



ISSUED BY THE MINISTRY OF SHIPPING  
IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(C 4)

## OFFICIAL LOG-BOOK

( 54 Pages.  
For 125 Men. )

FOR EITHER

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>S/S FITZROY</i>	<i>101827</i>	<i>STANLEY F.I.</i>	<i>758</i>	<i>343</i>	<i>R.A.S. PITT.</i>	<i>108255</i>

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>London, E.L.</i> Date <i>15. 7. 44.</i>	<i>Voyage between the limits of 25° S. Lat. &amp; 55° S. Lat. and 35° W. Long. &amp; 75° W. Long. for the period ending 31. 12. 44, or the first arrival at Stanley after that date, or the discharge of cargo, or any other date.</i>	Port <i>Stanley</i> Date <i>30-12-44</i>

Delivered to the Superintendent of the Mercantile Marine Office at the Port of *Stanley*  
on *30<sup>th</sup>* day of *Dec* 19 *44*.

Countersigned

Superintendent.

Master.

Address.

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

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

## List of Crew and Report of Character.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
1	Kaplan	Master	V.G.	V.G.	
2	J. Jones	1 <sup>st</sup> Mate	V.G.	V.G.	
3	H.A. Sedgwick	2 <sup>nd</sup> Mate + Cabin	V.G.	V.G.	
4	J.E. Blifton	Acting 3 <sup>rd</sup> Mate	V.G.	V.G.	
5	R. Atkins	2 <sup>nd</sup> Eng'r	V.G.	V.G.	P. 28
6	I. Newbrough	3 <sup>rd</sup> Eng'r	V.G.	V.G.	
7	T. Barnes	Lamps + A.B.	V.G.	V.G.	
8	J. Bundes	A.B.	V.G.	V.G.	
9	A. Blifton	A.B. + Launch	V.G.	V.G.	
10	S. Lyse	A.B.	V.G.	V.G.	
11	W. Bender	Sailor	V.G.	V.G.	
12	J. Finlayson	O.S.	V.G.	V.G.	
13	E. Biggs	O.S.	V.G.	V.G.	
14	L. Harris	bk. Steward	V.G.	V.G.	
15	B. Opatz	Ass. Steward	V.G.	V.G.	
16	R. Balderini	Ass. Steward	V.G.	V.G.	P. 30.
17	W. Rostands	Cook	V.G.	V.G.	
18	J. Smith	Pantry Boy	V.G.	V.G.	
19	G. Harrison	Sankepan	V.G.	V.G.	
20	L. Lindenberg	Fireman	V.G.	V.G.	
21	J. Middleton	Fireman	V.G.	V.G.	
22	W. Duncan	Fireman	V.G.	V.G.	
23	M. Lyse	W.T.O.	V.G.	V.G.	
24	J.M. Thomson	bk. Eng'r	V.G.	V.G.	
25	W. F. Barnes	Pantry Boy	V.G.	V.G.	

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

### List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
26	J. Smith	Painting Boy.	U.G.	U.G.	
27	W. J. Halliday	Fireman	U.G.	U.G.	
28	D. H. Miller	Purser	U.G.	U.G.	
29	A. S. Liddle	O.S.	U.G.	U.G.	
30	G. MacKinnon	4 <sup>th</sup> Mate	U.G.	U.G.	
31	E. M. Pitt	Stewards	U.G.	U.G.	
32	E. Allison	Ass. Purser	U.G.	U.G.	
33	A. Halliday	O.S.	U.G.	U.G.	
34	Mr. Hardy	Ass Steward	U.G.	U.G.	
35	T. Hindenberg	Fireman	U.G.	U.G.	
36	A. Clifton	AB. & Launch	U.G.	U.G.	
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					

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

## List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61					
62					
63					
64					
65					
66					
67					
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72					
73					
74					
75					

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

### List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					

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

## List of Crew and Report of Character—*Continued.*

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name.
			For Ability.	For General Conduct.	
101					
102					
103					
104					
105					
106					
107					
108					
109					
110					
111					
112					
113					
114					
115					
116					
117					
118					
119					
120					
121					
122					
123					
124					
125					



## BIRTHS

Columns to be filled in by the

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

## DEATHS

Columns to be filled in by the

Date of Death.	Place of Death (See instructions on previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating, Profession or Occupation.*	Nationality (stating Birthplace.)
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						

Members of Crew (other than Lascars\*\*) includ-

Lascars.

Persons who were not

\* In the case of an Infant or Child, the words "Sex of" or "Daughter of," followed by the name of the father and his profession, should be recorded in the column.

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

(See Instructions on previous page).

Officer in Command.

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

(See Instructions on previous page).

Officer in Command.

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

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

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

Note.—If in the case of a passenger steamer boat drill or musters are not held in any week, a statement of the reasons should be entered in the first three columns of the table.  
 (Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules, 1933.)

Date of Drill or Muster and of Examination of the Life Saving Appliances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
25-7-44.	Crew & Passengers mustered with P. suits & L. jackets.	Drills swung out & all gear found in good condition	26-7-44	Kapit Master Greenick Jones. Mate
3-8-44.	All hands with L. jackets & P. suits. Drills swung.	All food & gear found in good order.	5-8-44	Kapit Master Greenick Jones. Mate
22-8-44.	All hands with equip. etc. & passengers. Drills swung out.	Food & water, also gear in good condition	22-8-44	Kapit Master Greenick Jones. Mate
30-8-44.	Passengers & Crew with equipment. Drills swung.	All stores & gear found perfect.	31-8-44	Kapit Master Greenick Jones. Mate
18-9-44.	Passengers & Crew present. Drills swung.	All Equipment in good condition	18-9-44	Kapit Master Greenick Jones. Mate
24-9-44.	Passengers & Crew with L. jackets & P. suits. Drills swung etc.	All food, water & gear found in perfect order.	26-9-44	Kapit Master Greenick Jones. Mate
10-10-44.	Passengers & Crew mustered. Drills swung out.	All stores & gear found in good condition	10-10-44	Kapit Master Greenick Jones. Mate
18-10-44	Vessel in Drydock 'til		10-11-44	Kapit Master Greenick Jones. Mate
25-11-44.	Passengers & Crew present with L. J. Drills swung out.	All stores & gear in good order	25-11-44	Kapit Master Greenick Jones. Mate
16-12-44	Passengers & Crew mustered with L. J. Drills swung.	Equipment & food in good condition.	16-12-44	Kapit Master Greenick Jones. Mate
24-12-44.	Passengers & Crew mustered & Drills swung etc.	All gear etc in good condition	25-12-44	Kapit Master Greenick Jones. Mate

\* An entry should be made of the type of drill or muster held, 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.]

[illegible]

\* 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.

**LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING (SAFETY AND LOAD LINE CONVENTIONS) ACT, 1932, AND RULE 5 (3) OF THE MERCHANT SHIPPING (MUSTERS) RULES, 1933.**

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.]

[illegible]

\* 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.

[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.]

\* 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.

**LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING (MUSTERS) RULES, 1933.**

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.]

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

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

Date of Inspection.	Results of Inspection.	Date of Entry	Signatures of Master and Mate.
29-7-44.	All quarters inspected & found clean.	29-7-44	Kaplan Master Greenwich Jones Mate
5-8-44.	Thorough inspection of whole ship. Good results.	5-8-44	Kaplan Master Greenwich Jones Mate
26-8-44.	All accommodation clean with few recommendations in passages section.	28-8-44	Kaplan Master Greenwich Jones Mate
2-9-44.	All accommodation in good state of cleanliness.	2-9-44	Kaplan Master Greenwich Jones Mate
20-9-44.	Officers quarters good. Passengers quarters could be improved.	21-9-44	Kaplan Master Greenwich Jones Mate
27-9-44.	All accommodation clean with slight improvement necessary amidships.	27-9-44	Kaplan Master Greenwich Jones Mate
11-10-44.	Very satisfactory apart from Ass. Steward's Room.	11-10-44	Kaplan Master Greenwich Jones Mate
18-10-44.	essel in Dry dock from 18-10-44 till 10-11-44.	18-10-44	Kaplan Master Greenwich Jones Mate
25-11-44.	Satisfactory throughout vessel - few improvements required.	25-11-44	Kaplan Master Greenwich Jones Mate
16-12-44.	All accommodation clean but Ass. Steward's Room poor again.	17-12-44	Kaplan Master Greenwich Jones Mate
27-12-44.	Satisfactory improvement but could be a little better.	27-12-44	Kaplan Master Greenwich Jones Mate

[illegible]

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

[illegible]

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

[illegible]

## EMPLOYMENT OF LASCARS.

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

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

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

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

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

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

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

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

Master..... Date.....

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

(17) For Examination of Provisions or Water, to be paid by the party who proves to be in default, in addition to costs of survey—

In all countries ... .. £1 5 0

(43) For affixing Consular Seal or Signature to any entry in the Official Log-Book of a British Vessel, if such entry is not required by the Merchant Shipping Acts—

In all countries except China ... .. 9 6  
In China ... .. 10 0

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

### LOAD LINE, DEPTH OF LOADING, Etc. POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.				Load Line.
Tropical	—	feet	2" inches.	(T) $\frac{3}{4}$ inches above S.
Summer	—	feet	2 $\frac{3}{4}$ " inches.	(S) Upper edge of line through centre of disc.
Winter	—	feet	6" inches.	(W) $3 \frac{1}{4}$ inches below S.
Winter North Atlantic	—	feet	8" inches.	(WNA) $5 \frac{1}{4}$ inches below S.
(if assigned)			3 $\frac{1}{2}$ inches.	
Allowance for fresh water for all freeboards :—				
The upper edge of the deck line from which these freeboards are measured is			0 inches	
above the top of the	Steel			deck at side.
	(Above particulars to be taken from Load Line Certificate.)			
Maximum draught of water in summer	13'	feet	3 $\frac{1}{2}$ inches.	
(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.)				

## NOTES.

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

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

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

4.—In 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 Rules and chart.

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

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

## DEPARTURES.

Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				Total Consumed on Inland Waterways. (12)
		Forward. (3)	Aft. (4)	Port. (5)	Starboard. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.* (10)		For Fuel, etc., Consumed on Inland Waterways. (11)	
									Weight. (10)	Ins. (10)		
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins.
18-7-44 6 Am.	Stanley	7' 6"	12' 6"	4' 3"	4' 3"	4' 3"	1025.					
25-7-44 Noon	Stanley	9' 0"	14' 0"	2' 3"	2' 3"	2' 3"	1025.					
2-8-44 11:30 Pm	Montevideo	10' 04"	15' 01"	1' 0 1/2"	1' 0 1/2"	1' 0 1/2"	1025.					
12-8-44 10 Am.	Stanley	9' 00"	11' 09"	3' 4 1/2"	3' 4 1/2"	3' 4 1/2"	1025.					
22-8-44 4 Pm.	Stanley	8' 5"	14' 5"	2' 4"	2' 4"	2' 4"	1025.					
29-8-44 7:10 Pm	Montevideo	9' 00"	14' 8"	1' 11"	1' 11"	1' 11"	1025.					
7-9-44 10 Am.	Stanley	7' 6"	13' 6"	3' 3"	3' 3"	3' 3"	1025.					
10-9-44 5 Pm	Stanley	9' 3"	13' 7"	2' 4"	2' 4"	2' 4"	1025.					
25-9-44 21:00	Montevideo	9' 9"	14' 5"	1' 10 1/2"	1' 10 1/2"	1' 10 1/2"	1025.					
8-10-44 5 Pm.	Stanley	9' 6"	14' 0"	2' 0"	2' 0"	2' 0"	1025.					
15-10-44 6 Pm.	Montevideo	10' 10"	15' 0"	10"	10"	10"	1025.					
20-11-44 4 Pm.	Rio Grande do Sul	10' 00"	13' 00"	2' 3"	2' 3"	2' 3"	1025.					
24-11-44 9 Pm	Montevideo	10' 7"	14' 6"	1' 2 1/2"	1' 2 1/2"	1' 2 1/2"	1025.					
15-12-44 4 Pm	Stanley	9' 00"	13' 6"	2' 6"	2' 6"	2' 6"	1025.					
24-12-44 6 Am.	Montevideo	9' 08"	15' 0"	1' 5"	1' 5"	1' 5"	1025.					

## SIGNATURES.

## ARRIVALS.

MASTER. (16)	MATE. (17)	Date and Hour of Arrival. (18)	Dock, Wharf, Harbour or Other Place. (19)
K. A. P. H.	Gedemich J. M.	23-7-44 5:15 Pm	Stanley.
K. A. P. H.	Gedemich J. M.	30-7-44 4 Am.	Montevideo
K. A. P. H.	Gedemich J. M.	7-8-44 3:30 Pm	San Carlos
K. A. P. H.	Gedemich J. M.	18-8-44 9:40 Am.	Stanley
K. A. P. H.	Gedemich J. M.	27-8-44 9 Am.	Montevideo
K. A. P. H.	Gedemich J. M.	4-9-44 10 Am.	Stanley
K. A. P. H.	Gedemich J. M.	15-9-44 7:30 Am.	Stanley.
K. A. P. H.	Gedemich J. M.	21-9-44 2 Pm.	Montevideo
K. A. P. H.	Gedemich J. M.	28-9-44 10 Am.	Stanley
K. A. P. H.	Gedemich J. M.	15-10-44 9:18 Pm	Montevideo
K. A. P. H.	Gedemich J. M.	15-11-44 6 Pm.	Rio Grande do Sul.
K. A. P. H.	Gedemich J. M.	22-11-44 00:40 Am.	Montevideo
K. A. P. H.	Gedemich J. M.	29-11-44 6 Am.	Stanley
K. A. P. H.	Gedemich J. M.	17-12-44 11:18 Pm	Montevideo
K. A. P. H.	Gedemich J. M.	28-12-44 6 Am.	Stanley

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

Upon every occasion

## DEPARTURES.

[illegible]

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.

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

SIGNATURES.

ARRIVALS.

[illegible]

# DAILY RECORD

(See page 3 of Cover.)

DAILY RECORD acquired by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938.

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

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

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

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

	Yes	No	Mr. O. Taylor	Mr. O. Taylor
27-12-66	Yes	No	Mr. O. Taylor	Mr. O. Taylor
28 " "	Yes	No	Mr. O. Taylor	Mr. O. Taylor

25



# OFFICIAL LOG of the from towards

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture Indicted.
18-7-44. 6 AM.	P. Stanley	18-7-44	R. Atkins 2 <sup>nd</sup> Eng'r on line 5, was promoted this day, to Acting Ch. Eng'r. Kapt. Master. <i>Frederick Jones</i> Mate	
23-7-44. 6 PM.	P. Stanley	23-7-44	R. Atkins Ch. Eng'r on line 5, this day resumed duties as 2 <sup>nd</sup> Eng'r. Kapt. Master. <i>Frederick Jones</i> Mate	
3/9/44 4 AM.	46° 58' S 57° 38' W	4/9/44	The Casket containing the Ashes of the late MR. R. King - Premier were this day Buried at sea after a short service read by the Master — Kapt. Master. <i>Frederick Jones</i> Mate	
11/9/44 20:00	Port San Carlos	12/9/44	Whilst loading bundles of matted hides, one hide fell overboard and was lost. Kapt. Master. <i>Frederick Jones</i> Mate	

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

# OFFICIAL LOG of the from towards

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

Date and Hour of the Occurrence.	Place of the Occurrence or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture Indicted.
Sept. 8th 1944. At Port Stephens, Falkland Islands. <i>W.B. 16-9-44</i>				
0600			Resumed discharging general cargo and commenced discharging horses and loading wool.	
0800/0830			Meal interval.	
0924			Received following wireless message: "Urgent from N.O.I.C., Falklands. Proceed best possible speed North Tamar. Marchesi in distress . . ."	
1022			Received following wireless message: "Urgent. Pitt from Roberts. Proceed all speed assistance vessel in distress five miles north Eddystone Rock. Stop. Tow to nearest safe harbour. . . . ."	
1030			Ceased cargo work.	
1040			Weighed anchors. Keeping continuous W/T watches and reporting progress hourly.	
1048			Full away from Port Stephens, at best possible speed.	
1200			Weather: wind north, force 4. Sea slight. Barometer 29.16", Therm. 49 F. Fine and clear. Slight swell.	
1720			Received following wireless message: "From N.O.I.C., Falklands. Gale warning. . . Force 7, northerly to northwesterly winds are expected in Falkland islands. . . . ."	
1900			East of Many Branch Harbour. Intermittent fog.	
1935			Made Tanning Head 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 north of Eddystone Rock. Stand by below.	
2156			Reduced speed nearing H.M.S. "William Scoresby".	
2200			Stop and manoeuvring in heavy northerly swell.	
2300			Made towline, (one 4 1/4" flex. wire shackled to two 5 1/2" manila ropes, lashed together; both wire and rope from "Fitzroy") fast the H.M.S. "William Scoresby" and commenced to tow.	
23:15			Full speed ahead, towing H.M.S. "William Scoresby" towards Stanley.	
Sept. 9th 1944.				
0100			Fog set in. Moderate northerly swell.	
0645			Fog lifted. Wind westerly, force 3.	
0855			Rounded Pt. William.	
0948			Entered Port Stanley harbour.	
0952			Cast off H.M.S. "William Scoresby" and tug m.v. "Clio" took tow.	
During these operations the "Fitzroy" had 29 bales of wool on board and also general cargo, as per manifest, for the following ports: Johnson's Harbour, Port Louis, Rincon Grande, Salvador, Teal inlet, Douglas Station, San Carlos, Port San Carlos, Port Howard, Fox Bay, east and west.				
There were also 14 adult passengers and 2 children aboard.				
<i>W.B. 16-9-44</i> <i>W.B. 16-9-44</i> Master. Mate.				

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**NOTE.—Reading over Entries of Offences**  
the Merchant Shipping Act, 1894, section 10, requires that the Master of every ship shall read over to the crew the entries in the Log-Book of offences committed by the crew, and of the punishments inflicted on the crew, at least once in every month, and at least once in every voyage.

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

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

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

## Regulations.

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

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

## FOREIGN-GOING SHIPS.

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

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

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



ISSUED BY THE  
MINISTRY OF WAR TRANSPORT  
In pursuance of  
57 & 58 Vict., ch. 60.

# AGREEMENT AND LIST OF THE CREW.

## FOREIGN-GOING SHIP.

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

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage. Gross.	Net.	Horse Power of Engines (if any). N.H.P. I.H.P. B.H.P.
S.S. 'FITZROY'	161827	Stanley, F.I.	11932	768	343	90
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified.	CHARTERER.		
Name.	Address (State No. of House, Street and Town).		Name.	Address.		
Folland & Sons Ltd 61 Gracechurch Street London E.C. 4			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 it is also agreed, that

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

The crew shall work coal, cargo and stores when and where required, except in Port Stanley.

No bedding or eating materials shall be supplied.

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

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

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 termination of the voyage under a penalty of five shillings for each case of neglect.

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

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

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

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 disgraced.

And it is also agreed, that the additional clauses on pages 2 and 3 and the Regulations authorized by the Board of Trade, which are printed herein and numbered<sup>5</sup>

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

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

Signed by [Signature] Master,  
on the 15<sup>th</sup> day of July 1944.

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.
15.7.44	Stanley F.I.	30.12.44	Stanley	30.12.44	<u>[Signature]</u> Master.

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

## ADDITIONAL CLAUSES.

OVERTIME SHALL BE PAID FOR AT THE  
FOLLOWING RATES:-

**IN PORT.** (except on sailing and arrival days and in cases of emergency as hereinafter defined in Definition A) whether or not the watches of 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).

(2) 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.

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

Provided always that in any port where in the Master's opinion watches must be maintained for the safety of the vessel, or where, although not on a sailing or arrival day, watches on a Saturday or Sunday are set within 12 hours of the time of sailing or continued within 12 hours of the time of arrival, the foregoing provisions shall not apply, but the hours of such watchkeeper shall be regulated by the appropriate Agreement where applicable regulating hours of work at sea.

Men worked in shifts for routine purposes as hereinafter defined (Definition C) shall be paid overtime for work done in excess of 8 hours Monday to Friday, 5 hours Saturday, and for all work done on Sunday.

**NIGHT WATCHMEN.** Hours of duty shall be any 12 consecutive hours between 6 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.** Messmen or men acting as such. Duties 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 than 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:-

Boys;	1/- 9d. per hour.
O.S.	1/- 9d. per hour.
Carpenters.	1/6 2d. per hour.
Other ratings;	1/4 1d. 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.

**Holidays.** 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.

**(L) Normal Sunday Routine and Sanitary Duties.** Cleaning Crew's quarters; wetting down decks; attending to ship's lights and lamps, fire appliances and moorings; issuing and drawing stores rations and water, and filling sanitary tanks; sounding wells, tanks and bilges, and customary reports to superior officers, and any work rendered necessary by Port Sanitary Regulations.

**Note.** Raising and maintaining steam for, and 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 expressly 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 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 (extra hours at full rate). On the question whether or not work has been increased in the terms of the above rule, the decision of the port consultants, where they are in agreement, is final.

# ADDITIONAL CLAUSES.



# 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.	Allowance per week.	Article.	Allowance per week.
Water ...	28 quarts.	Milk { Condensed or Dried ...	4 ozs.
Soft Bread ...	7 lbs.	Milk for cooking { Condensed or Dried ...	4 ozs.
Fresh Meat ...	8½ lbs.	Butter (see note 2 below) ...	2 ozs.
Fresh Fish ...	See note 1 below and paragraphs 3, 4 and 5 of Conditions and Exceptions.	Marmalade or Jam ...	1 lb.
Eggs ...		Syrup ...	2 ozs.
Smoked Ham or Bacon ...		Cheese ...	4 ozs.
Potatoes ...	7 lbs.	Suet ...	4 ozs.
Dried or Compressed Vegetables ...	1 lb.	Pickles ...	1 pint
Peas, Split ...	1½ lbs.	Onions ...	1 lb.
Green Peas, Haricot Beans or Butter Beans ...	1½ lbs.	Dried Fruits ...	5 ozs.
Flour ...	2 lbs.	Fine Salt ...	2 ozs.
Rice ...	6 ozs.	Mustard ...	1 oz.
Oatmeal, Rolled Oats or similar cereal ...	6 ozs.	Pepper ...	1 oz.
Tea ...	3 ozs.	Curry Powder ...	1 oz.
Coffee (containing not more than 25 per cent. Chicory) ...	2 ozs.		
Cocoa (or Chocolate) ...	3 ozs.		
Sugar (see note 2 below) ...	1½ lbs.		

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 ¾ lb. of salt meat or ½ lb. of preserved meat for 1 lb. of fresh meat.

Fresh offal and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat.

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 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. Eggs in excess of these may be issued, but shall not count against the scale.

6. POTATOES.—Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship 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.

Salt Meat ...	¾ lb.	To be considered equal	Marmalade ...	1 lb.	To be considered equal.
Preserved Meat ...	1 lb.	to 1 lb. Fresh Meat.	Jam ...	1 lb.	
Coffee ...	1 oz.		Syrup ...	1 lb.	
Cocoa or Chocolate ...	1½ ozs.	To be considered equal.	Butter ...	½ lb.	To be considered equal.
Tea ...	½ oz.	To be considered equal.	Cheese ...	½ lb.	
Flour ...	1 lb.		Condensed Milk ...	9½ ozs.	
Biscuit ...	1 lb.	To be considered equal.	Dried Milk ...	4 ozs.	To be considered equal.
Rice ...	1 lb.		Mustard ...		
Oatmeal, Rolled Oats or similar cereals ...	1 lb.		Curry Powder ...		
Split Peas ...	1 lb.	To be considered equal when issued with meat rations.			
Flour ...	1 lb.				
Green Peas, Haricot or Butter Beans ...	1 lb.				
Rice ...	1 lb.				

## POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.		Load Line.	
Tropical	.....feet..... $2\frac{1}{4}$ .....inches.	(T)..... $3\frac{1}{4}$ .....inches above S.	
Summer	.....feet..... $2\frac{3}{4}$ .....inches.	(S) Upper edge of line through centre of disc.	
Winter	.....feet..... $2\frac{1}{2}$ .....inches.	(W) ..... $2\frac{1}{2}$ .....inches below S.	
Winter North Atlantic (if assigned)	.....feet..... $2\frac{1}{2}$ .....inches.	(WNA)..... $5\frac{1}{4}$ .....inches below S.	
Allowance for fresh water for all freeboards :—..... $2\frac{1}{2}$ .....inches.			
The upper edge of the deck line from which these freeboards are measured is.....inches above			
the top of the .....deck at side.			
(Above particulars to be taken from Load Line Certificate.)			

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 1, and the following copy of these Regulations must be made to correspond with the Agreement by deleting such of the Regulations as are not adopted. The signature or initials of the Superintendent or Consular Officer before whom the Agreement is made must be placed opposite such of the Regulations as are adopted.

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

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

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

No.	OFFENCE.	Amount of Fine 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.	
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.	
6	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound.	
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)	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 Birth.	Nationality† (if British, state birthplace).	Capacity	If Apprentice Particulars of Indentures.		Date of joining for the voyage.	Particulars of Leaving. To be filled up by the Master. If remaining it should be stated.		Initials of Official who grants Certificate respecting an Apprentice left behind abroad.
				Date.	Place of Signing.		Date.	Cause of Leaving.	
John Brook Smith.	13.8.46.	Port of Birth. Kentish King.				12/7/44	Remaining on board		
<p>1. Young Persons* under 18 years of age including Apprentices.</p>									
<p>2. Apprentices over 18 years of age.</p>									

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

## PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. 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.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date.	Place.
1	<i>K. P.</i> Master to <i>the ship</i>	33	British NSW.	<i>Sp. Falkland Is Coll'd</i> <i>P. Stanley</i>	<i>Fitzroy</i>	<i>15/1/44</i>	<i>Stanley</i>
2	<i>DIS. A. no R. 129208</i> <i>Superintendent</i>	29	British, Bornemann	- do -	- do -	<i>15/1/44</i>	- do -
3	<i>DIS. A. 1044902</i> <i>F. A. Sedgwick</i>	57	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
4	<i>DIS. A. not produced</i> <i>J. E. Blythe</i>	30	- do -	- do -	- do -	<i>15/1/44</i>	- do -
5	<i>DIS. A. not produced</i> <i>R. Atkins</i>	62	- do -	- do -	- do -	<i>15/1/44</i>	- do -
6	<i>DIS. A. not produced</i> <i>G. J. Meischner</i>	49	Port Huffman	- do -	- do -	<i>15/1/44</i>	- do -
7	<i>DIS. A. 553075</i> <i>J. Barnes</i>	52	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
8	<i>DIS. A. not produced</i> <i>Geoff Brander</i>	60	(Brit.)	- do -	- do -	<i>15/1/44</i>	- do -
9	<i>DIS. A. not produced</i> <i>C. L. Clifton</i>	44	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
10	<i>DIS. A. not produced</i> <i>S. B. Lysak</i>	30	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
11	<i>DIS. A. not produced</i> <i>W. Bender</i>	24	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
12	<i>DIS. A. not produced</i> <i>J. Lindayson</i>	27	Darwin.	- do -	- do -	<i>15/1/44</i>	- do -
13	<i>DIS. A. not produced</i> <i>E. W. Biggs</i>	20	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
14	<i>DIS. A. not produced</i> <i>S. Harris</i>	32	- do -	- do -	- do -	<i>15/1/44</i>	- do -
15	<i>DIS. A. not produced</i> <i>S. Harris</i>	32	Brit.	- do -	- do -	<i>15/1/44</i>	- do -
16	<i>DIS. A. not produced</i> <i>R. Baldwin</i>	28	- do -	- do -	- do -	<i>15/1/44</i>	- do -
17	<i>DIS. A. not produced</i> <i>W. Rowlands</i>	28	Wick Falkland.	- do -	- do -	<i>15/1/44</i>	- do -
18	<i>DIS. A. not produced</i> <i>J. Smith</i>	17	Port Harward.	- do -	- do -	<i>15/1/44</i>	- do -
19	<i>DIS. A. not produced</i> <i>C. Harrison</i>	25	Hanley.	- do -	- do -	<i>15/1/44</i>	- do -
20	<i>DIS. A. not produced</i> <i>T. Lindenberg</i>	31	- do -	- do -	- do -	<i>15/1/44</i>	- do -

## OF ENGAGEMENT.

In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commis- sion or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engage- ment.	Amount of Weekly, Half Monthly or Monthly Allowment.	Signature of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, &c. To be filled in by the Master upon the Discharge, Death, or Duration of any Member of his Crew.			RELEASE.		Number of Weeks for which Insur- ance Contribu- tions are payable	Reference No.
							Date.	Place.	Cause.	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.  Signatures of Crew (each to be on the line on which he signed in Col. 1.)		
<i>Master</i>	<i>103335</i>	<i>or</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>K. P.</i>		1
<i>First Mate.</i>	<i>1st Mate</i>	<i>Ag. 76.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>Geoff Brander</i>		2
<i>2nd Mate</i>	<i>2nd Mate</i>	<i>18.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>F. A. Sedgwick</i>		3
<i>Actg. 3rd Mate</i>	<i>Actg. 3rd Mate</i>	<i>15.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>J. E. Blythe</i>		4
<i>Actg. 4th Mate</i>	<i>Actg. 4th Mate</i>	<i>21/12/6</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>R. Atkins</i>	<i>30.12.44</i>	5
<i>3rd Mate</i>	<i>3rd Mate</i>	<i>19.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>G. J. Meischner</i>		6
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>J. Barnes</i>		7
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>Geoff Brander</i>		8
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>Geoff Brander</i>	<i>Seaman in Hospital - not available for signature</i>	9
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>C. L. Clifton</i>	<i>30.12.44</i>	10
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>W. Bender</i>	<i>30.12.44</i>	11
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>J. Lindayson</i>		12
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>E. W. Biggs</i>		13
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>S. Harris</i>		14
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>S. Harris</i>		15
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>R. Baldwin</i>	<i>30.12.44</i>	16
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>W. Rowlands</i>		17
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>J. Smith</i>		18
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>C. Harrison</i>	<i>30.12.44</i>	19
<i>AB</i>	<i>AB</i>	<i>14.10.</i>	<i>Separate</i>	<i>Agreement</i>	<i>Nil.</i>	<i>Nil.</i>	<i>15/1/44</i>	<i>Hanley.</i>	<i>Separate</i>	<i>Nothing</i>	<i>T. Lindenberg</i>	<i>30.12.44</i>	20

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

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

•• 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 year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

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

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

Twenty pages.

## PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dis. A.V.)	Age.	Nationality (If British, state birthplace—see footnote).	HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date.	Place.
21	<i>Dis. not produced</i> J.D. Middleton	27	Swiss	1. Falkland Islands Co. Ltd. Hankley	<i>Fitzroy</i>	17/1/44	Hankley
22	W. Duncan	25	English	- do -	- do -	15/7/44	- do -
23	M. Lys	37	Falkland	- do -	- do -	17/1/44	- do -
24	J.M. Thomson	63	Glasgow	- do -	- do -	23/7/44	- do -
25	W.F. Barnes	17	Hankley	- do -	1st Ship.	11/8/44	- do -
26	J. Smith	18	Shanley	- do -	<i>Fitzroy</i>	18/8/44	- do -
27	W.J. Halliday	48	Falkland	- do -	Hankley	1/9/44	- do -
28	<i>Dis. not produced</i> A. Hiddle	32	Thurs.	- do -	<i>Fitzroy</i>	8/10/44	- do -
29	<i>Dis. not produced</i> A.S. Kiddle	44	Swiss	- do -	- do -	8/10/44	- do -
30	<i>Dis. A. N. P.</i> C. MacKinnon	50	Swiss	- do -	- do -	9/10/44	Port of Spain
31	<i>Dis. B. N. P.</i> E.M. Pitt	33	Ramsgate	- do -	<i>Fitzroy</i>	10/10/44	- do -
32	<i>Dis. A. N. P.</i> S. L. Lys	35	Bahia Blanca	- do -	- do -	10/10/44	- do -
33	A. Halliday	44	Hankley	- do -	Falkland	11/1/44	Hankley
34	M. Hardy	41	Hankley	- do -	<i>Fitzroy</i>	11/2/44	- do -
35	J. Lindenberg	31	- do -	- do -	- do -	1/10/44	- do -
36	A. Blifton	44	- do -	- do -	- do -	1/12/44	- do -
37	W. Rowlands	28	Swiss	- do -	- do -	11/10/44	- do -
38							
39							
40							

## OF ENGAGEMENT.

In what Capacity engaged.	No. of Certificate (if any), and No. of R.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half Monthly, or Monthly Allowance.	Signature or Initials of Official before whom the Seaman is engaged.	PARTICULARS OF DISCHARGE, etc. To be filled in by the Master upon the Discharge, Death, or Desertion of any Member of His Crew.			RELEASE.			Reference No.
							Date.	Place.	Cause.	Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of Weeks for which Insurance Act Contributions are payable
Fireman	-	at sea	14/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	J.D. Middleton	10/1/44	21
Fireman	-	at sea	14/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	W. Duncan	10/1/44	22
W/F Operator	-	at sea	15/17/0	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	M. Lys	10/1/44	23
Chief Engineer	1st. class	-	-	separate agreement	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	for signature	10/1/44	24
Painting Boy	-	-	6/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	V. Barnes	10/1/44	25
Painting Boy	-	-	6/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	J. Smith	10/1/44	26
Fireman	-	at sea	14/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	W.J. Halliday	10/1/44	27
Boiler	-	-	1	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	A. Hiddle	10/1/44	28
O.S.	-	-	8/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	A.S. Kiddle	10/1/44	29
Boiler	-	-	1	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	C. MacKinnon	10/1/44	30
Boiler	-	-	1	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	E.M. Pitt	10/1/44	31
Boiler	-	-	1	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	S. L. Lys	10/1/44	32
O.S.	-	-	8/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	A. Halliday	10/1/44	33
Boiler	-	-	13	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	M. Hardy	10/1/44	34
Fireman	-	-	14/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	J. Lindenberg	10/1/44	35
ABT Launch	-	-	14/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	A. Blifton	10/1/44	36
Ship	-	-	12/10	-	-	10/1/44	10/1/44	Hankley	Dis. not produced	14/10	W. Rowlands	10/1/44	37
													38
													39
													40

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

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

\*\* 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 year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

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  
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."

[Twenty pages.]

## PARTICULARS

Reference No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dts. 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.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date.	Place.
						1.	2.
41							
42							
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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, Cabin Boys, not merely as Boys.

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

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

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

\*\* 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 year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

## OF ENGAGEMENT.

In what Capacity engaged.	No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2 (if any).	Date and Hour at which he is to be on board.	Amount of Wages per Week or Calendar Month.	Amount of Wages Advanced upon or at the time of Engagement.	Amount of Weekly, Half-Monthly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place and Cause of leaving this Ship, or of Death.			Balance of Wages paid on Discharge.	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereof, from all Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Voyage.		Signature or Initials of Official before whom the balance of Wages was Paid and Release signed and Date.	Number of Weeks for which Insurance Act Contributions are payable.	Reference No.	
							Date.	Place.	Cause.		Signatures of Crew (each to be on the line on which he signed in Col. 1.)					
											15.	16.				17.
8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.						
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																60

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

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

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

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

\*\* 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 year, and whose Reference No. is to be included in part D. of the Schedule X. 701).

[Twenty pages.]

OF ENGAGEMENT.

[illegible]

[Twenty pages.

## FEES CHARGEABLE BY CONSULAR OFFICERS.

## NOTICE.

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

## Services required by Law.

	In countries other than China.	In China.
	s. d.	s. d.
(10.) For every seaman engaged before a Consular Officer ... ..	3 0	3 0
(11.) For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned) ... ..	4 0	4 0
(12.) For every seaman discharged or left behind with the sanction of a Consular Officer ... ..	3 0	3 0
(13.) For every desertion certified by a Consular 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's agreement with respect thereto ... ..	4 0	4 0
(19.) For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 257 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48) ... ..	6 6	7 0

## Services required by parties interested.

	In countries other than China.	In China.
	s. d.	s. d.
(33.) For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew:—		
In Countries other than China—		
Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.		
In China—		
2/- for each man with minimum of £1 and maximum of £3 0s. 0d.		
(48.) For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval) ... ..	6 6	7 0

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 seamen whose names appear herein on lines numbered 1 to 23 inclusive were engaged 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 Discharge Books of the men engaged have been delivered to the Master, except in cases where it is stated that no dis. A. has been produced.

Dated this fifteenth day of July, 1944.

W. H. H. H.  
SHIPPING MASTER  
15. 7. 44.

I hereby certify that I have this day sanctioned the engagement, on the terms of the within-written agreement, of the seaman whose name appears on line 24.

W. H. H. H.  
SHIPPING MASTER  
25. 7. 44.



BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 30<sup>th</sup> July  
Agreement deposited 1<sup>st</sup> August } 1944  
- do - returned 2<sup>nd</sup> "

Average rate of exchange 7.55 - £1

Wormen Leslie  
British Vice-Consul

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have this day sanctioned the discharge by mutual consent of the seaman whose name appears on line 18, and the engagement on the terms of the within-written agreement of the seaman whose name appears on line 25.

W. H. H. H.  
SHIPPING MASTER  
11. 8. 44.

I hereby certify that I have this day sanctioned the discharge, by mutual consent, of the seaman whose name appears on line 25, and the engagement on the terms of the within-written agreement of the seaman whose name appears on line 26.

W. H. H. H.  
SHIPPING MASTER  
22. 8. 44.

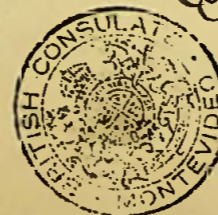
BRITISH CONSULATE  
MONTEVIDEO



Vessel arrived 27<sup>th</sup> August  
Agreement deposited 28<sup>th</sup> . } 1944  
- do - returned 29<sup>th</sup> .

Average rate of exchange 7.55 - £1

Wormen Leslie  
British Vice-Consul



BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 21<sup>st</sup> September  
Agreement deposited 21<sup>st</sup> . } 1944  
- do - returned 23<sup>rd</sup> .

Average rate of exchange 7.55 - £1

(for conversion of seamen's wages only)

Wormen Leslie  
British Vice-Consul



I hereby certify that I have this day sanctioned the discharge, by mutual consent, of the seaman whose name appears on line 20, and the engagement, on the terms of the within-written agreement, of the seaman whose name appears on line 27.

W. H. H. H.  
SHIPPING MASTER  
1. 9. 44.

I hereby certify that I have this day sanctioned the discharge, on the grounds of sickness, of the seaman whose name appears on line 9, and the engagement, on the terms of the within-written agreement, of the seaman whose names appear on lines 28 & 29.

W. H. H. H.  
SHIPPING MASTER  
8. 10. 44.

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 13<sup>th</sup> October  
 Agreement deposited 13<sup>th</sup> - } 1944  
 - do - returned 15<sup>th</sup> November

Average rate of exchange \$ 7.45 - £  
 (for conversion of seamen's wages only)  
 I hereby certify that I have  
 sanctioned the engagement of the  
 Seamen on lines 30-31-32  
 on the terms of this agreement  
 which they have signed in my  
 presence.

Dis. A. have been delivered  
 to the Master except where it is  
 otherwise stated.

*Worman Leslie*  
 British Vice-Consul

BRITISH VICE CONSULATE  
RIO GRANDE

Vessel arrived 15th November  
 Articles deposited 16th - } 1944  
 Articles returned 20th -  
 Average rate of exchange on London  
\$ 77.78 per £ sterling, for  
 conversion of seamen's wages only.

*Worman Leslie*  
 BRITISH VICE CONSUL

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 22<sup>nd</sup> November  
 Agreement deposited 22<sup>nd</sup> - } 1944  
 - do - returned 24<sup>th</sup> -

Average rate of exchange: \$ 7.45 - £  
 (for conversion of seamen's wages only)  
 I hereby certify that the Seamen on  
 line: 30-31-32  
 have been discharged at this  
 port with my sanction on the ground of  
Mutual Consent,  
 and that the sum of \_\_\_\_\_  
 being wages due to \_\_\_\_\_ has been paid

and that  
 effects, Dis. A. and Insurance Card  
 have been delivered to  
 I further certify that I have  
 placed on board for conveyance  
 to the Falkland Islands, the  
 following D. B. S.

James Goodwin, Fireman  
 21. 41 SAN CASO.

Returned 20<sup>th</sup> November 1944

*Worman Leslie*  
 British Vice-Consul

I hereby certify that I have this day sanctioned  
 the discharge, by mutual consent, of the seamen whose  
 names appear on lines 13, 17, 27 & 29, and the engagements,  
 on the terms of the within-written agreement of the  
 seamen whose names appear on lines 33 & 35. In addition  
 I have sanctioned the engagement, for one continuous  
 trip Stanley to Stanley, on the terms of the within-written  
 agreement, of the seamen whose name appears on line  
 34.

*Worman Leslie*  
 SHIPPING MASTER  
 14. 12. 44.

## CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby certify that I have this day sanctioned the  
 discharge by mutual consent of the seamen whose  
 names appear on lines 34, 28, 110, and the engagements, on the  
 terms of the within-written agreement, of the seamen  
 whose names appear on lines 36 & 37.

*Worman Leslie*  
 SHIPPING MASTER  
 14. 12. 44.

BRITISH CONSULATE  
MONTEVIDEO

Vessel arrived 20<sup>th</sup> December  
 Agreement deposited 20<sup>th</sup> - } 1944  
 - do - returned 22<sup>nd</sup> -

Average rate of exchange: \$ 7.45 - £  
 (for conversion of seamen's wages only)

*Worman Leslie*  
 British Vice-Consul

Agreement closed 30<sup>th</sup> 12/ 1944

*Worman Leslie*  
 SHIPPING MASTER

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

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

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

The cases of seamen having the following reference Numbers

are exempt under Section 28 (12 b)†

and those with reference Numbers

under Section 28 (12 c)†

Signature,

Date,

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

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

# INSTRUCTIONS TO MASTERS.

## Agreements.

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

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

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

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

## Young Persons and Children.

5. The Agreement with the Crew must include a list of all young persons under the age of 18 years who are members of the Crew together with particulars of the dates of their birth. (See page 7). The employment of children under the age of 14 years is prohibited.

## Engagement of Crews and Seamen in the United Kingdom.

6. The Crew of a British foreign-going Ship must be engaged (in the United Kingdom) in the presence of a Superintendent of a Mercantile Marine Office.

7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of selecting his Crew, he must inform the Superintendent so that 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 Master to a Penalty of 5*l.*

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

## Ports Abroad.

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

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

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

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

## Return to the United Kingdom.

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

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

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

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

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

21. Upon paying off or discharging any Seaman, the Master is bound under a Penalty of 10*l.* to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 20*l.* to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

22. A statement of the conduct, character and qualifications of each Member of the Crew, or a statement that he declines to give an opinion on such particulars, is to be entered, and signed by the Master in the Official Log-Book as required by the Merchant Shipping Acts.

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crew to sign in his presence a release from all claims in respect of the voyage just finished, subject to the right of any member of the Crew to except from the release signed by him any specified claim or demand in accordance with the provisions of Section 60 of the Merchant Shipping Act, 1906. (See page 9, cols. 19 and 20.)