

(04) OFFICIAL LOG-BOOK

(54 Pages. For 125 Men.)

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Chin	Official Port of Registry.		Registere	d Tonnage.	N / M	No. of
Name of Ship.			Gross.	Net.	Name of Ma	ster. his Certificate if any.
1/s FITZROY	101827	STANLEY F.I.	7.58	343.	K. A.J. PITT.	11.n.s., 1081.53.
Done of which and Pata						Mark on which and Pan.
Port at which and Date when voyage commenced.		Nature of the			V	Port at which and Date when voyage terminated.
Port 1. T. 7. 44.	of Tooling	ny. It the parish in	Ling St. 12.4	to the factor	liss wind Po	rt Staley ute 30-12-4-4
on 30 day	of Se	the Mercantile Ma	rine Office	at the Pe	ort of St	anley
C						
Countersigned While		*******			Kaylur	

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

List of Crew and Report of Character.

	•		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.
1	Kaffer	Jaster_	VY.	J.G.	
2	7. Jones.	is hate	1.4	19.	
3	FA Slagwick.	2 - hate + hou	1.9.	1.9.	
4	J. E. Sleften	35 male.	9.9-	y. y	Pag
5	R. alkins.	21. Carlo	1.4	D.5	
6	I herenope,	3: Engl.	0.9	11.5	
7	J. Barns.	TAB.	V.J.	7.2	
8	J. Bundes,	HB.	116	10	
9	A. Coloftan	AB+ Laure	1. 119	V.G.	
10	S. Lyse.	AB.	11.5 .	116	-
11	W. Bender.	O.S.	1.5	11 &	-
13	le d'agan	0.5	0.1.	119	
14	e Marsia	B/ C/ 2/	154	110	
15	B. Oya Pour.	as . Fend	N.G	V.4	
16	B. Oyapzum.	as Sterid		03.	P. 30 .
17		Cook.		19.	
18	1. Smith.	Party Boy	11.4.	1.4.	
19	b. Harrisan	Sakepa	1.4	J.G	
20	I. Lindenberg.			1.9.	
21	of hiddleton	Liena		V.G	
22	W. Duncan	Tuena.		V.S	
23	M. Lyse.	1.7.0	0.4	Ug	
24	211 0/0000	lok. Engi	V.S.	N.J.	
25	W. F. Barnes	Panty Bay.	V. G.	19.	

List of Crew and Report of Character-Continued.

	N		Report of	f 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	J. Smith	Party Bay.	18	J.G	-
27	W. J. Halliday	Fireman	J.G.	V.G.	
28	D. W. hiller	Purser	N.G.	N.G.	
29	a.s. Siddle	0.5	N.G	U.G.	
30	6. mac human	4th hate	119.	U.S .	
31	E.M. Pia	Stewarders	U.G.	119.	
32	E. allisa	Res. Purser	U.G.	0.9.	
33	A. Stalleday	05.	11.4	1.4	
34	In . Hardy	has Staward	V. 4	0.9	
35	T. Lindenberg.	Firema	U. G	1.4	
36	A. Clifton	AB. Church	N.5	V.G.	
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List of Crew and Report of Character-Continued.

	List of Crev		Report of	Character.	relating to a member of the Crew, the	
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	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.

	Name and Company	Capacity	Report of	Character.	If there is any entry in the Official 1 og relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
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List of Crew and Report of Character—Continued.

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

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

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

BIRTHS AND DEATHS.—The duties of the Master with regard to the registry of births and deaths on board ship are defined in the following extracts from Section 254 of the Merchant Shipping Act, 1804:—

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

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

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

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

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

When reporting the required particulars upon a Form B. & D.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.

MARRIAGES.

Names and Surnames of both Parties. 2	Age.	Whether Single, Widow, or Widower.	Profession or Occupation.	Father's Name and Surname.	Profession or Occupation of Father.
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	Names and Surnames of both Parties. 2	Names and Surnames of both Parties. 2 3	Names and Surnames of both Parties. Age. Widow, or Widower.	Names and Surnames of both Parties. 2 Age. Widow, or Widower. Yorkey and Surnames of both Widow, or Widower. 2 Profession or Occupation.	Names and Surnames of both Parties. 2 Whether Single, Widow, or Widower. Profession or Occupation. Father's Name and Surname.

(Signed)	Officiating Clergyman.
	Master or Officer in Command.

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	Date o	of	Name (if a	any) of Child.	Sex.	Name a of	nd Surname Father.	Rank, Proof or Occupants of Fa	rofession, ipation ther.	Name and Su of Mother		Maiden Surnan of Mother.
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									(Columns to	be fill	DEATHS ed in by the
	Date of Death.	Place (See inst previo	of Death tructions on ous page).	Name and Sun	name of Dec	ceased.	Sex.	Age.	Rank Pro	c or Rating, fession or upation.*		Nationality ting Birthplace.
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Lascars are Asiatics and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia.

Officer in Comma						To be filled in by Omeral to whom Report is made.	
Father		Moth	ner.	Signature of	Signature of	Port at which Report is	
Nationality (stating Birthplace).	Last place of Abode.	Nationality (stating Birthplace.)	Last place of Abode.	Signature of Father or Mother.	Master and Mate or other member of the Crew,	made and Signature an Title of Officer to whom reported.	
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(See Instructions	on previous p	age).					
Officer in Comman	ıd.	- `				To be filled to by Official to whom Report is made.	
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ing Masters.					,	reported.	
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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF ECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, FIRE DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS, OCC.) AND FIRE PLANMINATION OF DRILLS (BOAT DRILLS) AND FIRE LIFE SAVING APPLIANCES AS REQUIRED BY THE MERUTIAN 1 SHIFT IN G. AUTS, 1894 to 1932.

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

[Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933.] Twite surgest 26. 4.44 Nature of Drill or Muster. Date of Drill or Muster and of Examination of the Life Saving Appliances Cas & Passenger in good contin steed with P. Smits of R. Jackets all hands with all took of Sear 5-8-14+ put in good Macheto F. Evito. sides. Twito Esseng. 22.8-44. Equip ex + passego. also servin Javito Sweepe Resumpro 1 ces sel stres Varilo Swing. all Egype + 18-9-4 Passe giro : Oed Tarto Swife. Passingus Coe all food water 26-9 with he packets Praise & Sear found Desite wang etc. in perfect order. Saits Swangart, good cardition Prosengus Cold. 10-10-44. Vissel in Drydock til Passengers Chew all Stores 5 present with L. Passenger & Crew food in good stered with L.J. passe grof the 24-12-44 Javits susu all year etc or crew were • An entry should be made of the type of drill or muster held, i a

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

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

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

Date of Drill or Muster and of Examination of the Life Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
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^{*} An entry should be made of the type of drill or muster held, i.e., whether boats were swung out and manned etc., whether the passengers or crew were mustered, whether the crew were practised in fire drill, etc.

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF ECORD OF DRILLS (BOAT DRILLS, FIRE DIVILLS, &cc.)

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

LIFE SAVING APPLIANCES AS REQUIRED BY THE INTERCEMENT SHIFTED ACTS, 1894 to 1932.

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

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

Date of Drill or Muster and of Examination of 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.
Life Saving Appliances.				
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An entry s	hould be made of the type of drill or my	ister held, i.e., whether boats were swung		

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

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

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

Date of Drill or Muster and of Examination of the Life Saving Appliances. Nature of the Examination of the Life Saving Appliances, and the condition in which they were found. Date of Entry. Nature of Drill or Muster.* Signatures 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 DRILLS (BOAT DRILLS, FIRE DRILLS, &c.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

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

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

Date of Drill or Muster and of Examination of the Life Saving Appliances.	Nature of Drill or Muster."	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
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	be si quartes good. Passi-gers granis end be improved.		support - haster
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/_	Very satisfictory years	-11-10-44.	diffett haster
	lessel i- Dhy lock	li li	10-44 "il 10-11-44.
15-11-44	Vissel - Jus improvere	25-11-44 15	Safir harden
12.4h	Ill accomodation clean but as Steward's Room	17.12.44.	Kaplie master
7. 12-44	Schoffactory improved but could be a little	x 27-12-44.	Naylier haster
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Date of Inspection.	Results of Inspection.	Date of Entry.	Signatures of Master and Mate.
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Date of Inspection.	Results of Inspection.	Date of Entry	Signatures of Master and Mate,
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Date of Inspection.	Results of Inspection.	Date of Entry.	Signatures of Master and Mate.
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EMPLOYMENT OF LASCARS.

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

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

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Voyage.	DECK ENGINE DEPARTMENT. DEPARTMENT.	Stewards' Depart	MENT. TOTAL.	Under Deck Department, include all Lascars employed in nection with the navigation of the Ship, or in look after the cargo.
			ners.	Under Engine Department, include all Lascars employed attending on machinery.
From the United Kingdom.				Under Stewards' Department, include all Lascars employed attending on passengers or crew,
To the United Kingdom.				NOTE.—The death of a Lascar member of the crew should recorded in the space provided on pages 8 and and all entries in the Asiatic log relating to the c should be copied into this Official Log-Book.
J.	l aster		Date	
he following are the	FEES chargeable for number which preced	or services renderes each fee is th	ered by Consular at shown in the	Officers, in connection with the Official Log: Consular Fees Orders in Council).
to be paid by the p default, in addition In all country		e in y— £1 5 0 of the Fees charged	to any e British V by the I In	affixing Consular Seal or Signature ntry in the Official Log-Book of a Vessel, if such entry is not required Verchant Shipping Acts— a all countries except China 9 6 This Form, and cancelled. Stamps must on
	LOAD	,	TH OF LOAD	ING, Etc.
1	Freeboard from deck line		A LINE AND	Load Line,
Tropical	feet	2'	inches.	(T) — inches above S.
Summer	feet	27	inches.	(S) Upper edge of line through centre of disc.
Winter	fcet	6"	inches.	(W) 37 inches below S. (WNA) inches below S.
Winter North Atlantic (if assigned)	feet	3	inches.	
	ter for all freeboards:— he deck line from whi	ch these freeboard	ls are measured is	inches.
above the top of the	Stee	L .	taken from Load I	deck at side.
Maximum draught of	valor in cummer	old of water in s	feet	ht of water which would be shown she were so loaded that the upper

1.—The above particulars, and particulars of depth of loading as detailed on the following pages, are to be recorded before the ship leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea.

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

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

4.—In the case of a home trade ship, columns 9-15 need not be filled in.

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

water freeboard.

6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is 15,

the density to be entered will be 1010.

7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 30° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of those Rules.

The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said

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

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WE ROUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD Upon every occasion by proceeding to Sea. See Notes on page 19.

			DEPARTUR	ES.					SIG	SNATURES.	A	RRIVALS.
Date and Hour of Dock, Wharf, Harbour or Other Place.	ACTUAL DRAUGHT of WATER.* Forward. Aft.	ACTUAL FREEBOARD AMIDSHIPS. Port. Starboard. Mean.	Water. Den	For Ashes and Rubbish.*	For Fuel, etc., t	Mean Draught in salt water as calculated after making the appropriate	Mean Freeboard Amidships in salt water as calculated after making the appropriate	Date and time of Posting the Notice.	Master.	Mate.	Date and Hour of	Dock, Wharf, Harbour
Departure. (2)	(3) (4) Ft. Ins. Ft. Ins.	(5) (6) (7) Ft. Ins. Ft. Ins. Ft. Ins	(8)	(9) (10) Ins. Weight. Ins.	of Inland Wabwances (11) (12) Distance. Ins.	the appropriate allowances. (13) I't. Ins.	(14) Ft. Ins.	(Notice L.L 14A or 14 B.) (15)	(16)	(17)	Arrival. (18)	or Other Place.
8-7-44 OL 1	76 12.6	4 3 4 3 4 3	"1025.						Kaylors .	hernil ha	23-4-44	Stanley.
5-7-44 Stanley	9'0" 14'0"					-			of affect.	mederil Joses.	30-7-44 41m.	manterales
11.30 Pm marterileo 2-8-44 Stanley		1 02 / 02 / 02 / 02				-			Kallia .	mederil bors.		SAN Carlo
10th Stales 4-8-44 Stales 19-8-44 Inwendes	,	242424							Hughis	Guelling Jones.	27-8-44	Stanley
9-8-7+ J-10Pm hurrendes	9'00" 14'8"	4 -1			-				Truffir .	quederili fores.	4-9-44 10 Am.	Stanley
50 m. Stanley 50 m. Stanley	9'3" 13'7								Lafter.	mederal frame.	7.30 mm 21-9-44 20m.	Stanley.
21.00 Junterides	9'9" 14'5	" 1' 102 1' 10: 1' 18:	1025.						Kylo .	Wilderil 1 200	28-9-44	Stanky.
5/0-44 Stanley 6/m. Markerideo			1025 1025						Kastur.	reclarid from	15-11-44	nasterides
4 Pag. Rio Sande de Sa	1 10'00' 13'00	~2'3" 2'3" 2'3	" 1025.						Kaghir_	Grederit Joses	22-11-44 00-40Am.	harterides
4-91644 hanterides 5-12-44 Stanley	9'00" 13'6	2 6 2 6 2 6							Klyfur	Cadenil Jas.	19-12-44	Stanky
5-12-44 Stanley 4-12-44 harterides		"1' 5" 1' 5" / 5"							Klylia.	Trecevil fore.	71 6 17 11	Staley
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NOTE.—Masters of Shins wh	en engaged on a V											
* See Notes on page	19.	Trade Voyage are only required to	record the particu	lars stated in Columns 1 to 8	and 16 to 19.							

DATES OF DEPARTURE FROM AND ARRIVAL AT EACH DOCK, WE Upon every occasion RBOUR OR OTHER PLACE with the DRAUGHT OF WATER AND FREEBOARD ip's proceeding to Sea. See Notes on page 19.

DEPARTURES. SIGNATURES. ARRIVALS. ACTUAL FREEBOARD
AMIDSHIPS.* ALLOWANCE. Actual Draught of Water. Density of Date and time of Posting the Notice. (Notice LL 14A or 14 B.) Date and Hour of For Fuel, etc., i Consumed on St of Inland Wat (11) Howances. Date and Hour of Dock, Wharf, Harbour or Other Place. For Density of Water.* For Ashes and Rubbish.* Water. MASTER. Dock, Wharf, Harbour or Other Place. MATE. Starboard. Mean. Port. Forward. Aft. Departure. Arrival. (13) (14) Ft. lns. Ft. lns. (12) Ins. (1) Distance. Weight. (16) Ft. Ins. Ft. Ins. Ft. Ins. Ft. Ins. Ft. Ins. (17)(18)Note,—Masters of Ships when engaged on a Home-Trade voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19.

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

(1) In column headed latteries, 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 bours.
(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 bours.
Entries to be sugned as indicated. Details regarding the entries in this Log to be put in Wireless log by the Operator.

24

25 12 " " 13 " 13 " 14 44 2 3 Auto-alarm.

27 26 Master. (See page 3 of Cover.) DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938.

(2) 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 Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been tested at least once every twelve hours.

(2) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been tested at least once every twelve hours.

(3) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been tested at least once every twelve hours.

(3) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been tested at least once every twelve hours.

(4) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been to food the Operator.

(4) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been to food the Operator.

(5) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been to food the Operator.

(6) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been to food the Operator.

(6) In column headed Batteries, state daily while at sea "Yes" or "No," whether has been to food the Operator.

(7) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm receiver has been to food the Operator.

(8) In column headed Batteries, state daily while at sea "Yes" or "No," whether the Auto-alarm received at least once every twelve hours. Auto-alarm. Auto-alarm. Auto-

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

	Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Farliament.	Fine or Forfeiture Inflicted.
	18-7-44. 6AM.	P. Stanley	18.7.44	R. atking 2 de lay to acting the gr.	34.
	28-7-44. 6PM.	P. Stanley	28.7.44	Ration the egran his 5 this day resumed duties as 2 = 32 g	
W When	3/9/44	,		The Seriel pores	Hate.
Mor grau.	A No.	v / × · ·	Mad	the Casket cartaining the askes of the late MR. R. King - Premie where this day Buried at sea after a short serve by the haster this	ee Julate
	11(9(++	Port Fun Carles	12/9/44	Whilet loading hundles of wheat hider, one of fell overhound and was lost. Agesterial for	ide
	į				

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Officer authorised to receive the Seaman into such Service.

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Crew, and every entry of the Crew, and due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed on board (if any); and every entry of wages Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE: Reading over Entries of Officer.

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

OFFICIAL LOG of the

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

te and Hour or		e of Entries required by Act of Parliament.	Amount of Fine or Forisiture andicted.
13.0		NOI 4	
gant	8th 19/0: At Po	rt Stephens, Falkland Islands. 16-9-44	1979
1/4/1	2		1911
	Resumed discharge loading wool. (0830 Meal interv	ing general cargo and commenced discharging horses a	and
	Received followi	ng wireless message: "Urgent from N.O.I.C Falkland	is.
1022	Received followi Proceed all spee	sible speed North Tamar. Marchesi in distress ng wireless message: "Urgent. Pitt from Roberts. d assistance vessel in distress five miles north	
1070		Stop. Tow to nearest safe harbour "	
	Ceased cargo wor Weigned anchors. gress hourly.	Keeping continuous W/T watches and reporting pro-	
104.8		ort Stephens, at best possible speed.	
	Weather: wind no	rth, force 4. Sea slight. Barometer 29.16", Theraclear. Slight swell.	n.
1720	Received followi	ng wireless message: "From N.O.I.C., Falklands.	
	Gale warning	Force 7, northerly to northwesterly winds are ex-	•
1900	pected in Falkla	nd islands	-
1935	Made Fanning Hea	d during foggy interval. Average visibility 1 mile.	
2010	Ran out of fog.		
2050	Sighted H.M.S. "	William Scoresby's" torches.	
2155	About 6 miles n	orth of Eddystone Rock. Stand by below.	
2156	Reduced speed ne	aring H.M.S. "William Scoresby".	
2200 2 3 00	Made towline, (c	ring in heavy northerly swell. ne 44" flex. wire shackled to two 52" manila ropes, both wire and rope from "Fitzroy") fast the H.M.S.	
	11:Hilliam Scanech	y"m and commenced to tow.	
23:15	Full speed ahead	, towing H.M.S. "William Scoresby" towards Stanley.	
	9th 1944.		(a)Py-
0100	Fog set in. Mod	erate northerly swell.	El.
0645	Fog lifted. Win	d westerly, force 5.	
	Rounded Pt. Will Entered Port Sta	3 come how house	
0948	Cast off H.M.S.	"William Scoresby" and tug m.v. "Clio" took tow.	
	also general cargo	rations the "Fitzroy" had 29 bales of wool on board, as per manifest, for the following ports: Johnson' incon Grande, Salvador, Teel inlet, Douglas Station arlos, Port Howard, Fox Bay, east and west.	
		14 adult passengers and 2 children aboard.	4
and the second	1.01		18.0
Ma.	20km	4 Declarif	OFF
100	assign Master	• Mate.	136
1/11/	assi-9"	1,	17.1
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Master and by the member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service.

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Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount Fine of Forfeltu inflicted
	Hontevideo, H	ovember	22nd. 1944	
	"F1 tz (port	M/24/ G	ng wharf, berth No. 4. Montevideo, s.s. port quarter struck s.s. "Colonia's" stern and as a result the horizontal angle support davit of the clashy of the "Fitzroy" was t	
	arcini A	Kalm	Gederik Jones.	
4-12-44 6 Pm	P. Stanley	4/12/44	R. Baldrini, aso'skward, sas this day pranoted to ship's Cook, with wages increase from 5-12-44	
14-12-44 11 Am	P. Stanley	4-12:44	R. Baldre-i ass. Stevent revert his Mutics as ass' Stevent with wastes accordingly man this If there thate	day.

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

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

OFFICIAL LOG of the

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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 Pice or Forfeitur Indicted
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om		Date of	Entries required by Act of Parliament.	Amount of Fire or Forfeiture Indicted,	Date and Ho of the Occurren
Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Entry.			
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of water and by the Mate and by the Mater and by the Master and by the M

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te and Hour the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fire Fort-store inflated
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of wages of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); the Mate and some other every entry of illness, injury or death must also be signed by the Master and by the Master and by the who enters His Majesty's Service must be signed by the Master and by the Maste

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

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

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Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amoun Fine Forteli inflict
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Mate or some other of the Crew, and Seaman or by the Officer authorised to receive the Seaman into such Service.

NOTE.—Reading over Entries of Officer.

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NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the blue cover on this Official Log-Book.

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.	
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and Seaman of the Crew of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other of by the Officer authorised to receive the Seaman into such Service.

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every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and the to, or of the sale of the effects of, any Scaman or Apprentice who has died must be signed by the Master and by the Scaman or by the Crew; and every entry of wages due to any Scaman who enters His Majesty's Service must be signed by the Master and by the Moster and by the Officer authorised to receive the Scaman into such Service.

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

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N.B.—Every entry in this Log-Book required by the Act must be signed by the Masser and Sv. See New 2018.

every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitiones or Secure 2019.

due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Warner 2019.

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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Mate or some other of the Crew, and member of the Crew; and every entry of wages due to any Seaman who has died must be signed by the Master and by the Mate and some other of the Crew; and every entry of wages Seaman or by the Officer authorised to receive the Seaman into such Service.

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

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

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

Powers for enforcing Act.

723.—(1.) Where any of the following officers; namely,—
any officer of the Board of Trade,
any commissioned officer of any of His Majesty's ships on full pay,
any British consular officer,
the Registrar-Ceneral of Shipping and Seamen or his assistant,
any chief officer of customs in any place in His Majesty's dominions,

any saperintendent.

any superintendent.

has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation, is not conaphed with, that officer may—

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

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

(c) intester the crew of any such ship; and

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

under this section, fails without respect to allow the action fails without respect to allow the action of required produce under this section, or refuses to allow the action or refuses or neglects to give my explanation which he is required under this section to give, or knowingly insteads or deceives any officer authorised under this section to demand say such explanation, that person shall for each offsece be liable to a fine not exceeding twenty pounds.

Entries of Orders by Naval Courts.

483.—(3.) All orders made by any naval courts shall, whenever practicable, be entered in the official log-book of the ship to which the parties to the proceedings before the court belong, and signed by the president of the court.

Comptaints as to food.

Complaints as to food.

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

Merchant Shipping Act, 1906.

Entry lu Log-Book of boat drill, etc.

Entry in Log-130ck of boat offil, etc.

b.=(1.) The interest of every British ship shall enter or cause to be usered in the official log-book, a statement, or if there is no official whock, cause a report to be kept, of every occasion on which boat had its precised on board the ship, and on which the life-saving exclanation as board the ship have been examined for the purpose of the those appliances are fit and ready for use.

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

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

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

23.—(1.) If a searcan belonging to any British ship is left behind what the British Islands, the master of the ship shall subject to the season as may be, enter in the official log-book a statement of the season as may be, enter in the official log-book a statement of the season as may be, enter in the seaman and of the amount due to the season on account of wages at the time when he was left behind.

be faction from wages and payments to Superintendents, etc., of fixes.

13.—31.) Every fine imposed on a seaman for any act of misconduct which his agreement imposes a fine shall be deducted as follows

which his agreement imposes a fine shall be deducted as follows to to say):—

At the offender is discharged in the United Kingdom, and the offender, and the entry in the log book required by the Merchant Shipping Acts in respect thereof, are proved to the satisfaction, in the case of a foreign-going ship of the superintendent before where the offender is discharged, and in the case of a home-trade thip of the superintendent at or marest the port at which the crew are discharged, the master or owner shall deduct the fine from the wages of the offender;

The if the offender caters His Majesty's naval service or is discharged abroad, and the offence and the entry as aforesaid are proved abroad, and the offence and the entry as aforesaid are proved

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

by the officer or authority to whose satisfaction the offence is proved.

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

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

(b) if the offender enters His Majeste's naval service, on the return of the ship to its port of destination, if that port is in the United Kingdom, to the superintendent before whom the crow is discharged, or in the case of a home-trade ship to the superintendent at or nearest to the port at which the crew is discharged, and, if the port of destination is not in the United Kingdom, to the proper authority as defined for the purpose of this Part of this Act;

(c) If the offender is discharged at any place out of the United Kingdom, to the proper authority.

(4.) If a master or owner fails without reasonable cause to pay any fine as required by this section, he shall for each offence be liable on summary conviction to a fine not exceeding six times the amount of the fine not so paid.

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

Notice of disrating of seamen.

Notice of disrating of seamen.

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

so furnished.

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

PART 1 .- Safety of Life at Sea.

Amendments of Merchant Shipping Acts as to Life-saving Appliances.

5.-(3) The following section shall be substituted for section four five ared and thirty-one of the principal Act:-

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

under this Act.

(3) If the surveyor finds that the rules for life-saving appliances have not been complied with, he shall give written notice to the owner or master stating in what respect the said rules have not been complied with, and what, in his opinion, is required to rectify

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

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

5.—(6.) Subsection (1) of section nine of the Merchant Shipping Act. 1966 (which requires the master of every British ship to enter in the afficial log book a statement of every occasion on which boat drill the afficial log book a statement of every occasion on which boat drill a practised on board the slop) shall be amended by inserting at the condition the words "and if, in the case of a passenger steamer, "boat drill is not practised on board the ship in any week, the master shall ruter a statement of the reasons why boat drill was not practised in that week."

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

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

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

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

7.—(1.) The power of the Board of Trade, in consultation with the
Postmaster-General, to make rules under sub-section (2) of section
one of the Merchant Shipping (Wireless Telegraphy) Act, 1918, shall
include power to make rules—

(a) requiring the master of a ship to enter in the official log book
such particulars relating to the operation of the wireless talograph
installation and as to the maintenance of the wireless telegraph
service, as may be specified in the rules.

Marrhant Shipping (Wireless Telegraphy) Mules, 1936;
Article 12 (4) Latteries, whether (asming part of the main or emergency installations, shall be maintained in a fully-charged condition.
A statement that this requirement has been fulfilled shall be inserted
in the official log book each day.

First Schasule to the Rules.

5. In ships fitted with an approved auto-alarm :—

(v) While at sea the auto-alarm receiver shall be tested at least
once every 12 hours. A statement that this requirement has
been fulfilled must be inserted in the official log book each day.

Entries relating to Water-tight Doors, etc., in Passanger.

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

Entries relating to Water-tight Doors, etc., in Passinger

Steamers.

21.—The raise set out in the Third Schodule to this Act with respect
to water-tight doors and other contrivances shall be complied with
in overy British passenger steamer registered in the United Kingdon,
and if any of the said rules is contrivance in the mass of any and
steamers, the master thereol shall for a fine
not exceeding one hundred pounds.

Note.—For further details see special Supplementary Log Book,
(Kingro, Olio.)

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

26.—(8.) If the master of a British ship resistered in the United Kingdom, on receiving on his wing the persons in the case, considers it unreasonable in united assistance of the persons in distrest, he shall first in and a national by wireless telegraphy informing the master in the order of the persons in distrest, he shall first in and a national by wireless telegraphy informing the master in the order in the official tog book his reasons for not some to the assistance of those persons and it he fails to to the assistance of those persons and it he fails to the assistance of those persons and it he fails to the same of the condition of the conditi

Masters are informed that it is very desirable that the following entries should be unade in the Ones to settle wages disputes and for other purposes to enable Superintendents to settle wages disputes and for other purposes

1. Every case in which the allowance of provisions is reduced.
together with the quantity, or quantities, of the article, or articles so reduced.
2. Every case in which the daily allowance of Lime Juice is not 2. Every case in which a member of the crew is premoted to 3. Every case in which a member of the crew is premoted to 3. Every case in which a member of the crew is premoted to 3.

and for other purposes -and the rate of wages which the seamen is to seed to
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LOAD-LINE, DEPTH OF LOADING AND FREEBOARD.

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

Load Line Ships.

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

Marking of Deck-Line and Load Lines.

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

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

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

Submersion of Load Line.

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

Penalties.

If-

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

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

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

If any master

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

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

he shall for each offence be liable to a fine two and being twenty pounds.

If any owner fails to cause the load line control to be posted up in his ship, and to be kept so posted up, he will be to a fine not exceeding twenty pounds.

Regulations.

In the Regulations made by the Board of Trick interest Section 50 of the Merchant Shipping (Safety and Load and Conventions) Act, 1932, it is provided that the master of available line ship registered in the United Kingdom shall before the beautiful dock, wharf, harbour, or other place, for the purpose of precising to sea, enter in the official log book:—

- (1) If not previously entered, all the partitions of the direct in the load line certificate of the positions of the partition and load lines and the maximum draught of the summer.
- (2) The actual draught of water of the ship resolvers on the scale of feet on her stem and stern post when the ship is loaded and ready to leave any dock. When the ship is other place together with the actual force any smidships on each side of the ship and the mean freehoard.
- (3) The density of the water in which the ship is dying at the time when the particulars required in paragraph (2) are ascertained.

FOREIGN-GOING SHIPS.

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

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

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



NISTRY OF WAR TRANSPORT In pursuance of 57 & 58 Vict., ch. 60.

AGREEMENT AND LIST OF THE CREW.

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

3	Name of Ship.		Official No. Port of Regis		aictru	Port No. and	Registere	ed Tonnage.	Horse Power of Engines		
	rame or smp.		Omulat No.	1.016.01 1/4	gistry,	Date of Register.	Gross.	Net.	N.H.P. I.H.P. B.H.P.		
	S.S. "FITZROY"		161827	Stanler.	F.I.	1/1932	768	343	90		
Same	REGISTERED MANA	GING OWNER OR	MANAGER.		No.	of Seamen and		ER '			
1	Name,	(State No. of	Address House, Street ar	id Town).	Appre	ntices for which odation is certified.	Name.		Address.		
RROFF	and Solando Co. Res	61 Gracehus	rh Strait	Gradon 5	C	23	-		_		

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

voyages between the limits of 25 degrees South latitude and 55 degrees South latitude, and 35 degrees West longitude and 75 degrees West longitude, for the period ending 31st. December, 1944, or the first arrival at Stanley after that date, or the discharge of cargo consequent on that date.

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

And it is hereby agreed that any Embezzlement or wilful or negligent

Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity

for which he is incompetent he is liable to be disrated.

And it is also agreed, that the additional clauses on pages 2 and 3 and the Regulations authorized by the Boaled of Trade, which are printed herein and numbereds

are adopted by the partic hereto, and shall be considered as embodied in this Agreement; and it is also agreed, that if any Member of the Crew considers himselt to be aggrieved by any breach of the Agreement or otherwise, he shall represent the same to the Master or Officer in charge of the Ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require; and it is also stipulated that advances on account and allotments of part of wages shall be made as specified against the names of the respective seamen in the columns provided for that purpose. And it is also agreed, that6

Seafarer's War Risk Money shall be in accordance with the current agreements of the National Laritime Board, and shall apply to Officers and ratings.
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 Laster.

The crew shall wear the Company's uniform (No. 1

and working uniform) when and where required. Should any member of the crew fail to join at the specified time, the Master may ship substitutes at once.

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

The seamen and firemen shall mutually assist each other in the general duties of the ship, and

shall keep the galley supplied with coal.

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

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

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

Master.

District			These colum	uns to be filled up at th	ne end of the Voyage.
Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
15-4 44.	8. F peluate	30. 12-44	turney (30. 12.44	KOHUT Master.

 Place S.S. before name if a Steamship, 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 are to be inserted the name and address of any person who has chartered the ship and appoints the Master and crew, pays their wages, and has for the time being the whole control of the ship. of the ship.

of the ship.

4. Here are to be inserted the nature and, as far as practicable, the duration of the intended voyage or engagement, or the maximum period and the places or parts of the world, if any, which

4. Here are to be inserted the nature and, as at as proceeding the description of the maximum period and the places of parts of the world, heap, which are excluded.

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

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

N.B.—This Form must not be unstitched. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this Form, an additional Form Eng. 1 should be obtained and used.

ADDITIONAL CLAUSES.

OVERTIME SHALL BE PAID FOR AT THE FOLLOWING RATES: -

(except on sailing and arrival days IN PORT. and in cases of emergency as hereinafter defined in Definition A) whether or not the watches of a seaman are suspended, overtime will be paid for the time actually worked in excess of 8 hours daily on Monday to Friday inclusive, and 5 hours daily on Saturday and for any hours worked on Sunday, subject to the following condition.
(1) No overtime shall be payable for time

employed on Sunday in normal routine and sanitary duties as hereinafter defined (Definition B).

When the watches of a seaman are suspended, (a) while the vessel is in a Falkland Is. port the 8 and 5 hours above referred to shall for such seamen be consecutive save for the usual meal hours worked between 6 am. and 6 pm. Monday to Friday inclusive, and between 6 am. and 1 pm. on Saturday. (b) when the vessel is in a port outside the Falkland Is. these hours shall be worked by such seamen consecutively so far as is practicable the Master being the sole judge having regard to climate conditions and the customs of the Port, provided they are worked between the hours of 6 am. and 7 pm.

When watches are maintained for any seaman overtime shall not be paid to such watchkeeper until 8 hours have been worked (Monday to

Friday) or 5 hours on Saturday.

Provided always that in any port where in the Master's opinion watches must be maintained 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 (extra hours at full rate). not apply, but the hours of such watchkeeper shall eregulated by the appropriate Agreement where applicable regulating nours 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.

Hours of duty shall be any

NIGHT WATCHMEN. Hours of duty shall be any 12 consecutive hours between 6 pm. and 8 am. Overtime and additional pay. Hours worked in the 12 hours preceding or following a night's watching to be paid for as overtime. Night watchmen actually on duty as such for any period between midnight Saturday and midnight Sunday to be paid 9d. per hour in addition to their wages. Messmen or men acting as such. Duties MESSMEN. as required between 6 am. and 6 pm. 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 that 10 hours (members

of the Engine Room Department 9 hours) excluding meal hours but including time spent on Sea watch.
Overtime shall be payable for extra hours worked in port plus extra hours worked at sea over and

above normal sea watch.

Rates. Payment for Overtime shall be at the following rates: -1/- 94. per hour. Boys:

1/ 9th. per hour Min 0. S. 2/6 2# per hour. M. Carpenters. Othere ratings; 115 per hour,

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

In Falkland Island ports the following days shall be treated as Sundays, viz, Christmas Day and not more than three other Public Holidays recognised as such in the port where the ship is lying (the dates applicable to each 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. Normal Sunday Routine and Sanitary Duties.

(L) Cleaning Crew's quarters; wetting down decks; attending to ship's lights and lamps, fire appliances and morrings; 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.

Raising and maintaining steam for, and Note. attending to auxiliary machinery required for working cargo is not included in the category of routine purposes and the routine purposes clause is not to be applied to the case of men placed on duty express-

ly on account of cargo being worked.

Between 1 pm. and midnight Saturday, and between midnight Sunday and 6 am. Monday, where cargo is being worked, and it is established that the work of a Routine Purposes Shift (which would in any case have for the safety of the vessel, or where, although been on duty) is thereby increased to any extent, overtime at 50% of the full rate is payable to the members of the shift for the period covered by the Shift On the question whether or not work has been increased in the terms of the above rule, the decision of the port consultants, where hey are in agreement, is final.

ADDITIONAL CLAUSES.

SCALE OF PROVISIONS

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

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

Article. Jllown Water 28 qu Soft Bread 7 lbs Fresh Meat 87 lls	ck. Article. p trts. Condensed	Allowance for week. 91 ozs.
Fresh Meat Syll		4 ozs.
Rause See note I below and paragraphs 3, 4 and 5 of	Milk for cooking or	4 7 OZS.
Smoked Ham or Bacon Conditions and Exceptions.	Dried	2 ozs.
Potatoes 7 lbs	Butter (see note 2 below)	lb.
Dried or Compressed Vegetables 1 lb	Marmalade or Jam	i lb
Peas, Split	Syrup	2 ozs.
Green Peas, Haricot Beans or Butter Beans 1 lb	S. Cheese	4 ozs.
Flour 2 lbs	. Suet	4 ozs.
Rice	Pickles	I piut
Oatmeal, Rolled Oats or similar cereal Goz		Ĵ ĺb.
Tea 302:		5 ozs.
Coffee (containing not more than 25 per cent. Chicory) 2 0%	Fine Salt	2 ozs.
or	Mustard	į oz.
Cocoa (or Chocolate) 3 oz:		i oz.
Sugar (see note 2 below) 11 ll	s. Curry Powder	Į oz.

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

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

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

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

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

 3. Meat.—The term "Meat" includes "Pork". The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of 3 lb. of salt meat or 1 lb. of fresh meat.
 - Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

 Smoked ham or bacon should, when procurable at reasonable cost, be supplied to the extent of 6 ozs, weekly but not exceeding 8 ozs, and count as preserved
- meat Note.—In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

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

 Fresh fish up to a promount not appealing 11 the non-weak new head that the cooking.
- Fresh fish up to an amount not exceeding 1½ lbs. per week may be substituted for fresh meat and shall be regarded as equivalent to two-thirds of its weight
- of fresh meat.

 In any week in which less than 8 ozs. of fresh fish is issued there shall be issued fish of a fatty type, such as kippers or tinned salmon, herrings, pilchards or sardines, the weight of which shall be one-half the amount by which the fresh fish issued is less than 8 ozs. Dried fish or tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1½ ozs. of dried fish or 1 oz. of tinned fish to 2 ozs. of fresh fish.

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

 6. POTATOES.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship the procurable in the case of every ship the procurable in a sound condition of September and the first day of May, and at any other time when they are here.
- leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.
- When fresh potatoes are not so issued, an equal amount of rice, yams, sweet potatoes, or vegetables preserved in tins, or an equivalent amount of dried or compressed potatoes or dried or compressed vegetables in the proportion of 1 lb. to 6 lbs. of fresh potatoes, or fresh bread in the proportion of 1 lb. of bread to 1 lb. of fresh potatoes, must be issued in their place.

 7. Dried Milk.—Dried milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition,
- in a cool, dry place, for the period during which it may be required.

 8. VEGETABLES.—Fresh vegetables should be supplied as often as possible when they can be procured at a reasonable cost and are not likely to be injurious to health.
- On each day when ½ lb. of fresh vegetables (or vegetables preserved in tins) is supplied, these are to be regarded for purposes of the scale as equivalent to one day's supply of dried or compressed vegetables and of green peas, haricot or butter beans.

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

 10. Onions.—The onions to be issued under the above scale must be fresh, store or dried onions when in season; and when fresh, store or dried onions are
- not in season, an equal amount of onions or other vegetables preserved in tins, or an equivalent amount of dried or compressed onions or other vegetables in the proportion of 1 oz. to ½ lb. of fresh onions must be issued.
 - 11. The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

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

Substitutes and Equivalents—Not to be used without Reasonable Cause

				300311	IUIES A	ND EQUIVACIANTSNOT TO	DE USED WITHOU	1 1(2)	230.471	DLL O	ILO JL.			
Salt Meat					å lb.	To be considered equal	Marmalade						1 lb.	1
Preserved Meat					⅓ lb.	10 1 lb, Fresh Meat.	Jam	***	•••		•••		1 lb.	J.,
Coffee					l oz.)	Sутир	***				***	1 lb.	To be considered equal.
Cocoa or Chocolate					1 dozs.	To be considered equal.	Butter	***					₫ lb.	
Tea					₫ oz.)	Cheese	***	***	***	•••	• • •	lb.	Į.
Flour			• • •		1 lb.	1	Condensed Milk				***		91 028.	To be considered equal.
Biscuit					l lb.	To be considered equal.	Dried Milk	***	***	***	•••	• • •	4 ozs.	To be considered equal.
Rice					1 lb.	To be considered equal.	Mustard		• • •		•••	•••		To be considered equal
Oatmeal, Rolled Oats of	r simila	r cereal	S	***	1 lb.	j	Curry Powder	-0.5	•••	•••		•••		To be considered equal
Split Peas		•••			ib.	To be considered equal								
Flour		***			₹ lb.	when issued with meat								
Green Peas, Haricot or	Bulter	Beans			⅓ lb.	rations.								
Rice	•••		•••	•••	₹ lb.	,								

POSITIONS OF THE DECK LINE AND LOAD LINES.

Fr	reeboard from deck	line.	Load Line.
Tropical		feetinches.	(T)inches above S.
Summer	-	feet 2 3 inches.	(S) Upper edge of line through centre of disc.
Winter		feetinches.	(W)inches below S.
Winter North	}	feet	(WNA)
(if assigned)	fresh water for all	freeboards:inc	ches.
			s are measured isinches above
			deck at side.
are top or th	(Above	particulars to be taken from	Load Line Certificate.)

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

REGULATIONS FOR MAINTAINING DISCIPLINE

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

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

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

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

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

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

=					
200	No.	OFFENCE.	Amount of Fine for a first offence.	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	
	2	Bringing or having on board intoxicating liquors	Ten Shillings,	One Pound.	
	3	Drunkenness	Ten Shillings.	One Pound.	
	4	Taking on board and keeping possession of any fire-arm, knuckle-duster, loaded cane, slung-shot, sword-stick, bowie knife, dagger, or any other offensive weapon or offensive instrument without the concurrence of the Master, for every day during which a seaman retains such weapon or instrument	Ten Shillings.	One Pound	Allers -
	5	Insolent or contemptuous language or behaviour to the Master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to law	Ten Shillings	One Pound.	Contract Con
	6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound,	100
=	7	For exposing between sunset and sunrise a light of any description so as to be visible outboard or to reflect upwards, including the lighting of matches anywhere on the upper deck or for failing to comply with any lawful command as to the screening of lights on board (if the Seaman is not otherwise prosecuted)		\	all land
			Forty Shillings	Forty Shillings	

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

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

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

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

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

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

Name in full.	Date of	Nationality† (if British, state	Capacity	If Appr Particulars of	entice Indentures	Date of joining	Par To be If remain	ticulars of Leaving. filled up by the Master, ning it should be stated.	Initials of Official who grants
And the fath	Birth.	birthplace).	culmuity	Date.	Place of Signing.	joining for the voyage.	Date.	Cause of Leaving.	grants Certificate respecting an Apprentice lei behind abread
1. You	ing Persons	under 18 years of	age includin	g Apprentices.		15/4		/	-
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	ren lices over	18 years of age.							-
	-			-			1		
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⁺ if a British subject, state town or country of birth, and if born in a foreign country, state if a natural-born British subject or naturalised, a ln the case of a Young Person (other than an Apprentice) only the name and date of birth need be inserted.

t The capacities of Engineers not employed on the Propelling Engines

* If a British subject, state town or country of birth, and if born in a foreign rs should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described as should be described as § If any member of the Crew enters His Majesty's Service, the An entry should be made in column 21 for every member of the Crew as follows: Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving Officer whose employment is non-manual and remunerated at a rate exceeding \$\frac{\pmathcal{E}}{\pmathcal{E}}\$0 a Ship FITZROY.

OF ENGAGEMENT. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of his Cree. Date, Place and Cause of leaving this Ship, or of Death. (if any), and No o R N.R. Commis-non or R.V.2 (if any). tures of Crew (each to be on the on which he signed in Col. 1.) 108233 min ky prestir Mary. Tink Mete. 2nd Mate a dedginer acta. Ind. Wate actif Ch Engi Villa imacia. 30.12 44. R. Clerino myr. It heavely Limps H.B. not available for signatur the 17.6. s. 2. hedan 30.12. 44. C.s. Fullayson. 17.6. un. 1.6. Justo. Who. Blyardun 2 cook from 3/12/44, -18-2-44 (a) 16 12:473 M. C W. Rowlands Mutual 18 Mb. fin. tranky. Smith NIB . 30. 12. 44.) dox Havino. Wintered all m

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

country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys, not merely as Boys, the words "not conditional" should be inserted above the entry of the amount. this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Leit Sick," "Died." domiciled or resident in the United Kingdom and is to be included in part A.V. or A.VI of the Schedule X. 701. (c) "O," where no contribution is required at all (e.g., year, and whose Reference No. is to be included in part D. of the Schedule X. 701). [Twenty pages.

20

PARTICULARS

				HOME ADDRESS.		Date and	i Place of Signing Agreement
Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dit An).	Age.	 Nationality (If British, state birthplace—rec footnote). 	N.B.—The Home Address is the one to which communications should be made in the event of the seath of the Seatman.	Name of lest 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 made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Scaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £250 a

Ship_	FITZROY
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OF I	SNGA	JEME	11.			n	To 00	PARTICULARS Of filled in by the Master Desertion of any	upon the Dischar Member of his Cre	ge, Death, or	RELEASE.		Number	
Jn what	No. of Certificate (if any), and No. of	Date and Hour at	Amount of Wages	Amount of Wages Advanced upon	Amount of Weekly,	Signa- ture or initials of Official	Date, PI	ace and Cause of leav or of Death.	ind this Ship,	Balance	We, the understrated 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	Signature or Initials of Official before	of Weeks for which lasur-	
Capacity ngaged.†	R N.R. Commis- non of R.V.2 (it eny)	which he is to be on board,	per Week or Calendar Month.	or at the time of Engage- ment.;	Half Monthly or Monthly Allotment.	before	Date.	Place.	Cause.§	of Wages paid on Discharge.	Voyage, and I, the Master, do bereby release the said undersigned Members of the Crew from all Claims in tespect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	whom the balance of Wages was Parl and Release signed and Date.	Act Coutri- butions are payable	
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Refrigerating Engineers, Electrical Engineers or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards

Cabin Boys, not merely as Boys,
the words "not conditional" should be inserted above the entry of the amount,
this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

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

PARTICULARS

1		1		HOUR ADDRESS		Date and this A	Place of Signing
	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Db. A's).	Age.	 Nationality (If British, state birthplace—see footnote). 	HOME ADDRESS. N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman. 4.	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 should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £250 a

OF I	F ENGAGEMENT.							PARTICULARS filled in by the Ma Desertion of any	arge, Death, or	RELPASE.		Number		
In what Capacity ngaged.†	No. of Certificate (if any), and No. of R.N.R. Commis- sion of R.V.2 (if any).	Date and Hour at high he is to be no board,	Amount of Wages per Week or Calendar Month.	or at the	Amount of Weekly, HalfMenthly or Monthly Allotment	whem	Date, Place Date.	er and Cause of leav or of Death Place.	ring this Sbip. Cause.§	Balance of Wares paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of the Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew trum all Claims in respect of the said Voyage. Signatures of Crew (cach to be on the lips on which has signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Park and Release signed and Date.	of Weeks for which Insut- ance Act Centri buttous	Relatence No.
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country, state if a natural born British subject, or naturalised.

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

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

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

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

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

[Twenty pages,

PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A's).	Age	 Nationality (If British, state birthplace—sec footnote). 	HOME ADDRESS.		Date and Place of Signing this Agreement.		
				N.B.—The Home Address is the one to which communications should be made in the event of the death of the Seaman.	Name of last Ship, with Official No. or Port of Registry and year of discharge 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, Donkoymen, should be described as

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

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

* An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not

Officer whose employment is non-manual and remunerated at a rate exceeding £250 a

Ship_

OF ENGAGEMENT.						PARTICULARS OF DISCHARGE, &c., To be filled in by the Maxim upon the Discharge, Death, or Desertion of any Member of his Grew.				RELEASE.			Number			
In what Capacity engaged.?	No. of Certificate (if any), and No. of R.N.R Commoli- sion or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month	Wages per Week or Calendar	Amount of Wash Advanced upon or at the time of Engage-	Amount of	Signa- ture or Initials of Official before whom	Date, Place	and Cause of leave or of Death.		Balance of Wages paid on Discharge.	We, the undersigned Members this Ship, do hereby release the Master and Owner or Owners Claims for Wages, or otherwise Voyage, and I, the Master, do sald undersigned Members of Claims in respect of the said	s of the Crew of his Ship, and the thereot, from all in respect of this bereby release the the Crew from all the Voyage.	Signature or Initials of ficial before whom a balance of Wages was	of Weeks for which Insur- ance Act Contri-	BOS No.
				Engage- ment.‡	13.	man is engaged	16.	Place.	Cause.§	14	Signatures of Crew (each to on which he signed in 19.	be on the line Re	Paid and clease signed and Date. 20	botions are payable.	Reference	
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country, state if a natural born British subject, or naturalised
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Refrigerating Engineers.

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

FEES CHARGEABLE BY CONSULAR OFFICERS.

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

Services required by Law

	In com oth than C	er	lo China.	
(10.) For every seaman engaged before a Consula Officer	Г		s. d.	
(11.) For every alteration in agreements with seamer made before a Consular Officer. (N.B.—This fee is chargeabl separately in respect of every seaman concerned)	e	0	4 0	
(12.) For every seaman discharged or left behind with	h 3	0 .	3 0	
(13.) For every desertion certified by a Consula Officer	. 4	0	4 0	
(14.) For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship' agreement with respect thereto	s	0	4 0	
(19.) For custody of ship's papers, making any endorse ment thereon, and giving the certificate required by	у			

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

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

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

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

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

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Stanley, 7.9.

I hereby certify that the marrier whose names appear herein on lines sumbered 1 5 23 inclusive were ingaged before me, and signed the said agreement in my presence; and that the same has been made as required by the Merchant Shipping acts.

The Wischerge Books of the men ingaged have been delivered to the Master, except in cases where it is stated that us dis. A. has bun produced.

Walid this fifteenth day of July, 1944.

I hereby artify that I have this day mustined the engagement, on the terms of the sittem-written agreement, of the numar whose name appears in line

30' July 1' August SIANN

Ship FITZROY

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby wrift that I have this day sanctioned the discharge by mutual consent of the scamen whom name appears on line 18. and the engagement on the toms of the within - written agreement of the naman whom name appears on line 25.

Mhass -SHIPPING MASIEK

I hearby whiley that I have this day sanctioned the discharge, by mutual consent, of the namum whose name appears on line 25, and the engagement, on the times of the within-written agreement If the namen whose name approxime on him 26.

BRITISH CONSULATE

21. 9. 44



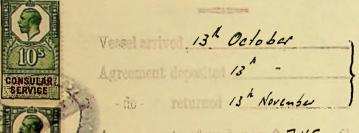


I hereby whify that I have this day sanctioned the discharge, by mutual consont, of the namun whose name appears on line 20, and the engagement, on the terms of the within - written agreement, of the reamon whose name

I hereby willy that I have this day sanctioned the discharge, on the grounds of sickness, of the scaman when name uppears on line q. and the engagement, on the terms of the within-written agreement of the namen whose names appear on lines 18 + 29.

[Twenty pages.

BRITISH CONSULATE MONTEVIDED



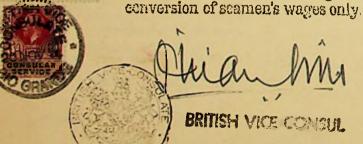
Average rate of exchange 5 7.45 - £ 1 herely cortify that I have sanothered the engagement of the Seamen on line, horso. 31-32 on the terms of this agreement which they have a said in my

Die. A M. Ve Soon delivered to the Master except where it is otherwise stated.

Worman Text 1 Ush Yiga-Gonsu

> eritish vice consulate RIO GRANDE

Vessel arrived 1512 November) Articles deposited 16 H --- (1944. Articles returned 20x - ._ Average rate of exchange on London Hele. \$77.78 per & storling, for



BRITISH CONSULA MONTEVIDEO

Vessel cirival 22 November Agreement denselted 227 -do- returned 24th.

Average rate of exchange: \$ 7.45 - £ or conversion of seamen's wages only). heren cortify that the Seam in line: 110 30.31-32

have been discharged at this port with my senction on the ground of / Suntual Consent.

and that the sum of _____ being wages due to has been paid

effects, Dis. A. and Insurance Card have been dollvered to

I further certify that I have placed on board for Convayance to the falkland Islands, the Tollowing D. B. S

Jumes Goodwin, Fireman es. de SANCASTO in hide 2V" Movembre Buy

British Vice-Consul

I hereby certify that I have this day mactioned the Sinharge, by neutral consult, of the namen whose names appear on lines 13,17,27 +29, and the eng general. on the comes of the within - written agreement of the numer has numes appear in lines 38 + 35. In allition I have imetioned the engagement, for one constraine trip tracky to thereny, on the terms of the within - with agreemants. of the sermen whose some appears on line

4. 12.44.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby whiley that I have the day numbered the linkage by mutual consist of the namon wise names appart on line 34, 4 and The lagragement, on the times of the vither-witten experient, of the summer Jan names agreem on lines 36 + 37

Ship FITZROY

BRITISH CONSULATE MODERNIE VISEO

Sich 20' December rigo nats of exchange \$ 7.45 - & and the of someon's wages

> Wormen Jestie British Vice-Consul

Represent doved 30 144

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12 b)†

and those with reference Numbers

under Section 28 (12 c)†

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

Reimbursement account charges are to be excluded from

[Twenty pages.

MASTERS. INSTRUCTIONS TO

Agreements.

- 1. The Merchant Shipping Acts require the Master of every Ship, except Ships of less than eighty tons registered tonnage exclusively employed in the coasting trade of the United Kingdom, to enter into an Agreement with every Seaman whom he carries to sea as one of his Crew. The term with every Seaman whom he carries to sea as one of his Crew. The term "Seaman" includes every person, except Masters, Pilots and Apprentices (duly indentured and registered), employed or engaged in any capacity on board any ship.
- 2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 5l., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.
- Every erasure, interlineation or alteration in the Agreement (except additions in shipping substitutes or persons engaged after the first departure of the ship) is inoperative unless proved to have been made with the consent of all the persons interested, by the written attestation (if in His Majesty's dominions) of a Superintendent, Justice, Officer of Customs, or other public functionary, or elsewhere, of a Consular Officer, or where there is no such Officer, of two respectable British Merchants.
- 4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such an act, may be punished by the infliction of a Penalty not exceeding 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 Grew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.
- 7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that a notice may be published for the information of those men who are seeking employment.
- 8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with, the Master must-
 - (a) Produce the Certificates for himself, his Mates, and his Engineers, and
 - (b) Produce the Apprentices destined for the voyage, together with their indentures.
 - (c) Produce the load line certificate and insert in the Agreement the particulars as to the positions of the deck line and load lines specified on the certificate.
- 9. Upon the Master complying with the above Regulations, the Superintendent will, when the engagement of the Crew has been completed, give him a Certificate for clearance outwards.
- 10. The Superintendent will give the like Certificate to a Master who has entered into a Running Agreement with his Crew, upon his complying with sub-Section 115 (7) of the Merchant Shipping Act, 1894, and producing at the Mercantile Marine Office the Certificate of any Mate or Engineer engaged during or subsequent to the last voyage.
- 11. The engagement of substitutes for Seamen, who have died or left the Ship within twenty-four hours of her putting to sea, is to be made before a Superintendent, if practicable, but if not, the Master as soon as possible is to have the Agreement read over and explained to the substitutes in the presence of a witness, who is to attest their signatures.
- 12. Carrying any Seaman to sea without entering into an Agreement subjects the Haster to a Penalty of 51.
- 13. Laster of a foreign-going Ship incurs a Penalty of 5d il he does not to the nearest Mercantile Marine Office any changes in his Crew belone 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 Penalty of Twenty Points to deliver the state of the Superintendent, the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the Agreement, and all Indentures and Assignments of Apprenticeships. The Officer will keep the documents during the Ship's stay in the Port, and will return them to the Master within a reasonable time before his departure with a Certificate stating when they were delivered and returned

- 15. If the Ship remains at any port for a period less than forty-eight hours, and the Consular Officer or the Superintendent is required to issue a certificate for production to the Local Authorities before the Ship's departure from that port, the Ship's Articles should be produced to the Consular Officer or Superintendent for inspection.
- 16. The engagement or discharge of any Seaman abroad must be made before a British Consular Officer, or before a Superintendent, as the case may be, who will endorse upon the Agreement a Certificate accordingly. If this Certificate be not made the Master of the Ship is liable to a (See also paras. 20, 21 and 22 below). The Master must also obtain the sanction of the Consular Officer, or Superintendent, as the case fnay 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.

Leturn to the United Kingdom.

- The Crew of every British foreign-going Ship, if discharged in the United Kingdom, must be discharged and receive their wages in the presence of a Superintendent of a Mercantile Marine Office. An infringement of this law renders the Master or Owner liable to a Penalty
- 18. In every case in which a Crew is to be discharged at the Mercantile Marine Office, at least twenty-four hours' notice should be given to the Superintendent by the Master or Owner

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

- 19. Within forty-eight hours after the Ship's arrival at her final port of destination in the United Kingdom, or upon the discharge of the Crew, whichever first happens, the Master is to deliver to the Superintendent of the Mercantile Marine Office the Agreement, and the Official Log-book, and accounts of the wages and effects of any Seaman or Apprentice who has died on board during the voyage, whether he formed part of the has died on board during the voyage, whether he formed part of the Crew or not, any effects remaining unsold, and the balance of wages or other moneys belonging to any such Seaman or Apprentice. When the effects of a deceased Seaman have been sold on Loard a ship the proceeds of such sale must in every case be handed over to the Superintendent, without deduction, unless such proceeds have already been paid by the Master to a Consular Officer or Superintendent abroad on behalf of the Board of Trade. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards. will then give a Certificate for the purpose of clearance inwards.
- 20. The Master is to give to every Seaman (or leave with the Superintendent on his behalf) an account; on a form sanctioned by the Board of Trade, of his wages, and of all deductions to be made therefrom, at least twenty-four hours before the time of payment or discharge, under a penalty of 5l. for non-compliance. Deductions for fines, forfeitures, etc., which are sought to be made in this account must be proved by proper entries made in the Official Log-Book.
- 21. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of 10% to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20% to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.
- 22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.
- 23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just hnished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act. 1906. (See page 9, cols. 19 and 20.)