date and Hour of Arrival	Dock, Wharf, Harbour or Other Place. (19)
				(13)			(10)
Ina.	Ft. Ins.	Ft. Ins.					

24

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.

-				us regarding the entries in this Log		cress log by the i	Xadio Officer.		
Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
							alarm.		
						*			
		4							
		-							
		Name of the last o							
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			A STATE OF THE STA						
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									A Maria Landina Company
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						5.101			
			Note: The second second						
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			Internal to the second						
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(C) - (S) - (S)									
Technical Control									
				TO SHOW IN THE SECOND					
	3144 1144				-				

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.

Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
HOWE S.									
						- 4			
		Towns to	MALE SERVICE						
			*						
Value III III		Victoria I							
-									
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									THE RESERVE OF THE SECOND
VERNE II									
100200									
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A STATE OF THE PARTY OF THE PAR	BETALL								
									27
		75							
		-	-		1		 		

OFFICIAL LOG of the galkland to

towards

Falkland So.

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 indicted
2/7/50	Stanley.	2/7/50	a. Halliday, Supernemerary, signed articles.	
			Marker. Faledguick Mate.	
7/7/60	montevideo.	7/7/50	a. Halliday, Supernmeray, signed off articles	
19/7/50	16 0	19/7/50	a.H. Bliffon, Steward signed off and G. Hause	Stars
1000	Stauley	700	signed on articles. It ledowich	, , , , , , , , , , , , , , , , , , , ,
20/1/50	1.	201-1	master.	
1700	Stauly.	20/7/50	a. Goodwin, AB., attended K.E.M. Hospital a poisoued hand. after examination doctor regulat Goodwin remain on shore for further the	ILL CATE COL
			Loodwin Signed of articles.	
\$1/7/50	Stauley.	31/7/50	a. Coodwin, AB., signed articles.	
			Nowhile Fa Sedguich	
8/8/50	BF Moulevideo.	8/8/50	a. Halliday, Supernumerary, signed articles.	
			stweetili. I a kdowek.	
17/8/50		17/	a. Hale day, Supernumerary, sign of all O. F. a.	
1000	Stauley.	17/8/50	a. Haleide, Supernuerary, signed off article Stolutilis & a Sedguick master. Fa Sedguick	
NB	Every entry in this Log-	Book received		

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

1

towards

Falkland So.

Falkland Is

		1		
Date and Hour of the Occurrence.	and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament. Amount of Pine or Porietur inflicted	r ife
22/8/50	Stanley.	22/8/60	учения институраний постем иналигия	d at
			ho apparent damage.	
			Mowhile & La Sedguick Mate. Mate	
	Reef Channel,			
28/8/50	Reef Chainel, Twest Talkland. Stanley Jow.	28/8/50	whilst on passage from Hill Cove to Saunders I vessel touched unidentified Submerged obstruction when passing Krough Reef Chaunel. area of hull	ou
			assumed to be starboard bile amidships.	
			no apparent damage. Echo soundings giving 12 fe under keel at the time, of touching. The worker. It ledguich Male.	
29/8/50	0	29/8/50		Ė
0919	Libble Island.	10/00	a passenger, M. Bet Skilling, had collapsed while visiting friends ashore. Chief Steward sent to remediately. Masker requested R/T station	der
			Stanley to Stand by in case medical assistance in	require
			Marker. & a ledguet. Mate.	
9/8/50	Pubble Island, West Balkland.	29/8/60	Masker proceeded on shore to examine BatSkilling. Exa Showed man to be dead. Body left in house of	. mr
			a. Betts for the line being. Government R/T states advised of mais death and information passes Registrar and relatives. After discussion with NSW.	d to Betto,
			to Port Howard for medical examination and subseque	y us showent
			burial. Doctor Kotowska contacted at for Bay by R/T. arrangements made for him to meet ship at Par Hou	and ward
			received from Mr. D. M. Erano, Manager, Part Howard.	ments
			death appopully theart failure. I a ledguick Mate.	
30/8/50	Pebble Island, West Palkland.	30/8/50		n boar
30/8/50 /535	Port Howard. West Palkland.	30/8/50	Body of Mr. Bert Skilling landed in care of Mr. D.M. Managa, Part Heward. Body was still clothed as a	Evans
1535	West danne.		of death. Juggage and effects of deceased landed	t ar
			lare of Mr. a. Sunpson, to be blanded to M. D. M. En	laus.

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.

"Jigray" towards Jalkland Jo.

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
1930 1036	Stanley.	4/9/50.	Protest noted before Hotory Public re entire 22rd and 28th August.	for
	•		Sweehili & a Sedguel	
3/9/50	moulevideo.	13/9/50	I Sedgwick, Chief Officer, attended British & for examination, he having reported par	Vespital u in
			reported that the doctor had advised another for herina. Doctor's report received by M.	ek
2/2/2	and the second		Swelli & La hedguich Mate	
2/9/50 1030	Stanley.	22/9/50.	G. Cahill, Chief Buginer, signed of articles and Chief Buginesh, signed articles:	F. Brown,
1/9/50	Stauley.	22/9/50.	2. Sedgwick, Blief Officer, attended K. E.M.	Mospita
			for examination of herica by 10 5. Steen necessity of further operation confirmed by	
	Conference Same of		Jewishir of a lodg well master.	
	The second secon		made.	
	at auchor.			
1324	Corral Brazo.	29/9/50	Weather fine with moderate ground swel	seows.
	bape Holphin.		rolls vessel touched bottom it way of bilge auidships. Auchers, both, whighed	Starboard
			auchorage.	
			1338 Vessel re-auchored clear of previous Touks and bilges sounded and no sign leakage found.	us of
	Branch St.		6	·
			Naster. Ja Sedgarch	
		-		2/80
				3,0
	Page 1			

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other 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 Mater 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 "Ligray"
from Lowerds Lowe

towards Jalaland &.

Date and Hour of the Occurrence.		Date of Entry.	Entries required by Act of Parliament. Amount of Fine or Fordesture inflicted
2/10/60 1800M.	36.135. 56.26 w.	13/10/50.	S. Lype. A.B., displaced cartiloge of right Kura. Man sen
			Sweetheli Ja Sedgnich Mate
/10/50 0930.	mautevideo.	14/10/50	a. Goodwin, AB., complained of pain in lower ches Goodwin and E. Lyss. AB., sent to Beitish Hospital of examination & treatment. after examination both
			nen retained in Rospital for further heatment for further heatment for further heatment make
7/10/50 Noon.	Moutevideo.	17/10/50	a. Goodwin, AB, S. Lyee, AB., returned to vessel from British Hospital. Goodwin fit for duty but Lyee resting right knee in bed. Bocton's report on L advised operation on right knee.
			Juste. J. a Sedgureh Mate.
23/10/50	Stauley.	25/10/50	S. Lyse, AB., examined by S.M.O. At S. Slesson. Doctor Slesson pronounced man fit to work until able to have operation on right Knee.
11 1-		1	Master. Ja kagnish Mate
+/11/50 0900	Stauley.	4/11/so	W. Goss, 2" Mate, reported sick with skin disease. Go sent to KEM Hospital for examination Atreatment. Sweeting Hotel Hotel
08/5 08/5	Stanley.	5/11/50	W. Goss, 2" mate, sucht to proceed to sea; signed of article to remain in Standing for pertien treatment. Stin disea diagnosed as engaged by D: S. Slesson, S.M.O.
			frowthis. I a kedginek mate

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OFFICIAL LOG of the from Polkland Islands

32 "Titznay" towards

Palkland 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 Forsciture inflicted
6/11/50	Stanley.	5/11/50	G. Havis, Chief Steward. reported badly sprained Havis examined by D. S. Slesson before sailing.	aukla
	· ·		showhile La ledguich Mate	
1/11/50	Montevideo	"/"/50	G. Harris, Chief Steward, a auderson, Fireman, 16 British Hospital for examination of treatments	reported
0930			Harris with sprained author; anderson with	suspecta
	A processor of the second		master. I a hedgisch mate.	
0900	Moutevideo.	12/11/50		ital
	1	Sile	Master. La Sedguick	
3/11/50 0930	Moutevideo.	18/11/50	a. anderson, Gireman, attended British Hospiton heatment.	tal
			a. auderson, Gireman, attended British Hospi for heatment. Swebhili master. I a Sedguich Mate	
1500	n 1 - 1	13/11/50	a. Sedgwick, Chief Officer; S. Lyse, A.B., attende	ed
1500	Montevideo.	1/50	a. Sedgwick, Chief Officer; S. Lyse, A.B., attend British Hospital for examination. Sedgwin inguinal hernia and Lyse with contilege to right knee.	ck welk
			Sweehile Hu Sodguick nate.	
+/11/50	Moukevideo.	14/.1		ital fo
4/11/50 0900	Moutevideo.	///50	a. anderson, Gireman, attended British Gospheatment. S. Lyse, A.B., entered British Do cartilege operation to right Knee. Lyse signer articles by British Cousul.	spital for
	Wasania 1		Swebili Ja ledgwich	
15/11/50	Moutevideo.	15/11/50	G. Harris, Chief Steward; W. Johnson, Lamphe R. Barnes, O.S., attended British Gospital f	2
			Examination of treatment. Harris with kidney Johnson with pain in groin; Barnes with ey	comple
			Joseph. of a Sedguick	<u>e</u>
5/11/50	Montevideo.	16/11/60	R. Barnes, O.S., attended oculist for examination a. anderson, Fireman, attended British Hospi	
	America and		was discharged by docker. Switchili Ha kedguich Mate	

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OFFICIAL LOG of the from Galkland Islands

" Jitgray"
towards

owards 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	Moutevideo.	16/11/50	G. Harris, Chief Steward; R. Barnes, O.S., attende Dospital for examination & treatment, Glaris	d British with
			Kidney Clouble; Barnes for eye and nerve	complaint
			Master. Fa Sedginek Mate	
0800	Montevideo.	17/11/60	G. Harris, Bhief Steward, attended British Hose examination of treatment of kidney trouble.	pital for
	303 1112	2 Mary 19 4	Stowholi fa Sedguek Male	
7/4/50	AND TO AMORE AN	17/	R Barres O.S. Strudy British Gospital to	examinati
7/11/50	Moulevideo.	17/11/50	R. Barnes O.S., attended British Hospital for theatment of eye mouble.	95.6/
	2400		Nowkill F.a Sedguick	
8/11/50	e de la composição de l	18/11/50	R. Barnes, O.S., attended British Hospital for of treatment of eye houble.	examinato
0900	Moukevidea	/"/50	of treatment of use houble.	New
-	Jehnson Harris.	G.	Swebili Ja Sedguick Mate.	
9/11/50	Moutevideo.	19/11/50	R. Barnes, O.S., attended British tospital for a theatment of eye houble.	xamination
0800	mparates.	7 700	Awwhili Ja Sedgisek	0/21/6 HOO
- 1	Should come		Do Author The Brate	
0/11/50	Montevideo.	20/11/50	G. Harris, Chief Steward; R. Barnes, O.S., atter Hospital for examination of treatment.	ded Britis
			Mowheli Fa Sedguich Mate	
1150	Markevideo.	20/11/50	R. Barnes, O.S., reported fit for duty.	
	on Hestoric for 100	3.76 8 4	Master. I a Sedguich Mate	25/24/6
Service of the	Language and the samples	A. W. W. Co.	Control of Hannes	allala
23/11/50	Nº 5 Deposit.	23/1.1	M/V. "TABARE 152" Swung alongside "Titgray's"	storboard
23/11/50 15/50	Monkevideo.	23/11/50	side touching boat dear Support Standard to Standard set in slightly and teak bulwar	arly.
			by Chief Officer. It was later ascertained the	et Port
			Buthoribles had ordered this vessel to berth. "Titzney" owing to shortage of berth's in the weather conditions at the time being most in	port.
La lex	in the second	whili	for another vessel to kerth alongside "Fitzer were show beam wind blowing directly an	to "Fitzray
	nate 1	iaster	Start's beam. "TABARE 152" at the rime of attendanced to be without steam for hel deck	pting to ber

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galkland 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	Nº 5 Deposit.	23/1/50	Continued from Page 33)	
1550	Moutevideo.	1"/30.	agents advised of foregoing incident and requested to looke logical protest.	-
			2 Stobbeli Ja Sedguich	
			Master. I a kedguich rate M/4. "TABARE 152" cast off and left "Filgray"	
02/11/50	18: 5 Deposit.	192/1	M/y. "TABARE 152" cast off and left "Filgray"	
23/11/50	Montevideo.	23/11/50		
		No. No. of Street, or other party of the street, or other party of	Mobile Fa Sedguich Mate	
			masses.	
11-			R. Barnes, OS., E. anderson, AB., Signed of arrice	100
1830	· Stanley.	29/12/50	K. 1500000, 051, - 20000000, 1101, 19,000 01/ 20000	
10 30		7 30	Sweetheli woto Gots Inole	
			Thate - Male	
30/11/50	e.	30/11/50	Intowning or to transactions effected. Signed of: - Signed on: - N. Heurickon, Boy. D. noser, O.S.	THE STATE OF
1100	Stanling.	/11/00	N. Heurickson, Bod. T. Baser, C.S.	
			N. Meurickeon, May, II, Make, U.S.	
			G. Jehnson. Steward. J. Snick . Creaser	
		-	Martin. Was gots make	Table 1
-1-1-			nasta. Indi	
5/12/50	Stanley.	5/12/50	0 00	
	<u> </u>	700	Bollowing crew Kausachous effected, Signed off: M. Rutter, 310 Mati. R. Pauloni. Fireman. R. Glodom. 05.	
			M. Rutter. 319 mate 1 00 mg 200 mg 1	
HE TANK			R. Pauloin. Fireman. S. Clifton. 34 Mali	
	Aug Alba			
			marker. who gots	
			mali	
3/12/50	Stanley.	3/12/60	G. Hausen, Steward, complained of fishbone stime throat. Man sent to K.E.M. Hospital for examined training	ek.
//00	oraning.	/ -/80	in Throat. Man sent to K.E.M. Hospital for exam	ninaki
			- totolich luttogog	
			- holoheli luster og	
9/12/50	Toxbay.	9/1		chees
1400	Toxpay.	9/12/50	for puther examination I treatment of throat be	,
			Mothel: 140904	- Later
			nuser. Inote	
			pho to	

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OFFICIAL LOG of the Balkland Is from

Gitzray towards Galkland 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
12/12/50	Stanley.	22/12/50	1.0 And - 0.0 - 0.618	4:0
1000	70.aurag.	760	W Goss, 2nd Mate; M. Rutter, wetchkeeper, signed on	neue.
			Modelin wto Gast -	
			mesico O fination	
,				
9/12/50	Moutevideo.	29/12/50	9. Sedgwick Ch. Oficer; Signed of articles and p 16 British Hospital for hemia operation. S. Lyse resumed duly on board.	rocceded
1400			S. Lyse resumed duly on board.	
			Master. Web gods mali-	
		2/	1. Gove managed to 15 mate; J. Clifton promo	ted to
9/12/50	houtevideo.	29/12/50	W. Goss promoted to 1st Mati; J. Clifton, promo and Mati; M. Ruller promoted to 3st Mate. a	hoday.
			foregoing promotions to take effect as from	
			Master. Wolfish to examinal Stin specialist. Inwhite master.	ion be
1300	martevideo.	34/12/50	Skin specialist. Inwhite master.	140.
31/12/50	montevideo.	31/12/50	w. Goss, mate, altended British Hospital for and heatment of skin ail ment.	
			Awwhile who finale	
			Musica.	5. c. kana
1/1/51	Montevideo.	1/1/51	W. Cross, mate, attended British Despital for	-
			Masker. wto goss make	
				A Street
2/1/51	montevideo.	2/1/51	W. Goss, Mate, attended British Hospital fo	- Tear her
0700			Notohit. which.	

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OFFICIAL LOG of the from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
2011100		1 12050	Manage State of the second state of	
Pie careou	and the same and the same	- Total	19. 12 planning 12 to 12 100 100 100 100 100 100 100 100 100	10/00
	A STATE OF THE PARTY OF THE PAR	and the	AND SERVICE OF SERVICE	2004
- A			- Paraballana	
			- moveW	
The said of	THE PARTY OF THE P	april 22 0	Manual Math W. (190)	
THE FREE	Carlotte March	sworth out	A CONTRACTOR OF THE CONTRACTOR	
-				
****			A SAN AND AND AND AND AND AND AND AND AND A	
A		19.30		
market or			to bushand bus od/21/8 automated to	
William.			What he was a second	
o hear	of marchest years	l balansi	machine to Cess mach o	
			January 1	
Jana Jan	and despite	indeed b	Presidential (3/16) laddes Mally m	0 1/2
	- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10			

OFFICIAL LOG of the

from

towards

37

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
/e:	**			
Value of				
				1000

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OFFICIAL LOG of the from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sca.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
		1 11 1-1/2		
1				
4				
	il a			
	*			
4				
N. B.	Every entry in this I on	Book vocasion	by the Act must be signed by the Master and by the Mate or some other 1	nomber

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EMENT AND LIST OF THE



In pursuance of 57 & 58 Vict. ch. 60

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.

N. Const.	000 : 120	Port of iteg		Port No. and	Registered	Топпеде.	Horse Power of Engines (if any)	
Name of Ship.	Official No.	Fort of twg.	ary.	Date of Register.	Groan.	Net.	N.H.P. LH.P. B.H.P.	
S.S. Fitznay	161827	Stanley,	3. Ss.	1/1949	853.03	391.90	-90-67 -	
REGISTERED MANAGING OWNER O	OR MANAGER.		No. of	Seamen and	CHARTERER.			
	Address House, Street si	ad Town).	Apprentic	es for which tion is certified.	Name.		Address.	
The talktund Is. 60. bavendish	. Rd. W.	experidge	2.	5.	-		-	

The Schernl Persons whose names are hereto subscribed, and whose descriptions are contained herein, and of whom. are engaged se 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 of December 150: 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 soler 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 he 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 willul 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 heroin and numbereds 1-6 milusing

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 At 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 respec ive forcastles clean and shall leave them so a' the termination of the voyage under a penalty (five shillings for each case of neglect.

The seamen and firemen shall mutually assi 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 with ... hands all told, of whom not less thanshall be sailors.

The Master may discharge any member of the crew as a result of misconduct or inefficency, 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.

311 (GITTESS whereof the said Parties have subscribed their Names berein, on the days mentioged against their respective signatures

Signed by Moluli	 	Master
on theday of		

THE RESIDENCE OF THE PARTY OF T										
Date of		These columns to be filled up at the end of the Voyage.								
Commencement of Voyage	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent,	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.					
1 JUL 1950	Stanley Jalk. Islands	11/1/51	Port Stanley Galkiana &	12/1/51	howhile for Owner.					

Place S.S. before name it a Steamblip, and M.S. it a Motor Ship.

Delete inapplicable letters, N.H.P. should always be inserted here if given in the certificate of registry.

Here age to be inserted the name and address of any person who has chartered the ship and appoints the Master and Craw, pays their wayes, and has for the time being the whole control

Here age to be inserted the name and address of any person who has chartered the ship and appoints the Master and Craw, pays their wayes, and has for the time being the whole control Of the sile.

Users 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.

which are excluded.

Kees 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.

adopt

Here any other attitudations may be inserted to which the parties agree and which are not contrary to law

8.—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 I should be obtained and used.

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 Defination 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 (Defination B).

(2) When the watches of a seaman are suspended 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 applicble 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 miunight 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:-

1/3 per hour 1/3 " " Boys 0.S. Carpenters, Donkeymen & Boatswains. 2/9 2/6 Other Ratings 11

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 (a) While the vessel is in a Falkland Island port 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 readingess for use.

Note. Raising and maintaining steam for, and attending to auxillary machinary 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 bein worked, and it is established that the work of a Routine Purposes Shift (which would in any case have peen 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 Concultants, where they are in agreement, is final.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS.

REQUIRED BY SECTION 25 OF THE MERCHANT SHIPPING ACT, 1905, 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.	4 11 7	week.
Water			28 quarte	(Cottalensed	
Soft Bread			7 lbs.	Milk Gr	0) ozs.
Fresh Meat (including any fresh offal or fresh sausage)	***		4 lbs. 11 ozs.	Dried	
Sinoked Harn or Bacon			6 ozs.	1 Condonaed	4 OZE.
Fresh Fish	***		1 lb. 8 azs.		13 oza.
Estas	***		2 No.	Dried	
Polatoca	***		7 lbs.	Button	2 ozs.
Dried or Compressed Vegutables			8 oza.	0 10 10 10 10 10 10 10 10	10] 022.
Split Pens	***	• •••			36: 60 NO.
Green Peas, Haricot Beans or Butter Beans	***		d Oze.	Cooking Fat (other than suct) or Margarine	d oza.
Diane.	*** **		1 lb. 1 02s.	Marmalade, Jam or Syrup	8 oza.
Diag	***		2 lbs.	Cheese	024
	101 01		6 o.s.	Pickles	g pint
			6 OES.	Omeas	h use
	*** **		9 ozs.	Dried Fruits	0 0Z1.
Coffee (containing not more than 25 per cent. Chicory)		175	2 ozs.	Fine Salt	2 024.
or Cl				Mustard	50
	*** **		3 ozs.	Pepper	04.
Sugar			1 lb. 5 ozs.	Curry Powder	1925

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- 1. General.—The issue of the provisions referred to in the above scale shall be reasonably distributed throughout the week; and in the case of water soft bread, meat and potatoes the issue shall be approximately equal each day.
 - 2. Bread .- The issue of soft bread under the scale shall not be required ;-

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- (a) in a ship of less than 1,000 tons gross registered tonings; or
- (b) if rough weather or illness, or absence of cook, or force majoure renders the making of bread impracticable;

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

- 3. Meat.—The term "Ment" includes "Pork." The weight of fresh ment is the weight, including fut, and bone, before preparation for cooking.

 When fresh meat is not available, sait or preserved meat may be substituted in the proportion of \$ lb. of sait ment or \$ lb. of preserved meat for the 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 abould be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.
- 4. Smoked Ham or Bason.—If smoked ham or bason is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilebards, 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 er bason.
 - 5. Fish.—The weight of fresh fish is the gross weight before preparation for cooking
- Dried fish or kippers, tinned salmon, horrings, pilehards or sardines may be substituted for fresh fish in the proportion of 1; oss of dried fish or 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
- 6. Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits.
- Two oggs 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 autmon, herrings, pilohards or surdines may be taken as equivalent to eggs in the proportion of 13) eggs of dried fish or 9 eggs of kippers or
- timed fish to 8 ages.

 7. Polatoss.—Fresh potatoss (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 time, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 0 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.
 - 8. Rice .- If rice is not procurable semolina may be carried as a substitute.
- 9. 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.
- 10. Yagatables.—Frosh vogetables 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 all, of fresh vegetables (or vegetables preserved in tius) is supplied, these are to be regarded for purposes of the scale as equivalent to one day a supply of dried or compressed vegetables and of green poss, haricot or butter beans.
- 11. Dried Fruits.—Dried fruits issued under the above scale toust be raisits, sultanas, currents, figs. prunes, apples, pears, peaches, apricots or dates.
- 12. Onlons.—The onions to be issued under the above scale must be frosh, store or dried onions when in season; and when fresh store or dried onions are not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to 1 ib. of fresh onions must be issued.
 - 13. The stokehold hands are to receive sufficient oatmend 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 Ment		,		***		1 lb.	To be considere		Marma lade			101	100	***		1 lb.	1		
Preserved Meat	***		***	100	***	<u>й</u> 1b.	to 1 lb. Fresh	Meat,	Jato	81-0-	664		0.01	***	***	1 lb.	0.000		
1 1 0000				441		1 02.	Y		Syrup	1041	400	100	440	***	1	1 lb.	To b	e considered	equal.
Coffee		***		. 10		11 075.	To be considere	d equal.	Butter	111	100	100	.000	***		3 lb.			
Cocos or Chocolate				***		d oz.	1		Cheese			-114	444			lb.	1		
Ten	***		***		141	1 10.	(Condensed	Milk	***	1010	***			91 czs.	tom.	: 1	Later Land
Flour	***	***	***			1 lb.			Dried Milk		***	407		***	***	4 024.	To b	e considered	colour.
Biscuit	***			1.60		I lb.	To be considere	d equal.	Mustard	144	111	-0.0			***				
Rice	404	177	984	7.55	.,.	i lb.			Curry Pow								To t	e considered	equal.
Ostmeal, Rolled C	ats of	r simi.	lar cere	ala	***	1 1h.			edity Ida	461		***	***	100	***				
Split Peas			+4+	400	***		To be considere	ed oquai											
***	-0.0	200	0.00	117.61		4 lb.													
Green Peas Hari	ect of	Hutte	er Bean		1.00	3 lb.		THE MEST										[Twesty-lour	pages
Green Pens Batt	D			201		1 lb.	ratiosa.												

POSITIONS OF THE DECK LINE AND LOAD LINES.

I	reeboard from de	ek line.		Load I	ine.
					inches above 8
Summer	-	. feet	inches.	(8) Upper edge of	line through centre of disc
Winter		. feet	934 inches	(W) 3'4	inches below S
Winter North	_	feet	113 inches	(WNA) 54	inches below 8
tit annian di			32		
The upper edge of	of the deck line fr	om whic	h they freel ands	are measured is	inches abov
the top of the					deck at side.
	(Above	particula	to be taken from	Load Line Certificate.	

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

REGULATIONS FOR MAINTAINING DISCIPLINE

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

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

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

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

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

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

No.	OFFENCE.	Amount of Fine for a first off-nce.	Amount of Fine for a second or subsequent offence	Signature of Superintendent or Consular Officer
1	Striking or assaulting any person on board or belonging to the Ship (if not otherwise prosecuted)	Ten Shillings.	One Pound.	1
•	Bringing or having ou board intextocting liquors	Ten Shillings.	One Pound.	/ // .
	Taking on board and keeping powersion of any firearm, knuckle-duster, leaded cane, slung shot, sword-stick, bowie-knife, dagger, or any other off-takes weatern as a leaded cane, slung shot,	Ten Shillings.	One Pound.	0 (an)
	out the concurrence of the Haster, for every day during which a seeman retains such weapon			Butt
	levelant or contemptions language or habertons to all a vi	Ten Shillings.	One Pound.	10
	involent or contemptuous language or behaviour to the Master or any officer, or disobedience of saily lawful command. If not otherwise dealt with according to law	Ten Shillings	SHIPPIN	G MASTER,
	absence without leave (if not otherwise dealt with according to law) for each day on which such		STANI	EY. FALKLAND
		Ten Shillings,	One Pound.	F 1. 1. 1

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

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

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

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

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

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

Namo in full.	Date Nationality† of (if British, state	Capacity.	If Particula	Apprentice	Date of joining	To be	Intials of Official who graphs Certificate		
	Birth birthplace).			Dato.	Place of Signing.	for the voyage.	I)ute.	Cause of Leaving.	respecting an Apprentice left behind abroad.
JENNINGS, HAMISH WARREN	14/4/37	der 18 years of age Falk. Is.	& Bay	rentices.					
	- 5								
							•		
			-						
#2.									
2. Apprentic	es over 1	B years of age.							
					Patural-born British				

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

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

PARTICULARS

								COLARS
6				AN AL-ARIA	ADDRESSES OF MASTER AND CREW	Name of last Ship, with	Date and	l Place of Signing a Agreement.
Reference No.	Income Tax Code,	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nuth mality (if British state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place,
NA NA	a	1.	2.	3,	4.	5,	6.	7.
1		1		Sn Shields	(1) J. J. Co. fed. Stanley.		11	JUL 1950
	-	supplementali	33	England	(2)	Same	Si	auley.
2		1010		1	(1) do			da
		Fa Sidgwel	55.	falkland .	(I) do	do		-
3		10 Gres	39	do	(2)	do		do
4		d			(1) do			
		8 m atte	38	do	(1) (2)	do		do
5		2.04		do	(1) Olo	do		do
	-	he o wee.	43	CCD:	(1) do	шо		
6		WE Sohason	96	do	(2)	do		do
7		0 0			(1) do			
	-	SNJohnson	44	do	(2) (1) do	do		do
8		D. Bonner	22	do	(2)	do		do
9	-	V	-		(1) do			
1	-	a goodin	30	do	(2)	do		do
10	1	. 0 0	-	do	(1) do			
	-	3 (3 K1 20	36	Ross Shire	(i) do	do		do
11	1	D. A Fraget	21	Scotland	(2)	do		do
12		- 1100	2.	1	(1) do			
		T Valsh	21	Falkland &	(2)	Lafarria		do
13		Ja. leahill	36	Kant bagland.	(1) do	Same		0
14	-			1	(i) do	Same		do
14		G. S. Muchope	55	Falkland.	(2)	do		de
15		A Clefter.	51		(i) do			
		or Carron;	-	do	(2)	do		do
16		26 Smith	2.3	do	(1) do	do		do
17					(I) do			
1		A Anderson	_	do	(2)	do		do
18		011		do	(1) do			
	-	1 Johnson	29		(1) do	do		do
19		7800km	uz	do	(2)	do		do
20		6 Herris	38	do.	(1) do			
20		B 1600110	138	GE.	(2)	do		do

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, Sound by 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 ACTS, 1946. Details of the National Insurance schemes for scafarers are

OF EN	GAGEMENT							To be fill	ARTICULARS ed in by the Mas Desertion of an	OF DISCHARG ter upon the Disch y Member of his C	E, &c. harge, Death,	01	RELEASE		•• Number	
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,	Amou Wag per V or Cal Mon	veek lendar ith.	Amount of Wages Advanced upon or at the time of Engage- ment ‡	Amount of Weekly, HalfMonthly or Monthly Allotment,	Signa- ture or Initials of Official before whom the Sca- man is engage			caving this Ship,	Balanc of Wag paid or Dischar	es n	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. I.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	of weeks for which National Insurance Contributions are payable	Reference No.
FG85. 62805 Masker.	BU FAT	at Ouce	Sag	ras		green	-	12/1/51	Starley F. 1.	Ternington of Ag.		0	howhit.	20,	21,	1
1st Mali		do	33 -				Br	29/1/50	- Viaco	Sidhan			La Sedgnick.	4		2
2 mali	6.m. F.G.	da	3010	7 -			6	3/1/50	Slandy J. J.	Di			6.60 gots	1		3
Bosium.		do	28 -				B	5/2/50	do	do	=		& m Butter	Sol		4
W/T Officer.		do	2517	6			Do.	12/1/51	" .,	Sermination of ola.			In O Lyse.	-1		5
AB		do	23. K	-			N	9/1/50	Franky J. 95.	m.L			W& Johnson	But,		6
AB		do	24 -	-			Dd,	25/1/50	Stanly	do		-	St Johnson	Sed:		7
AB		do	20 -	-			60	13/50	3. Is.	m.b		-	Planner	J.		8
AB		do	23 -	-			4	Smil	IL 1950 ley.	Sickness.			Not avsilable for signature.	Dil		9
AB	- X	do	24 -	-			ph.			Sickness		-	Not available for signature. Jorn M.	To 1		10
os		do	12 10	-			Di	11/50	3.9.	Pir		-	Donald H Frasel	828/		11
83		do	12 10	-			64	1/50	Stanley.	m.f.		-	T. Walsh	and I		12
Bujines.		do	Sep	ran	ale. a	green	bod.	23/9/50	J. J.	m.6.			J.R. Cahier.	Vad		13
Bergir.		do	31/2	6			6.1	12/1/67	. "	Fernination of Ag.			G J. Meinle for			14
Lug'n.		do	2910	-			04	12/1/51	Starley	` "			A Clifton	11		15
Greaser		do	25 -	-			Buy	4/1/50	295.	m.b.		-	J. C. Smith	Ind.		16
Grenan		do	20 10	-			End of	100	Stanly	M.b.		-	A Ardenson.	but 1		17
Fireman		do	20 10	-			log.		J. 95.	m.b.		_	R Johnson	List.		18
Fireman		dis	20 10	-			6	12/50	do	do		-	IS Cliffor.	Sind.		19
Blief Steward		do	31 -				0)	12/1/51	"	Terrination of Ag.			& Harip		2	20

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

Refrigerating Engineers, Electrical Engineers or Winchmen, and not mercly as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not mercly 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 Leafiet N.I.24, copies of which may be obtained from any Mercantile Marine Office.

PARTICULARS

							AKII	CULARS
					ADDRESSES OF MASTER AND CREW		Date and this	Place of Signing Agreement,
Reference No.	Income Tax Code,	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE DOOKS.	Age.	*Nationality (if British state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF LIN 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	Place.
		1.	2.	3.	4.	5.	6.	7.
21		BB.11-	25	01:0	(1) J. J. Co., Ktd.	Same	Se	JUL 1950
		The Clerkmin	3.5	Bhile	(i) do	- June		acting.
22		AH COM	22.	Palkland &	(2)	do		do
00	(- 0			(1) do			
23	1	G.R. Fohner	18	do	(2)	do		do
24		H 15 Jennings	14	do	(1) do	do		do
		11000000	2.50		(1) do.			
25		v & Bowlands	3/4	do.	(2)	do		do.
26		of distinct	50	do	(1) do	do		do
		VOT RUMMY			(1)		10/	0
27		E. S. Hansa	57	Lo	(2) do	do	1/50	Stanley
28					(1) do		31/7/50	a
	1	a Goodisin	30	do	(2)	do	150	D'auley.
29	1	Adlalleday	So	an	(1) do		78	Monte-
00	1	11/3 22.7975	7.52	aberdeen.	(I) do	do	12	
30	1	bull moun.	59	Stokand.	(2)	Lafornia	13/30	Stanley.
31		H. anderson	32	Falk. Os	(2)	do.	9/1/50	do
200	1	1			(1)			
32		& Anderson	34	do	(2) do	do	**	do
33		0,000		do	(1) (2) do			do
	-	A. VI I UNITATION	30		(1)	do		
34		R Johnson	9 9	do	(c) do	1	25/1:	do
		-			(1)	do	130	
35	1	P Hone - brown	17	do	(2) do	G. Chance	do	do
36	1	0= 10		,	(1)	0	4/1/50	
		Ster Johnson	45	40	(2) do	Same	110	do
37	1	A Anderson	#5		(2) do	do		do
38	1	& Hann	36		(1)			
	_	2 Hansen	36	do	(c) do	do		do
39	1	Uf Edmon	26	do	(c) do	do	_	do
40		Re Bannes	27		(1)		5/1/50	So-Co.
	1	1 Tommer	A.L.	do	(2) do	do	1730	Mary

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, should be described as:

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 Learning NATIONAL INSURANCE ACTS, 1946. Details of the National Insurance schemes for scafarers are

Ship_	Juga	ray.
- P	0	1

	OF ENG	GAGEMENT						To be fill	PARTICULARS	OF DISCHARG	E, &c.	i, or	RELEASE			
	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 i to be on board.	Wages per Week or Calendar	Amount of Wages Advanced upon or at the time of Engage- ment ‡	Amount of Weekly, HalfMonthly or Monthly Allotment,	Signa ture or Initials of Official before whom the Sca- man is engaged			caving this Ship,	Balan of Wa paid of Discha	ice ges	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,)	Official before whom the balance of Wages was	Number of weeks for which National Insurance Contributions are payable	Reference No.
	asst. Steward		ar Ouce	23				12/1/51	Steerley F. I.	Termination of Ag.			R Boldin			21
	Sheward		do	19			W.	19/1/50	Stanley 3.91!	m.6.		-	At loften	II,	X	22
	Steward		do	12 10 -			the state of	4/50	do	do	-		9. R. Johnson.	Cul.		23
	Paca Boog.	3/	do	7			10	12/1/51	do	Termination of Ag.			H Jennings			24
	Blief Book.		do	27 10 -			Say	12/1/51	do	do			W. J. Rowlands.			25
	Super.		do	- / -			lug	10/2/50	Monte- v	Hospitalise		-	Low M'	Jut,	NIL.	26
	Sed.		do	23			Tol	25/1/50	Stanley	m.b.			& House	And.		27
	AB.		do	23				4/1/50	do	do		-	a goodisin	By		28
•	Super.		8/8/50	-1-			Jet.	17/8/50	Stauly.	m.c.		-	not available	Jul.	NIL.	29
	3406 2= B.	(m) (m)	ge buce.	as per	separa	li agrec	Bul	12/1/50	do	Termination of els.			Sa. Brum			30
	as.		-	24			S.S	12/1/51	Stanley	Fernination of As		7	W. anderson	0		31
	as.			24			Sad	27/1/50	Starley	m.b.			& andergon	Ent.		32
	J. mas			2010 -			1	5/12/50	do	de			R II Para	L.S.		33
	do			2010-			Rad	12/1/51	Stanley F.1.	Imination of olg.			R Johnson	0		34
	· Sre			15			Cul	30/1/50	Skaley	Dis	_		P Hennish	In the		35
	Launch & a.B.			24			Rud	12/1/51		Demistion of oly			SH Johnson			36
	I'man						El	12/1/51	n "	7			1			37
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	Stid. Kamps. & AB.			2410 -			1/11		2_/_	Termination						39
							7	12/1/51	Starley F1 Stanley 9.35.	of sig.			V. J. Johnson R. Barnes	88		40
	o.d.			20 -	- Hard		Jul 1		3.35!	No			R Barnes	Dul.		

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							PARTI	CULARS
0%		SIGNATURES OF CREW		*Nationality	ADDRESSES OF MASTER AND CREW	Name of last Ship, with Official No. or Port of Registry	Date and thi	Pince of Signing
Redrie No	Income Tax Code.	NUMBERS OF DISCHARGE BOOKS.	Age.	"Nationality (if British state birthplace—see footnote).	NAME AND RELATIONSHIP OF MIXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No, or Port of Registry of Marco of discharge if more than a year previous.		Place,
		J.	2.	8.	(1) e/o 2.9.60	6.	5/	Stand
41		T. Walsh	22	Starley 39.	(1) e/o J.S. 60 (2) Palklands	Same	5/1/50	2.95
42 {		S. R. Lohnson	19	Struly 3. Is	(1) (2) cda	Same	30/4/50	do
43		10 H Frank	22	Das Shirt	(1)	Same	4	do
44		4 Smith	23	Pale Cana	(1) d.c	Same	1/12/	Janly 9.9.
45		7866Hum	47	do	(1) (2) dv	do	5/2/50	do
46		18 641	l+1	do	(i) (b) do	do	do	do
47		RV Goodwin	38	do	(1) (2) do	Birst	do	do
48		Wto Gaes	39	el	(1)	Samo	23/1/10	do
49	1	1 m Butter	38	do	(1) (2) (do			do
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1	† The capacities of Engineers not employed on the Propelling Engines and Bollers should be of	If a British subject, state town or country of birth, and if born in a foreign described here and in the Certificate of Discharge as Engine Drivers. Donkeymen,

^{\$} If any member of the Crew enters Ilis Majesty's Service, the Name of the Ring'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

OF EN	GAGEMENT						To be fill	PARTICULARS lied in by the Man Descrition of an	OF DISCHARG ther upon the Disch ny Member of his G	E, &c. targe, Death, or trees.	RELPASE	Number	
In what Capacity engaged.†	No. of Certificate (if ony), and No. of R.N.R. Commission of R.V.2. (if ony),	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calenda Month,	Amount of Wages Advanced spon or at the time of Engage- ment ‡	Amount of Weekly HalfMonthly or Monthly Allotment,	Signa ture or Initial of Official before whom the Sen man Is engages	Data Mar		caving this Ship, b, Cause, f	Balance of Wages pa'd on Discharge.	We the under-lizated Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner or Gower thered, from all Cadina for Wagge, and 1, the Master, do hereby the control of the Crew folk and including the Crew folk and including the Crew folk and including the Crew folk and the Signatures of Crew (each to be on the line on which he signed in Col. 1.) 10,	weeks for which National Insur- nuce Contributions are payable	
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given in Leaflet N.1.24, copies of which may be obtained from any Mercantile Marine Office.

							PARTI	CULARS
					ADDRESSES OF MASTER AND CREW		Date and	Place of Signing Agreement.
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	"Nationality (if British state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Slilp, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.
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† The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as \$ 1f 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

OF ENG	GAGEMENT						To be fil	PARTICULARS Elled in by the Mas Descrition of an	OF DISCHARGI ester upon the Disch ny Member of his C	E, &c., harge, Doath, or Drew,	RELMASE		Number	
	No. ol			Amount of Wages Advanced	A .	Signa ture of Initials	Date Plac	or of Death		1	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 needly release the soil undersigned Members of the control of the soil owners are the soil Voyage.	Signature or Initials of Official before	weeks	
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 be per Week or Calendar Month,	Advanced upon or at the time of Engage- ment ‡	Amount of Weekly, Half Mouthly or Mouthly Allotment.	Initials of Official before whom the Sea-	Date.	Place,	Cause.	Balance of Wages gaid on Discharge,		Pold and	Contri	тепсе
8.	o.	10,	11,	12,	13,	man is engaged 14.		10.	17.	18,	Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Release algued and Date. 20.	payable 21.	Rel
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PARTICULARS

-					ADDRESSES OF MASTER AND CREW	Name of last Chin with	Date and this	Place of Sign Agreement,
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	*Nationality (if British state birtiplace—see footnote).	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.	Place,
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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, should be described as I if the advance of the Crew enters IIIs 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 scafarers are

OF ENG	GAGEMENT						To be file	ARTICULARS led in by the Mas Desertion of an	OP DISCHARG: ler upon the Disch y Member of his C	E, &c., iarge, Death, or irev.	RELEASE		Number	
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,	or Calendar Moath,	or at the Ume of Engage- ment ‡	Amount of Weekly HalfMonthly or Monthly Allotment,	Signa- ture or initials of Official before whom the Sea- man is engaged 14.	Date,	Place.	caving this Ship,	Balance of Wages paid on Discharge.	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.)	official before whom the balance of Wages was Paid and	of weeks for which National Insur- ance Contri- butions are payable	Reference No.
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							1	CULARS
Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGH BOOKS.	Age.	"Nationality (if British state birthplace—occ 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.	Place of Signin Agreement.
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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, should be described as a state town or country of birth, and if born in a foreign described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as a state to be stated under the capacities of 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

OF ENGAGEMENT				To be fill	ARTICULARS C ed in by the Maste Descrition of any	or DISCHARGE rupon the Disch Member of his C	E, &c. arge, Death, or reso.	RELEASE			:			
In what Capacity engaged.†	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2	Date and Hour at which he is to be	or Culendar	lime of	Amount of Workly, Half Monthly or Monthly	Signa ture or initials of Official latore whom	Date, Place	e and Cause of lee or of Death,	ving this Ship.	Balance of Wages paid on Discharge,	We the under-laned Members of the Crew of this Ship, do hereby release this Ship and the Master and Owner of Owner the read, from all Chims for Wages, or otherwise in respect of this Voyage, and t, the Master, do berely release the said understand Members of the Crew from all Chims in respect of the said	Official Lefore	of weeks for which National Iusurance Contributions	3 2
27	or R.V.2 (If any),	on boatd,	Month,	Engage- ment ‡	Allotment,	the Sea man is engaged 14.	Date,	Place,	Cause.		Signatures of Crew (each to be on the line on which he signed in Col. 1.)	The state of the s		Deference
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FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

Services required by Law.

Strones required by Law.				
		sount other		
(10) P		ı. d.		. d.
(10.) For every seaman engaged before a Consular				
	8	0	я	0
(11.) For every alteration in comment				·
the respect of every seaman concerned)	4	0	4	0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer				
the state of the content of the cont	B	0	8	0
(13.) For every desertion certified by a Consular Officer				
Officer	4	0	4	0
(14.) For receiving a return of a hirth or death of any person on board a ship, and for endorsing the ship a				
agreement with respect thereto	4	0	4	0
(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act 1804 (7).				
	6	8	7	0

Services required by parties interested.

(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 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional manmaximum £2 10s, 0d.

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

(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not take shored in addition to Provide the Provide State of the shored in addition to the state of the shored in addition to the shored in the shored in addition to the shored in the s to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval 6

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have canctioned the yithin Agreement and that the STANLEY, FALKLAND IS All Dis A's produced on engagem

were delivered to the Muster. 5

BRITISH CONSULATE MONTEVIDEO



Avorage rate of exchange 6 -55= 81 (for conversion of scallen a wages only)

I horely certify that the Seaman on

has been discharged at this illness

being wages due to - has been paid , and that Ris

effects, Dis. A. and Insurance Card have been delivered to me

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hencey centify that I have this day sanctioned the dischange of the seames whase names appear as lines 224 19 and the engagement on the Teams of the within warten agreemen of the seamer whose manes appear an lines 27 9 28

STANLEY, FALKLAND I

OBS 4 Deacan for canveyance to Mantevideo. STANLEY, FALKLAND

> BRITISH CONSULATE MONTEVIDEO



Vessel arrived / "Chagust 1950.

Average rate of occurance \$ 6.51 : 13 for conversion of seamen's wages only) I hereby certify that the Seamon un

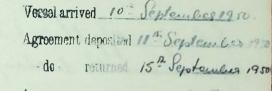
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has been Olis charged at this port with my sanct on on the ground of Soic Knoss

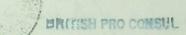
and that the sum of being wages do to harn has been paid

offects, Dis. A. and Insurance Card have been belivered to we

BRITISH CONSULATE



(for conversion of seamen s wages only)



I leneby centify that I have this day sanchianed the discharge of the season where names appear an line 8, 18 86 and the engagement on the tenus of The within waitlen agreement afthe seemen whose names appear an lines 31.32 933.

BRITISH



Vessel arrived 1 October 1950 Agreement deposited 16 " Octobes 1950 -do- returned 13 " October 19 00.

Average rate of exchange: \$ 6.55 = \$1 the conversion of seamen's wages only

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents

I hereby centify that I have this day sanctimed the discharge of the seamen whase names appear an lines 7, 12, 16, 17, 23, 28, 27, 38 4 and the engagement on the leaves of the within written agreement of the seamen whose names appear an lines 34 to 39/incl.

STANLEY, FALKLAND IS.

BRITISH CONSULATE MONTEVIDEO



Vessel arrived 9/x1/1950 Agreement deposited 14/×1/1950 -do returned 3 - 1/ovember 19.0

Average rate of exchange: \$ 6 - 55- 21 (for conversion of seamen's wages only) I were cortify that the Seam n or

he & boon diacha port with my sanction on the ground of

I hereby centify that I have the descharge of the seeman whase name appears an line 32 on the grounds afmutial causent Shipping master

I hereby centify that I have this day sanctioned the dischange of the seamen whose names appear an lines 35, 40, 33 &4 and the engagement on the teams of the within waitten agreement of the seamen whose names appear an lines 41,44,45 \$ 47-49 wich.

BRITISH

Vessel arrived 28" December 1950

Agreement deposited 26 - December 1950 -do- returned 5" Paracony 1957

Terrore rate of exchange \$ 1 18 for conversion of seamer s wages only

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

agreement' terminates this touch day of farmany,

> SHIPPING MASTER, STANLEY, FALKLAND IS.

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

Endorsement to be made by the proper Officer on the termination of the voyage, in connection with Section 28, Merchant Shipping Act, 1006.

The wages and effects of scamen left behind abroad by reason of descrition, 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

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 see as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.
- 2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- 3. Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or-persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 1001., 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—
 - (a) Produce the Certificate for himself, his Mates, and his Engineers, and
 - (b) Produce the Apprentices destined for the voyage, together with their indentures.
 - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- 9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.
- 11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- 12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 5!.
- 18. The Master of a foreign-going Ship incurs a Penalty of 5l. if he does not report to the nearest Mercantile Marine Office any changes in his Crew before he finally leaves the United Kingdom.

Ports Abroad.

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

- Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agraement, and all Indentures and Assignments of Appronticeships. 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 Ponalty. (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 Pennlty of 101.
- 18. In every case in which a Crew is to be discharged at the Mercantile Marino 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 Marino 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 Approntice. 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 51, 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 Oficial Log-Book.
- 21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 10l. to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20l. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- 22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.
- 28. 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. 1908. (See page 9, cols. 19 and 20.)