SHI/LOG/JO#2



OFFICIAL LOG BOOK

ISSUED BY THE MINISTRY OF TRANSFORT IN PUEBWANCE OF 57 & 58 VICT., CH. 60.

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

FOR EITHER

1

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official	Port of Registry.	Regia		Name of Master.	No. of his
	No.		Gross.	Net.		Certificate if any.
M. S. John Priscol	181806	Stanley Falk Selands	810.48	415.97	Henry Kirkutot Comar RN	
Port at which and Date when voyage commence	d 2	Nature of the Voyage			when voyage teri	
Port Stanley 7.3 Date 2nd May 1	15 4 149 Ch	elkiant is	J K.	au tec :	Port Starley the	lkfland dr.

Delivered to the Superintendent of the Mercantile Marine Office at the Port of Soulay. Halfloud delads on 28th day of 1950.

waters sto

Countersigned ...Master. Commander Reyal have Superintendent. " Valuid", Roughton Lans, Address woodhall Spa, Luic FASTEN Envelope by gumming this Label across flap. OPEN by cutting Label instead of Envelope. THIS LOG-BOOK MUST BE RETURNE) TO ATIONERY OFFICE.

SHIPPING MASTER, STANLEY, FALKLAND IS

AS SOON AS POSSIBLE

2

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

List of Crew and Report of Character

	*		Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname ot such Member of the Crew.	Capacity in which ongaged.	For Ability.	For General Conduct,	page or pages where the entry is to be found should be noted in this column opposite his name
1	H. KiRKWOOD. Cannada	Master	Y.G.	V.G	
2	C. MintcHin, Lieut Commander	Chiel Alice	V.G.	V.G	
3	G.R. SLAUGHTER Lunipulant	2. Al Hate.	V.G.	(.G	
4	F.R. Brooke him Rayal ling.	3. Mate	V.G	ſ.G.	
5	D.h. Perfold hint line the	Suburging Africa	V.G	Ń.G.	
6	H.G. Ward Kupal have.	Chip & 18	(.G	Y.G	
7	J. C. Richarduan	Comp Share	1.G.	Y.G	
8	E. Cordingles	3. Superinet	Y.G.	ſ.Ġ.	
9	a.a. Enida	Electricin	¥.G.	N.G.	
10	I Jesemshilds. LBea. R.N.	HS. Sudoralat	Y.G.	Y.G.	
11	Hickologue	Dickland	(.G	ſ.G.	
12	J.T. Swith		V.G.	V.G.	
13	K.A. Mc. Sead.	Carbertor	r.G.	Y.G	
14	R. Wellin	diel Stand	ſ.G.	V.G	
15	S. Gentinan.	Could	ſ.G.	Y.G	
16	E. h. usual	Contral Breed	r.G.	V.G	
17	C. b. Jennings	Boon	ſ.G.	Y.G	
18	E.G. Biggs	Heaper	C.G.	1.G	
19	J. D. gehale +		(6.	ſ.G.	
20	Ele P. Swith	Daverburg	ſ.G.	ſ.G.	
21 22	h & Bathaen	= Dukland	. (.G.	V.G.	
22	N. Dohner.	WY. operator	V.6.	V.G.	
23	A. We dill	Gally anish t		Y.G.	
24	- D. Dather	Flatlad	V.C.	V.G.	
	H. Peck.	liteaset.	Deckin to	Rebest (Reested) 28.
		0		1 indiana /	

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

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List of Crew and Report of Character-Continued.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	page or page where the entry is to be found should be noted in this cohura opposite his name
26	R. Bound	(Durkland	V.G.	V.G	
27	F.E. Bigge	a.B.	<u> </u>	r.G.	
28	D. Casson a.B.R	ab B. B. S. market	Y.G.	V.G.	
29	C. Luis.	Jussa Risel	YG.	V.G	
30	P. Viello	Caline Bills	V.G.	V.G.	
31	D. a. he glood	liteaset	V.G.	V.G	
32	C.R. anderea.	Dickhard	V.G.	r.G.	
33	Joulyer Thomas.	Bubetunesous	V.G.	V.G.	
34	& & man		V.G.	V.G.	
35	b. J. Sladen	Doctat	V.G.	V.G.	
36	P.C. Davis	Supermendary	V.G	V.G	
37	and the day	0 L. 0	Y.G.	V.G.	
38	P.H. B.V	Mero ioni	V.G.	Y.G.	
39	P. Hausel	1100 Bus	V.G.	Y.G.	
40	he S. Salal	Les Da	V.G	V.G	
41	1 Built	evenue	Y.G.	Y.G.	
42	Wa balke	Entret webaby	V.G	C.G.	
43	1 R. Strachest		Y.G	V.G	
44	a.h. igaltar	•	V.G.	(.G	
45	R. F. Westswick	-	V.G	V.G	
46	K.D. Hunt	-	V.G.	V.G.	
47	E. M. P. Salua		V.G.	V.G.	
48	A. H. Servis		V.G.	ſ.G	
49	~ PB St. Smin	4	V.G.	V.G.	
50	beength . D. H.	4	V.G.	V.G.	

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

List of Crew and Report of Character-Continued

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Capucity in which engaged.	For Ability.	For General Conduct.	If there is any entry in the Official Log relating to a member of the Crow, the page or pages where the entry is to be found should be noted in this column opposite his name
51	b. Bodio.	Subel weeks	Y.G.	Y.G.	
52	Q.C. Buten	4	1.G.	V.G	
53	a. b. R. Hewat	ч	V.G.	V.G.	
54	J. D. Laukester.	ч	V.G.	V.G.	
55	K.R. Dooden	w	V.G	Y.G.	
56	10 chial	u	Y.G.	V.G	
57	8. R. Sydech		(.G.	V.G.	
58	E. Cuitto.	Deck David	Y.G.	ſ.G.	
59	C. and more	ц.	Y.G.	(.G.	
60	R. Wallin.	lynned	Y.G	6.6	
61	9. H. andres	10.3.	V.G	<u>1.G.</u>	
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CAUTION.—Section 130 of the Merchant Shipping Act, 1894, provides that if any person makes a false report of character, knowing the same to be false, he shall in respect of each offence be guilty of a misdemeanour.

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List of Crew and Report of Character-Continued.

			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the
No.	Name and Surname of each Member of the Crew.	Copacity in which engaged.	For Ability.	For Genoral Conduct.	pego or pages where the entry is to be found should be noted in this column opposite his name
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Officiating Clergyman

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(Signed).

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

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List of Crew and Report of Character-Continued

1			Report of	Character.	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the
No.	Name and Surname of each Member of the Crew	Capneity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
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MARRIAGES, BIRTHS, AND DEATHS Members of the Crew, and other persons on board, which have occurred during the voyage.

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 MARRIAGES.—Section 940 (9) of the Merchant Shipping Act. 1894. requires the Master of the Ship to eafer in his Official Log the particulurs of every Marriage that have an place on board. Masters are reminded that they have no power to perform the marriage accouncy on board their ships, and that if such ceremony is performed by them interinge will note a legal one.
 BIRRIASE AND DEATHS.—The duties of the Master with regard to the registery of hirths and deaths on board ship are defined in the following extructs from Section 254 of Merchant Shipping Act. 1894.
 Martenda Shipping Act 1894...
 Martenda Very British ship, whether registered or not in the United Kingdom, shall, as soon as may be after the occurrence of the birth of the child or the death of a person happening on board bin ship, record in sile oppose or otherwise the fact of the birth or death, and the particulars required by the Eighth Schedule to this section that the total.
 (2) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and phace as the Ministry of Transport.
 (3) The Master of every British ship, upon its arrival at any port in the United Kingdom, or at such other time and phace as the Ministry of the resolution the interval to a birth of a birth of a beild of the death of a person and board in ship of the Register-General Gingstry of Transport.
 (3) The Master of every ship fails to compy with any requirements of this sector. Less shift first of the shift of the death of a person and upon the entry of all particulars required by the Eighth Schedule on the facts for the source of the entry of all particulars required by the Eighth of a birth of a birth of the death of a person and board in ship of the Register-General Gingstry of the ship of the facts are barried on the view of the compy with respect to the birth of a birth of a birth of a birth of the ship of the facts fore the ship of the facts ar f de

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			IVI.A.	MARKIAGES			the death. more particularly in
Date when married. 1	Names and Surnamos of both Parlies. 2	Ago. 3	Whether Single, Widow or Widowor.	Profession or Occupation. 6	Father's Name and Surname.	Profession or Occupation of Pather. $\frac{7}{7}$	case of murder, disappearance or suicide. If death accurs in a port the -1
							and it should be stated whether the death occurred on board or
					*		in hospital. If a seaman dies on shore from
							from a disease which developed,
							while he was a memory of the crew, it is desirable that an entry
							of the death should be reade. When reporting the required
							Darticulars upon a Form B &
							required, to give an account of
							any moneye due to a deceased
							вевтил от арргепtice, of any deductions from his wares and
							of his clothes and effects, on the
							relevant Form W. & E.1, C.15,
							or C.C.15. The Forms required
							will be furnished by the Super-
						_	intendent or Consular Officer,

G.

(See Instructio	the second s	ua page).		9					To be filled in by Official
Officer in Command Father,	d		NL 41			1 01			to whom Report is unde
			Mother.			Signature of Master and Mate		te Signature of	Port at which Report
Nationality (stating Birthplace).	Last place of abode.	Nation (stating Bi	nality Last pl sirthplace). of about		lace de.	or other Membe of the Crew.			is made and Signator and Title of Officer to whom reported.
I									
2									
3									
(See Instructions of	n previous p	200)							
Officer in Command		age							To be filled in by Otherst to whom Report is made
Last place of Abod	e. (see ins	e of Death tructions on ious page)	Signature of Master or person in charge.				Surg	gnature of con or Medi Practitioner, if any	Port at which P opert is mucle and Signature and Title of Officer to whom r ported
1 Masters.									
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(sea footnote**) 10			
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Members of the Crew. 14			
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be recorded in the voluum for "Rank or Rating, Profession, or Occupation." In the case of an illegitimate shild the full name of the mother instead of that of the father should be recorded.

BIRTHS

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

8

DEATHS

							DEATHS
						Colum	ns to be filled in by the
	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
r							Members of Crew (other than Lascars**) including
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4							
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9			÷				•
10							Lascar
11							
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14							Persons who were no
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16							
17				-			
18							
19							
20	In the sec	of an Infant or Child.					forsion should
	T FILE CORO	of an infant or Child.	the provide (IP CI)				Consign should

"In the case of an infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should "Lascars are Asiatins and East Africans employed under Agreements for Natives of Asia or East Africa, which open and terminate in Asia

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RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES A3 REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1932.

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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.)

Rules, Dato of Drill or Mustor 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.	Sumatures of Master and Mate.
19. may. 1949.	And exclused at Labort Stations. Post justos Schloss longered in the world	all geat and t applications in satisfactory widthism.	29 5 49.	Comado P.H Minching Cos
13 me. 1949	Crub exitered at Lifeboat Stations, wearing lifegackets.	all geat and appliances in satisfactory condition.	23 6 49.	Hand Rt
1. oct. 1949	Cas Stations wang Stations, wang dilgudgets I	all gear and appliances inspected, and fand with and in refisidor	in/10/49.	Connection R.
3th hue 1949	Librat Stations, waring	wapatted and flund water and in ministrativij	13]:1/49.	Munching Joca
3. Dec. 1949.	Statuis maning diferenter. And exchanged and mus. And exchanged and mus.	all gest and appliances, inspected and find essent and in good evidetion. All geal and appliances	3/13/29.	Minchin Drinchin Ir Con F.
30 ² Jan. 1950	Station. Motobool I busked and hun. Crew exclused at Libelesol	unfrected and found control and in good condition. All gras and appliances	30/1/50	Annehor R
24 t. H. b. 1950.	Salisez. hester in Lewed and the a Siples	underelled and found costal and in good condition. All gear and appliances	24/2/50.	Minchine R
18th luce 1, 1950.	Salisia. Bout lyund and tuning endicided.	unpertail and find white	18 3 50	Convode Kr Minselizia
		nustor held, i.e., whether boats wero swun		110

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1895 to 1932.

Note.—If in the case of a passenger steamer boat drill or musters are not hold in the 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)

Rule≈, 19:	(ð.)			
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.
1	•			
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¢				
		•		
2				

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

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

Note.—If in the case of a passenger steamer beat 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 (Sufety and Load Line Conventions) Act, 1032, and Rule 5 (3) of the Merchant Shipping (Musters)

Date of Drill or Mustor and of Examination fthe 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.

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

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 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 (Swiety 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 Applances.	Nature of Drill or Muster.*	Nature of the Examination of the Life Saving Appliances, and the condition in water they were found.	Date of Datry.	Signatures of Master and Mate,
		-		
		-		

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

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

Note.—If in the case of a passenger steamer beat 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 Lond Line Conventions) Act, 1932, and Rule 5 (3) of the Merchant Shipping (Musters)

Dato of Drill or Mustor and f Examination the Life-Saving Appliances.	Nature of Drill or Muster.*	Line Conventions) Act, 1932, and Kule 5 (3) 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.
			-	
			,	

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

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

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Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	all living quarters, baller. Bathrowns, Lischward, lite, hingh at		H. Til and . Commencies. C. M
.4. had. 1949.	and found in why clean and satisfact	14/0/49.	Rinchin Ir Con RN
0.	all ining quarters, Jalley, Batheres	1	Holinand, Comune det R.h.
and La	storehous Jete, inspected and hund in		Arinchin de Com R.N.
28. May. 19+9.	atertions leter inspirted and fund in	018 5 49	AV C.S. N.C. N.O.
V	all living quarters fally Batters	B	H (Lichumond. Commandes. R. H. Master.
3 June 1949.	Storebucho lete, inspected and	- 3 6 49	Minichin - ir Com RN
Q	all line quarters balles		Hait and Commandes . C. tr.
13 June 1010	Datinours of atorchogues, lete inspected	my 13/6/49	Minchin d' Com RN.
13th June 1949	all living quastus, galley.	111	H. C. Lound Come and R. h.
alba	Dathbourg aleter some sie historia	1.20L	Minchin d' Com RN
26 June. 1949.	and found in clear and article		Hard A Com RN
7	al living quarters, Jalley, Button	. 37 49	H. T. Lund. Commander N. N.
32 July 19+9.	al him quarters, falley, Bathroen atorrerene ite, inspectal gull freed	un clean '	Minchin . dr Com. RM
00	all living quarters galley Bath	Johns.	Hilistand Comander. C.h.
10 . july. 1949.	store tacus, lete, inspected and som	din, 1	(Minchin - Ir Com RN
00.11	all ling generates, lillag, Bithow		H. Citmerel Compander R.h.
11 10 10	Sherhood I. L. inspectal and four	al me	Minchin dr Com RN.
16to at 19+9	elecen and patienter findetide	16 ic 49	d'Con RN.
	all living quarters, lipstury, Billing	shub,	Al Sund Comander, C.h.
23 Oct. 1949.	State to and matig added and found	23/10/-19.	Runchin It Com RN.
	all living quarters, Gally Ballsons. Storesound etc, inspected and fined in		H (informed . Com a dis, R.N. Mates.
1 hor. 1949	dear and satisfield and find in	1/11/49.	Ruichin Ar Com RN.
I - MKL + H- H-	all living quarters, galley, Bathroom	9' ' 1.7-1-1-	H. Cutumed. Commandet. R.N.
The second	Stopenorma Sett, impertable and fund		Minchin Master
6. M.W. :949.	an clean and satisfacisty white . all lung quarties, filles, Butters	49	H Julium de Com. R.N.
d .	Station of the inspatial and for	much	Rinchin Master.
13" 1/22 1949	in dean and outinfactory widette	- 13/11/49.	Minchin d! Com R.N.
	all living grantes bally Batts	A	H. Cilmund Commander, R. N.
19 har 1949.	Starinonial etter inspected will from		Minichun dr Com R.N.
	all living quarters, Gally, Bathrowy		H (intermed. Companded. R.h.
N	and Stricklying is and find	01.1.	(Minichin Master.
3th Juc. 1949.	in aleas and noticlastaty condition	2/12/49.	H. (Tilmund, Com R.N.
	all living quarters, halley, Battersons and Starburgers, juspilited and friend	Infinition	Di li Masti
10°. Dec. 1949.	- draw and not the tay we there	10/12/44. 1	(Munchin d' Com RN.

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

ate of Inspection	Results of Inspection	Date of Entry	Signatures of Muster and Mato
	all timing quarters, halles. Bathersens Torswers all hinkested and found in	1	H. (Lichmund, Commander, R.H. Masie,
A. D 1949.	align and ratification in deline.	24/12/49.	Minchin dr Com R. M. H. Cinturesd. Wurnandet R. H. Marter
at Dec. 1949.	Finisons, lie, installed and fund in dean and satisfieldy we drive	31/12/49.	Minchin dr Com RN
	all living anather Mulley Bott were		H. aufund Compander K.
t. Jon 1950	Strikerne, lete, makertal ald frend in dean and satisfield we wenderlive all living quarters, Jally, Batthorns,	14/1/50.	Market Artinchin Jr Com RN H. Austrand Courses Lis P
t yub. 1950.	Station and ratingation we ditin	4/2/50	H. (Indused Country des R Minchin d' Com RN
	all timing quality, gally Batherens,		H Cail word Common der R Minchins dr Com Rry
· Sylb. 1950.	Giverbund ste, inspected and fund in the and satisfation wedering	18/2/20	Munchins de Com Rry. H. Aidenwood. Compander R.
" Ledel 1950	all living quality, Alley, Bathrows, Givennes, a. winterial and found in clean and patiesterity wather.	4 3 50.	Minchin & Courded X. 1 minchin & Con RN.
,	all living quarters, filley. Ballyours	-12/30.	H. Cish reveal. Courgan der R.
t haber 1950.	givenus fate, inspectal and fund in clean and satisfaction undersing.	11/3/50.	Chunching Ir Com RN.
" hotel 1950	all living quarters, Galley. Battersons, ejour owner lete, inspecified and yound in	Bat In	A Princhin Master.
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RECORD OF INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
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RECORD OR INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1987).

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate

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	ENGINE	STRWARDS' I	DEPARTMENT.	TOTAL	Under Deck Department, include all Lescars employed in connection with the navigation
		DEPARTMENT	Certd. Ship's Cook.	Others.		of the Ship, or in looking after the cargo. Under Engine Department, include all Lasce employed in attending on machinery.
From the United Kingdom,						Under Steward's Department, include all Lasear- employed in attending on passengers of crow.
	_					NOTE.—The death of a Lascar member of the crew should be recorded in the space provider on pages 8 and 9, and all entries in the
To the United Kingdom.		ĺ				Aslatic log relating to the case should be copied into this Official Log-Book.

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	S .	d.	
British Vessel, if such entry is not required			
by the Merchant Shipping Acts			
In all countries except China	0	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	5 Inches.	(T) 4/4 inches above S.
Summer	914	(S) Upper edge of line through centre of disc. /
Winter	1/2Inches.	(W) 44/4 inches below S.
Winter North Atlantic (if assigned)	3/2 inches.	(WNA) 6.14 Inches below S.
Allowance for fresh water for all freeboards	4/4 -	inches
The upper edge of the deck line from which th	cse freeboards are measured is	inches

(Above particulars to be taken from Load Line Certificate). above the top of the... deck of side

· - specific feet Maximum draught of water in summer.... ... inches (The maximum draught of water in summer is the draught of water which would be shown on the scale of fect 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 freeboard, measured as indicated above.

3.—Unless the ship is a home trade ship, a Notice. Form L.L.11A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.

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

5 .- No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate sait water treeboard.

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 sait water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered, will be 1010. be entered will be 1010.

7.-The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N. during the winter months as defined in the Load Line Rules, 1932, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rulas and

chart 8.--Penalty.-Failure to enter the required particulars of lond 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 f20 for each offence.

DOCK, WHARF, HARBOUR OR OTHER PLACE

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

							SIGNATURES.		ARRIVALS				
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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

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with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

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Norm.-Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 10 to 19. "See Notes on page 19.

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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

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Norm.—Masters of Ships when engaged on a Home-Trade Voyage are only required to record the particulars stated in Columns 1 to 8 and 16 to 19. *See Notes on page 19. DOCK, WHARF, HARBOUR OR OTHER PLACE

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

				SIGNA	TURES.	Al	RIVALS
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(See page 3 of Cover).	
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RULES,	
NT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938. (See page 3 of Cover)	fully charged condition
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required	(1) In column backed Barracia
DAILY RECORD	11 In 1
DAILY	

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

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DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELLEGRAPHY) RULES, 1938. (See page 3 of Cover). (1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are mantained in a fully charge 1 condition.

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m. V. - John Bujese **OFFICIAL LOG** of the Starley. Fallcland de. towards Sou aubter from Note. The entries regarding watertight doors, etc., on Passenger Steamers, as required under Section 20 of the Amount of Fine or Forfeiture inflicted Date and Place of the Occurrence Entries required by Act of Farliament. Date of or situation by Latitude Hour of the and Longitude at Sea Entry. Occurrence. 1700 staboard 8-9-1449 bebasi a 01 OL apple DD 949 Madeita 31 pusseng. Se Seal PL 3-C. mad 15 8 1949 P. Muchu Commander. K. the. Master dr. Com. RN Fat Southas Biel Hennit 1180 2.5 h., 11. od: 40 049. St Atlas 20 Dail Ser 3 Sta V.L. 8 (1. Master SKI Collaborat en dr Com RN Bal 01 1949 11 4. hus

N.B.—Everf entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Mater and overy entry of illness, injury or death must also be signed by the Sufference who has died must be signed by the Sufference on board (if any). and and by the Mater and some other member of the Crow; and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Mater and by the Mater member of the Crow; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Sterman or by the Officer authorised to receive the Seaman into such Service. NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

Birve OFFICIAL LOG of the m. autatelica. Stanley Halkhand towards from d۹ Merchant Shipping (Safety and Lond Line Conventions) Act, 1932, are to be made in a special Supplementary Log Book. Form O 10 Amount of Line of Foricitare indicted Date and Hour of the Occurrence. Date of the Occurrence, or situation by Latitude and Longitude at Sea. Entries required by Act of Parliament Date of Hour of the Entry. Ocourrence. Port Lockton , Kilino bladhaila auchit wighing J. 1700 weicke deland. puesen se al top 26/1/00. 2000 bund حد 1950. with calile the survel bated d July ... been riding sul Ship 24 2000 oale Bernja 11. Jul 20.01 3 alia Sh H. Ital d Jun 1 and a charkles the alatteria. auchor Minchin Commander, R. h. dient Com RN hearly back we 68.01.3 Jessel. harrigating in 0800 to 9/2/00 altering ice heavily at limes. Tramage 40' 00 0. 2210. deft top white white . oury, H. (Tilmen 1950 Minchu Counander R. H. Masie dient Com RN heard pack ice havigating in 13 2 50 Jessel ! at 0041 6'10 - 30 Damage al aliking ice hissing 69. 49.5 12 2535 12th 321 man Kucht. and 1950 Minichin Maslet. auder R.h. Lient Cour RN 65 - 00'5 pullopical basicalico in close pack ice and 0900 \$ Winsen soi gutito , si twalp. of 6 96 64 . 00 W 1100 werk would 29' hard 1950. der. R.h. Mine duent Com R.V

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Master or some other of the Crow, and overy entry of illness, injury or death must also be signed by the Surgeon or Medical-Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crew : and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service. **NOTE.**—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

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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 e Fine er Forfeitan inflicted
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N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on beard (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Master and by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service. NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book. OFFICIAL LOG of the from

Amount of Fine of Forfeiture inflicted Date and Hour of the Occurrence. And Longitude at Sea. Entries required by Act of Parliamont. Date of Entry.

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Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture judicted
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(d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

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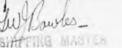
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SHI/LOG/JO#2

Engine BRP1

[Executed in Twenty-Four Pages.]

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MINISTRY OF WAR TRANS

In pursuance of

AGREEMENT AND LIST OF THE CRFW 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.

57 & 58 Vict. ch. 60.				0				<i>n</i>
Name of Ship.1		Official No.	Port of Reg	istry.	Port No. and	Registere	Horse. Power of	
11 / 2		C MORE FOR			Date of Register.	Gross.	Net.	N.H.P. LH.P.
MIV. John Biscol		181806	Stanley gala	Hour des	19148.	870.48	415-97	150
REGISTERED	MANAGING OWNER OF	R MANAGER.	[!	No. of	Scamen and		CHARTERE	R. ³
Nator.	(State No. of	Address I House, Street a	nd Town).		tion is certified.	Nanie.		Address.
Falkland S. Journout.	House M.	ander Faith the	1.	5.				

The Several Persons whose names are hereto subscribed, and

are engaged as Sailors, hereby agree to serve on board the said Ship, in (a) atte

12 the Falkland Islands to any ports or places between the limits of 65 degrees Forth latitude and 75 degrees South latitude, trading in any rotation and to end on the completion of the 1949/1950 Season in the Antarctic Naters or eardier at the option of the laster.

And the Crew agree to conduct themselves in an orderly, faithful, homprovisions remains in the shipowner. Any member and sober manner, and to be at all times diligent in their respective Duti of the crew taking ashore, selling, destroying or and to be obedient to the lawful commands of the said Master, or of a giving away any such stores or provisions renders person who shall lawfully succeed him, and of their Superior Officers, himself liable to prosecution. everything relating to the said Ship and the Stores and Cargo there (e) The crew shall wear uniform when and where required. whether on board, in boats or on shore; in consideration of which Services (f) the overtime will be paid-all rates of pay being Wages the sums against their Names respectively expressed, and to suprimelusive. Wages the sums against their Names respectively expressed, and to supplicatusive. them with provisions according to the Scale printed therein.

And it is also agreed, that the additional clauses on pages 2 to 4 and t Regulations authorised by the Board of Trade which are printed herein a___ numbered⁵ -

indusive

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

And it is also agreed that⁶

fruit The erew when rejuired to, will set or work in !! several capacities expressed against their respective names on a voyage in accordance with their Bovernment contract subject to the regulations promal ted from time to time by His Excellency the Sovernor of the Falkland Tslands. (b) The seamen and greasers shall autually assist each other in the consral duties of the ship. (c) The crew individually and collectively agree to keep their junters clean and tidy and in readiness for inspection by the laster or Officer deputed by him. Further it is gread that at the time when the crew or any individual member finally leaves the ship at the termination of the contract, they shall le whe marters in a clean and orderly condition, to the satisfaction of the Master or authorical deputy. For Lorve and breach of the foregoing the laster may at his butire discretion, impose on each member of the crew concerned, a fine not exceeding 2 days pay. (a) All stores and provisions issued to the crew are only for use and consumption on board ship and the

them with provisions according to the Scale printed therein. (2) Should any member of the crew fail to join at the Destruction of any part of the Ship's Cargo or Stores shall be made good may ship substitutes at once. And it is further agreed, that if any Seaman enters himself in a capaci(b) No cash shall be advanced or liberty granted other than at the pleasure of the Master.

granted other

In	UNITIES whereof the said Parties have subscribed their	r Names
herein,	on the days mentioned against their respective signatures.	the side of the
	by A (Lidward, Commander Peyal harg.	Master
on the.	day of 11000 V	101 0

			These columns	s to be filled up at the termi	nation of the Agreement.
Date of Commencement of First Voyage.	Port at which Voyage commenced.	Date of Termination of Last Voyage.	Fort at which Last 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.
2/5/49	Faikland Struds	2 <u>%</u> Apr. 1950	Stanley Dack. Is.	28ª. april 1950	H Cinterned. Commanded. R.N.

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 Ministry of War Transport and printed on the Sixth page hereof. Here are to be inserted to be inserted to which the parties agree and which are not contrary to law. 5.

6. Here any other superations had be unstituted. 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 N.B.—This Form must not be unstituted. 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 well. WI. 41080/783 1,590 Bks. 13/45, R.I.Co., Ltd., Gp.753(107). [Twenty-four pages.

ADDITIONAL CLAUSES.

(1) Bed and bedding will be supplied. In the event of same not being returned in good condition(fair wear and Tear excepted) the following amounts will be deducted from wages:-

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Mattress Blankets Pillows Cost price.

ADDITIONAL CLAUSES.

ADDITIONAL CLAUSES.

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SCALE OF PROVISIONS.

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

trifele. Water	•••• •••			Allowance per week. 28 quarts 7 lbs.	Article. Condensed Milk or Dried 4 c25.
Fresh Meat (including any fresh offal or fresh sausa, Smoked Ham or Bacon	ge) .			5 lbs. 10 oz3,	
				8 UZS,	Condensed 43 czs.
Fresh Fish		441		1 lb. 8 ozs.	Milk for Cooking or
Egga				2 No.	Dried 2 ozs.
Potatoes				7 lbs.	Butter 101 c.s.
Orled or Compressed Vegetables				8 ozs.	Suet
Split Peas				4 025.	Cooking Fat (othert than suct) or Margarine
Green Peas, Harlcot Beans or Butter Beans				1 lb 4 ozs.	Marmalade, Jam or Syrup
Flour		***		2 lbs.	Cheese 4 ozs
lice				6 ozs.	Pickles
Datmeal, Rolled Oats or similar cereal				δ 023.	Quinna
l'ea		-		3 ozs.	Delad Fruitz
Coffee (containing not more than 25 per cent. Chicory				2 029.	Pine Patt
or					
Cocoa or Chocolate				3 025.	
and a state of the	1990		1.41		Pepper
ougat see see see see see	***			1 lb. 5 ozs.	Curry Fowder toz.

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

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. Bread.—The issue of soit bread under the scale shall not be required :-2 (a) in a ship of less than 1,600 tons gross registered tonnage; or

but where soft bread is not issued, an equivalent amount of biscuit stored in scaled tins shall be issued instead. 3. Meat.—The term "Meat" includes "Pork." The weight of fresh meat is the weight, including fat, and bone, before preparation for cooking. When fresh meat is not available, salt or preserved meat may be substituted in the proportion of $\frac{2}{3}$ b. of salt meat or $\frac{1}{3}$ b. of preserved meat for I lb. of fresh meat.

Fresh offail and fresh sausage count as the equivalent of fresh meat. Other sausage counts as preserved meat. Note .-- In ships with no refrigerator it is undesirable that reliance should be placed on fresh meat keeping in good condition for more than 15 days from the date on which it is taken on board.

4. Smoked Ham or Bacon.—If smoked ham or bacon is not procurable at reasonable cost, dried fish or kippers, tinned salmon, herrings, pilchards, or sardines shall be substituted in the proportion of 2¹/₂ lbs, of dried fish or 1¹/₂ lbs, of kippers or tinned fish to 1 lb, of smoked ham or bacon. 5. Fish.-The weight of fresh fish is the gross weight before preparation for cooking.

Dried fish or kippers, timed salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 14 ozs. of dried fish or 1 oz. of kippers or timed fish to 2 ozs. of fresh fish.

6. Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within home trade limits.

Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 181 ozs. of dried tish or 9 ozs. of kippers or tinned fish to 8 eggs.

Potatoes.-Fresh potatoes (when procurable in a sound condition) must be issued for at least the first eight weeks of the voyage in the case of every ship leaving a port within the home trade limits, at any time between the last day of September and the first day of May, and at any other time when they can be procured at a reasonable cost.

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

dried or compressed potatoes of after of compressed vegetables in the proportion of 1 ib. to 6 ibs, of fresh potatoes, or fresh bread in the proportion of 1 ib.
of bread to 1 lb. of fresh potatoes, must be issued in their place.
8. Rice.—If rice is not procurable semolina may be carried as a substitute.
9. Dried Milk.—Dried Milk may only be issued in lieu of condensed milk where the conditions on board are such as enable it to be kept in good condition, in a cool, dry place, for the period during which it may be required.
10. 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.

murrous to heard. On each day when 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. 11. Dried Fruits.—Dried fruits issued under the above scale must be raisins, sultanas, currants, figs, prunes, apples, pears, peaches, apricots or

dates. 12. 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 $\frac{1}{2}$ lb. of fresh onions must be issued.

13. The stokehold hands are to receive sufficient ontrneal 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				-			-	ib.	To be considered equal	Marmalade	***	•••	•••	***		***	1 lb.	1
Preserved	Meat		***	19.0	***			1 lb.	to 1 lb. Fresh Meat.	Jam		•••		***		***	1 1b.	
Coffee					***		-	1 oz.		Syrup	***		•••	***	•••		1 lb	To be considered equal.
Cocoa or	Chocols	ate			***			11 ozs.	To be considered equal.	Butter	***			***			à 1b.	
							-	6 02.	10 be considered equal.	Cheese	***			***			à 1b.	1
Тел					***			1 lb.	1	Condensed Milk				***			91 ozs	1
Flour								1 lb.	1	Dried Milk	***					***	4 025.	To be considered equal.
Biscult								1 Ib.	To be considered equal.	Mustard)
Oatmeal, 1		0.44		TOLIOT				1 lb.	1	Curry Powder								To be considered equal.
Oatmeal, 1	Rollea				COLOUIN			A 1b.										
Split Peas			•••		•••		-	1 1b.	To be considered equal									
Flour		***			443				when issued with meat									
Green Pea	s, Har	1001 0	r Bu	itter f	Herrina 1			1 lb.	rations.									
Rice			•••		•••	•••		2 ib.	1.00020									

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

(b) if rough weather or illness, or absence of cook, or force majoure renders the making of bread impracticable;

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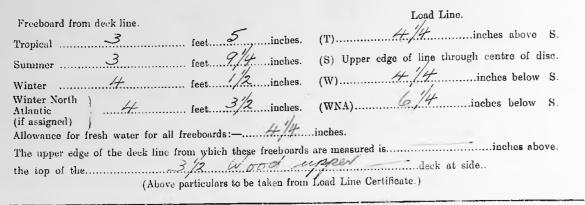
Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.

The employment of a person under the age of 18 in a ship as fireman or trimmer is prohibited except in achool ships or training ships specially authorised 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 amployed, 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

Name in full.	Date of	Nationality† (if British, state	Capacity.	If Particula	Apprentice re of Indentures.	Date of joining	To be If rema	Particulars of Leaving filled up by the Master, ining it should be stated.	Initials of Official who greats
	Birth.	birthplace).		Dato.	Place of Signing.	for the voyage.	Date.	Cause of Leaving.	Initials of Official who grants Orthicate respecting an Apprentice left Istand abroad
	Persons" un	der 18 years of age	Including App	rentices.					
Fred. Newman	1932	talk is fault	Parting Boy			2/5/49.			
Reguald Mi Gill	1931	fait islands	Jaily lest.			2/5/49.			
Vernon auderson	1931	fait Jaranas	Deckhied			5/5/47			
Cline Lewis	26/9/32	Prilippool	Pastoy			2/5/49	ietting	completion of an	Cenue L
Retay Harry Bust	11/12:4	Jouris	Wer B. i			01:447.		1 1 1	
Peter How sell	51233	Bertrougt	houil			3/10/-19			
Michael Joke boulde	24/12/53	Santa 1	Min Du			3/10/49.			
	_								
	_								
			•						
2. Apprent	lees over 11	years of age.							

POSITIONS OF THE DECK LINE AND LOAD LINES.



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

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

6

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 stops must be adopted as in the case of other Offences purishable 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 signature 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 entrics have been properly made, the Fine must be deducted from the Offender's wages, and be paid over to the Officer.

If, in consequence of subsequent Good Conduct, the Master thinks fit to remit or reduce any Fine upon any Member of his Crew, which has been entered in the Official Log, and signifies the same to the Officer, the fine shall be remitted or reduced eccentric be the first in the 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.	7
2	Bringing or having on board inloxicating liquors	Ten Shillinge.	One Pound.	1 0 0
8	Drunkenness	Ten Shillings.	One Pound.	I I AD I
4	Taking on board and keeping possession of any firearm, knuckle-duster, loaded cane, slung shot, word-stick, bowie-knife, dagger, or any other offensive weapon or offensive instrument, with- out the concurrence of the Master, for every day during which a seaman retains such weapon			& Jul Soutes
	or instrument	Ten Shillings.	One Pound.	BHIPPING MADE
5	Insolent or contemptions language or behaviour to the Master or any officer, or disobedience of any lawful command, if not otherwise dealt with according to haw	Ten Shillings.	One Pound.	Spino of the
đ	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shiliings.	One Pound.	

1 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.

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Income Tax Code.

SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.

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*Nationality (if British, state birthplace—icc footnote).

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t The capacities of Engineers not employed on the Propelling Engines and

5 Name of

Ship M/S John Biscol

OF ENG	GAGEMENT							To be fille	ARTICULARS ed in by the Mash Descrition of any	or upon the Disch Member of his C	is, occ. arge, Douik rew.	i, or	RELEASE.		Number	
In what Capacity engaged, No. of Certificate (if any), and io. of R.N.R. Commission or R.V.2.	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amoun Wage per We or Caler Moati	celi celi endar	Amount of Wages Advanced upon or at the time of Engage- meet I	Amount of Weekly, HaliMonthly or Moathly Atlotment,	before whom the Sea	Date, Place	e and Cause of Ic or of Death. Place.	cause §	Fialani of Wag paid o Dischar	EC4	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners threed, from al Claims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Grew from all Claims in respect of the said Voyage.	Official before whom the balance of Wages was	of weeks for which insur- ance Act Contri- butions	
(if ony). 8	9.	· 10.	11.		12	13.	man is engaged i 14.	15.	Alla-a	17.	19.	-	Signatures of Crew (each to be on the live on which he signed in Col. 1.) 10.	and Date.	21.	٦
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and KN.	LT CHER RN	Marie		-			1000 C		d				The line and	2		-
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[•] If a British subject, state town or country of birth, and if born in a foreign state 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 the payable because of remuneration. (d) Where Nature 1995 and 1995 ** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

ADDRESSES OF MASTER AND CREW

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PARTICULARS Date and Place of Signing this Agreement.

ADDRESSES OF MASIER AND COMM	Name of last Ship, with Official No. or Port of Registry and year of discharge if mote than a year previous. 5.	Date.	Place.		Capacity engaged, No. of Certificate (if any), and No. of R.N.R. Commission of R.V.2. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	iš –
To A. Keirhwood Esq. "Valuis" Roughton Lane. Woodhall Spa	Same.	2/5/49	Stanby Jalk os		B Master. tomin RN.	9.	10. Stance	
Achellis Mead. Havenstreet Repole J. O. W.	Same.	4			U filies	LT CHIER RN	io	-
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do- 1h.	Some	*			Greaser	-	-do	18

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

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seamon is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[[]Twenty-four pages.

1 Name of

PARTICULARS

Date and Place of Signing this Agreement.

Ship Mils John Biscol 181806

OF E	INGA	AGEMENT	•							To be fill	ARTICULARS ed in by the Mast Describion of any	OF DISCHARC er upon the Disch Member of his (GE, &c. harge, De Crew.	ath, or	RELEASE.		liumbe	
In what Capacity engaged, No, of Certificat (if any), a No, of R.N	te	Uncuployment Local Office and Number.	Date and Hour at which he is	l ll'	unt of ages Week	Amount of Wages Advanced upon or at the	An V Hal	nount of Veckly, Monthly	of Official	Date, Plac	e and Cause of le or of Death.	aving this Ship,	- Bal	auce	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner of Owners thereof, from al 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	Official before whom the balance of	of weeks for which Insur- ance Act	ce No.
Commissi or R.V. <u>0</u> (if any). 8	00	D	to be on board.	Mo	alend ar mth.	time of Engage- ment !	A	Monthly lotment.	before whom the Sea man is engaged 14.	Dale.	Fince.	Cause §	Disc	d ön harge.	Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Paid and Release a gued and Date.	Contri- butions are payable	i i
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country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys not merely as Boys. The works "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,"

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

					ADDRESSES OF MASTER AND CREW	Manual last Chin with		a Agreement,
Reference No.	Income Tar Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	•Nationality (if British, state birthplace_see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place,
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ADDRESSES OF MASTER AND CREW

* It a British subject, state town or country of birth, and it born in a foreign i If any scender of the Crew enters His Majesty's Service, the Name of the King's Ship into which he outers is to be stated under the bead of "Cause of Leavier TIONAL HEALTH AND UNEMPLOYMENT INSURANCE - An enter a burther

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows:—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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Income Tax Code.

SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.

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A. V. Walton .

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• Ship

			I	PARTI	CULARS		OF ENG	GAGEMENT					
_		ADDRESSES OF MASTER AND CREW	Nume of last thin with	Date and this	Place of Signing Agreement.	j	In what Capacity cugaged.				1	Amount of Wages	I
	•Nationality (if British, state birthplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.		engaged. No. of Certificate (If any), and No. of R.N.R. Commission of R.V.2. (if any).	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	Amou War per W or Cal Mou	nt ol ges endar i itb.	Wages Advanced upon or at the Ume of Engage- ment I	and the second se
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† The capacities of Engineers not employed on the Propeiling Engines and Boliers should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, § 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 Leavier THONAL HEALTH AND UNEMPLOYMENT INSUPANCE.

NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows :—(a) contributions are payable because of remuneration. (d) Where liability for National Health and Unemployment Insurance differ they should be shown on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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Amount of Weekly, HaliMonthly or Monthly Allotment.

The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no coparately, Health Insurance being shown first. (c) Masters should course that the DIS.A. number is given on Health Cards and the local office and serial number

	To be f	PARTICULARS iled in by the Ma Descrition of ar	OF DISCHARC ster upon the Disci by Member of his (DE, &c harge, 1 Crew.	Death	, or	RELPASE			
cor tials of icial fore Sca Sca	Date.	Place.	Cause 5	I	Wai Wai aid c schar 19.	100	we, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thered, from al' Claims for Wayce, or otherwise in respect of this Voyage, and 1, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said Yoyage. Signatures of Crew (each to be on the line on which he agned in Col. 1.) 10.	Signature or Initials of Official before	Number of weeks for which Jusur- acce Act Contri- butions are payable 21.	Meferrace No.
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1	4/12/49	Deception Ds.	M. C.		-	-	nal anailable	ent.	_	46
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}	4/2/4	Deception 15.	m. le.				hal anailable	But.		50
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ļ,	4/12/49		щ.в.		+	+	do	Brt		52
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Income Tax Code.

SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.

gtherena

*Nationality (il British, state birthplace-see (ootnote).

Name of

PARTICULARS

Date.

13/3/50

Name of last Ship, with ficial No. or Port of Regist and year of discharge if more than a year previous.

Jame

Date and Place of Signing this Agreement.

Place.

to Pas

J. 95.

Ship John Riccas

OF ENGAGEMENT

In what Capacity engaged.r No. of Certificate (If any), and No. of R.N.R Commission or R.V.2. (if any). Date an Hour a which he to be Unemployment Local Office and Number, 8 ar 05 ance

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ADDRESSES OF MASTER AND CREW

NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.

Grandmather,

21 Jalk Is: Mis. W. anderson

** NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An ontry should be made in column 21 for every member of the crew as follows :—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys not merely as Boys. The words "not conditional" should be inserted above the entry of the amount. This Ship," thus "ILM.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died." The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (c) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

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ily ly L	Signa- ture or Initials of Official before whom the Sea man is engaged 14.	Date. 15.	ce and Cause of k or of Death. Place. 16.	caving this Ship, Cause } 17.	Balanc of Wag pald or Discharg 13.	e es le	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Marter and Owner or Owners thereof, from al Calator and Owner or Owners thereof, from this Voyage, and I, the Master, do hereby release he said undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be an the line on which be signed in Col. 1.) 19.	Paid and Release s.coed and Date.	Number of weeks for which Insur- Act Dations Pare Payable
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[Twenty-four pages.

28/4/48 17 Crew for the M/V John Biscoe NT W Bonner Segned V/T Operator. Steward P Mason alticles in place name Kank Ralé ND NE C Donkeyman £340 ent nad R Wallin Date Ilon which to on be 3300 Cook C Jennings of Masan an 28/4/48 2300 Pantry Boy. S Ne.mand Deckhand nie £ 16-13-4 Cabin Boy. 3240 F Newmand 1200 burran, :120 R Peck al £240 pa an condition arpenter 120 R. R. Assistants 26.13.4 K McLeod. Duncan, HH. do do 2240 J Lehen that acyage was for 81 E Biggs anderson, g. H. do do Dec chands Pearson \$2:35 Stanley fuits planlay only. nil. Vat son walson, do W. do 2200 Smith in hil. do Anderson nicholson, 0 do H Duncan nic. B Reive Reine, Ŋ. do do D Nicholson Mance dace not appear an nil. Smith, J.T. J Curran do do R Bonner Sorenson Sornsent, N. do - 3200 Office copy apagreement 23. Bonner, R do do £ 3. \$ 18.15.0 Greases Lehen, J. D and mean found necrel 2/2. Biggo, E.g. do do as Last unhanded £12. Pearson, Geo do do at-les nie Peter, Smith, do do E.F. 91 Dkymn. 125.00 Jennings, b. \$25.0.0 Steward 14 Wallen, K 92 120.0.0 book newman, S. SNR ₹6. 93 ×2. \$ 10 .0.0 P. Bay. hewman, 2 Mt plue \cap 94 barpenter the. 20. 0. C McLeod, K. Sign F.I. Members OFF old anticles 95 98 allatinals En 6. Bay. 10.0.0 Peck, T. 97 98 apprentice me # Indentimed Biggs, Eric. 99 P.O. Jel. \$20. P. mason 106 born British subjection lectrical Engineers, Boys. " should be inserte i The capacities of Engineers not employed on the Pror ; If any member of the Crew enters His I Revenge"; and the ⇒ * NATIONAL HEALTH AND UNEMPLOYMENT I contributions are payable because of remuneration. on Unemployment Cards. These particulars are si for which contri s should ensure that the DIS.A. number is given on Health Cards and the local office and serial number arance being sh [Twenty-four pages

Name of

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PARTICULARS

OF FROMORIUM

			ADDRESSES OF MASTER AND CREW		Date and this	Place of Signing Agreement		AGEMENI	<u> </u>				
OF CREW CHARGE BOOKS.	Age.	*Nationality (if British, state birtliplace—see footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of last Ship, with Oficial No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.	In what Capacity engaged.t No. of Certificate (if any), and No. of R.N.R. Commission or R.V.2. (if any).	Unemployment Local Office and Number.	Date and liour 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, HalfMonthl or Monthly Allotment.	
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country, state if a natural born British subject, or naturalised. Refrigerating Engineers, Electrical Engineers, or Winchmen, and not merely as Engineers. Boys entirely employed in connection with the work of Cooks and Stewards Cabin Boys not merely as Boys. the words "not conditional" should be inserted above the entry of the amount. this Ship," thus "H.M.S. Revenge"; and the other causes of leaving the Ship should be briefly stated thus—"Discharged," "Deserted," "Left Sick," "Died."

* If a British subject, state form or country of birth, and if born in a foreign i If a British subject, state form or country of birth, and if born in a foreign i If any member of the Crew enters. His Majerty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Learing i Cause of Learing and Country of the Crew enters in the Country of the Crew enters is to be stated under the head of "Cause of Learing"

NATIONAL HEALTH AND UNEMPLOYMENT INSURANCE.—An entry should be made in column 21 for every member of the crew as follows :—(a) on Unemployment Cards. These particulars are shown on Seamen's Identity Cards.

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Income Tax Code.

SIGNATURES ANI NUMBERS OF DIS

. Ship.

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			RELEASP.	To	of DISCHARGE upon the Dischard Member of his Cre	Descrition of any		
Reference No.	Numb of week for whiel Insur ance Act Contr button are payab	Signature or Initials of Official before whom the balance of Wages was Paid and Rebase signed and Date.	We, the undersigned Members of the Crew (this Ship, do hereby release this Ship, and he Master and Owner or Owner: thereof, from he Master and Owner or Owner: thereof, from his Voyage, and J, the Master, do hereby clease the sold undersigned Members of the rew from all Claims in respect of the sold oyage. Signatures of Crew (cach to be on the line on which he signed in Col. L.) 10.	Ralance of Wages pald on Discharge. 19.	Cause #	Place.	Date, Place B Date, 15.	Ngna- ure or allinis of Micial sclore whom ue Sea ann is igaged 14.
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The number of weeks for which contributions are payable (if insurable). (b)F. Where the seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should ensure that the DIS.A. number is given on Health Cards and the local office and serial number

[Twenty-four pages.

Name of Ship M.A. John Biscol

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

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

и ше	Consular re	es Oruera	s in cour	1						
		Sa	vices req	uired by	Law.					
						•	oti IAD (ntries her Thins. d.		
(10.) Urficer	For every		engaged	before	а Сод	sular 	B	0	8	0
ninde bef	For every a ore a Cousu rately in res	lar Officer	. (N.B	-This fe	e is ch	arge-	4	0	4	0
	For every s						8	0	8	0
(13.) Officer	For every		ı certifi	•		sular	4	0	4	0
person of	For receiving n board a st with response	ship, and	d for e	ndorsing	the s	hip's	4	0	4	0
ment the	For custody reon, and giv he Merchani	ving the c	ertificato	e required	l by Se	ction				
	spection of						6	6	7	0

Services required by parties interested. than China. China 6. d (83.) For preparing a fresh agreement with the Crew of a British Vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew :--In Countries other than China-Minimum of 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 bchalf. (N.B.-This fee is not to be charged in addition to Fee 19, unless the agreement has

NOTE .- Consulur 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 loft-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.

Markey Fackland Jelands

I he aby certify that I have sanctioned thewithin Agreement and that the seamen whose names appear therein on times numbered i. sm -/- to 30.both inclusive, were contribut before me and signed the sold Agreement in my presence, and that the came has teen made as required 17 or cherchant Shipping Acts.

The discharge have been the end ungaged have been no discharge becks . Dis M. Bave been

/ SHIPVING MASTER,

STANLEY, FALKLAND IS

2 - May 1949.

I hereby certify that Thave sanctioned the engagement of the seamen whose names

appear on lives 31-36 inclusive.



STANLEY, FALKLAND IS.

BRITISH CONSULATE MONTEVIDEO

Vessel arrived June 15th Agreement deposited June 16th 1949. - do - returned June 14 Average rate of exchange \$8-95-- 81 (for conversion of seamen's wages only).

OSH PRO CONSIL



MONTEVIDEO

I hereby centify that I have this day Changes made in crew at mis sanctioned the engagement on the teams of the pour have been reported within - waitten agreement of the serman whave names appears on line 58-59 and the dischange by mutual causent of the Alaman whale name appears an line 13. all changes SHIPPING MASTER, 24/1/19 STANLEY, FALKLAND IS. leportion I hereby centify that I have this day sanctioned the discharge in the grounds of lagung of the seamon BRITISH CONSULATE whase name appears a line 34 Vessal arrived 4th Norember Agreement deposited 7th No rember -de- returned S" Noscol CONSULA SERVICE SHIPPING OFFICE. Average rate of exchange \$ 6.55. - # SOUTH GEORGIA. (for conversion of seamen's wages only). Vessel Arrived 19th Dec Articles Deposited 20" Dec Articles Returned 26 Dec 14th Nos 49 Falkland Islands; 0. Securit Vessel Arrived 14 Ch Nauember, 3949 Shipping Master Papers deposited _____ 19.49 Shereky certify that share Papers raturnad 26th November 1949. Sauchaned the discharge at this fort of the seaman whose name Reto of exchange...... appears on line numbered 54 this agreement. blange made in crow reported John C.C. 21a. Alleure [Twenty-four pages Shipping Master

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CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

Name of

Ship

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

I hereby centify that I have this day sence times the discharge of the seeman valace names appear an fines

44,46,48, 950-53 mel. 957.

Budge 4/12/19

STANLEY, FALKLAND IS.

I hereby ceatify that I have sanctioned the discharge of the Albren what names appear an fines 12, 42, 43, 45, 47, 55 9 56 and the ingugement an the terms of the with in whitten agreement of the seamen whose names appears, an lines 60 & 61 Shipping marter 20/3/50.

I kenely centify that I have this day partianed the descharge of the seamon whose name appears on line 32.

SHIPPING MASTER, STANLEY, FALKLAND IS.

27. APR 1950

C

Or Endorsements made by Consular Officers or Superintendents.

agreement terminated the 28th day of april 1950 Bulg:

SHIPPING MASTER. STANLEY, FALKLAND IS.

CERTIFICATES

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

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

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

The cases of seamen having the following reference Numbers

and those with reference Numbers

are exempt under Section 28 (12b) †

under Section 28 (12c) †

......Date.

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

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

[Twenty-four pages.

INSTRUCTIONS TO MASTERS.

Agreements.

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

2. In order to enable the Crew to know the contents of the Agreement, the Master, at the commencement of the voyage, is bound, under a penalty of 51., to have a legible copy (omitting the signatures) posted up in some part of the ship which is accessible to the Crew.

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

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

Young Persons and Children.

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

Engagement of Crews and Seamen in the United Kingdom.

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

7. Whenever the Master is desirous of making use of a Mercantile Marine Office for the purpose of *selecting* his Crew, he must inform the Superintendent so that notice may be published for the information of those men who are seeking employment.

8. In all cases the Superintendent should have at least six hours' notice of the time at which the Master and Crew are to attend to sign the Agreement. Before the engagement of the Crew is proceeded with the Master must—

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

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

10. The Superintendent will give the like Certificate to a master who has entered into a ltunning 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 Seamon, 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 Scannan to sea without entering into an Agreement subjects the Master to a Penalty of 5l.

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

Ports Abroad.

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

Penalty of Twenty Pounds to deliver within forty-eight hours of the Ship's arrival (if the Ship remains forty-eight hours at the Port, and is not a Passenger Ship) to the Consular Officer, or the Superintendent, the 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 101.

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 and Ministry of War Transport. The Master is also to deliver to the Superintendent the Certificates (Masters', Mates', Engineers', or R.N.R.) of any who have died or deserted during the voyage. The Superintendent will then give a Certificate for the purpose of clearance inwards.

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

21. Upon paying off or discharging any Seaman, the Master is bound under a penalty of 101. to give the Seaman a Certificate of Discharge; and the Master is also bound under a Penalty of 201. to return to any certificated Mate or Engineer upon his discharge his Certificate of Competency or Service.

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

23. Upon payment of wages and settlements of disputes (if any) being effected the Officer before whom the men are discharged will require the Crow 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. 10 and 20.)