SHI/LOG/JO#5



# OFFICIAL LOG BOOK

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

(38 Pages. For 125 Men.)

FOR EITHER

(03)

1

### A FOREIGN-GOING OR A HOME-TRADE SHIP.

Registered No. of his Certificate if any. Official Tonnage Name of Ship. Name of Master. Port of Registry. No. Gross. Net huston. 897.96 478 h.S.S. shu Biscoë 181806 Stanle 38016 Port at which and Date Nature of the Voyage or Employment. Between the Pack Is to any ports of places between the limits of 55 °N. had. and 75° S. lat. trading sin any Colation and toend on the 31<sup>st</sup> May, Port at which and Date when voyage terminated. when voyage commenced 2 Port Alaule 1.0 19530+ carlier at Master's discretion Date ... Date.

Countersigned Superintendent

Aus Loin Master.

Address

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PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE.

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

_			Report of	Character.	If there is any entry in the Official Log relating to a
No.	Name and Surname of each Momber of the Crew.	Capacity in which engaged.	For Ability.	For General Conduct.	member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
1	15. Johnston	master.			
2	P. le Page. Craft.	2nd mate	V. 9.	V. Y.	
3	h. R. Brown	3rd mate			
4	W. Bonner	R10.			
5	h.g. Somsen	Bos'un			
6	A. Goodwin	A.B. + Lamps	5		
7	A. Bm. Rae	A.B			
8	J. Lamosa	A.B.			
9	W. Bender	A.B.			
10	R. M. Sill	U.S			
11	b. boutts	A.B.			
12	-h. Halkett	U.S.			
13	A. Stewart	O.S.			
14	A. S. Ward	Chief Engr			
15	V. motrow	Electric in			-
16 17	J.R. Richardson	2" Engli			
17	E. Scott	3rd Engr.	V. G.	V. G.	
10	J: D. Lehen	Donkeyman	V. Y.	U.G	
20	Fran Short	Greaser			
21	J. allan	Greaser			
22	D. M. Leod	Greaser			
23	7. G.P. Smith	Greaser		_	
24	J. marshall	Greaser			
	R. W.allin	Chief Stind.			
	7. D. Simmons	fisst. Stewa.	V. 5.	V.S.	

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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.	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		
26	A. Juggins	Thus Boy	J. 4	V.G			
27	6 Perry	mess Bay	V				
28	J. Rieve	- mess Boy	<u> </u>				
29	S -hew man	buck					
30	2. Gregory	Cisst. book	V. G.	v. G.			
31	7. w. Hunk	Superny	V. 4.	v. G			
32	A. Hammelt	- 11	U. CJ.	U.G.			
33	R. b. Hills	6	V.S.	V.C.			
34	A. Sporne	1,	V. G.	V. 4			
35	H. heckenway	(4)	V. Cj.	V.S			
36	M. brockett	14	V.G.	V. 4			
37	J. C. hewing	12	V. G.	V.G.			
38	w. balder	٩,	V.G	V.G			
39	J. Cheal		V. G.	V. G			
40	Thomas Burgess	•	U.G.	V.G.			
41	P. D. Starling		V.G.	V.S			
42	h. R. Broadbear	4.	V.S	V.G.			
43	A. h. Walton		V.S	V.4			
44	J. Walker		V. G.	V.G.			
45	H. Edwards		U.G.	V.G.			
46	R. Hansen		V.G.	V.G.			
47	H. M. Prece	Chief Officer					
48	E. Street	asst. Sting.					
49	D. Harden	mess Boy					
50	M. Siddy	hiss Bay					

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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.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the eatry is to be found should be noted in this column opposite his name		
51	7. W. Brown	32ª mati					
52	w. Hilbert	30° Engl.					
53	R.F. Worswick	Supering					
54	]. Colwards	hid Office					
55	7. a. Hall	Superny					
56	H. Parsons						
57	W. Ward						
58	A. Tritton						
59	G. F. Hemmen	-					
60	7. G. Bind						
61	R. Japp.	4					
62	K. E. Powell						
63	1. Brookfield	×.					
64	H. Smith						
65	A. H. Martin	. 4					
66	7. blanke						
67	B. L. Golbone						
68	B. Jaylor						
69	RQ Banks						
70	k. y. Owen	-					
71	h. J. Jantion						
72	W.P. Shovey	Strive and					
73	R. mitchell	A.TS.					
74	h. Henrickson	A.B.					
75	S. Hincle	U.S.					

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 Crow.	Capacity in which engaged.	For Ability.	For General Conduct.	page or pages where the entry is to be found should be noted in this column opposite his name
76	& H. Thompson	Seaman			
77	& H. Thompson E. Sornson	Geaman Greaser.			
78					
79					
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83					
84					
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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	
No.	Name and Surname of each Meraber of the Crew	Capacity in which engagod.	For Ability.	For General Conduct.	If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name	
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103						
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110						
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125						

# during the voyage. DEATHS MARRIAGES, BIRTHS, AND DE. of Members of the Crew, and other persons on board, which have occurred

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 $\label{eq: constraints} \label{eq: constraints} \lab$ of his clothes a relevant Form or C.C.15. Th will be furnish intendent or

Form W. a. requires 15. The Forms requires i furnished by the Super-t or Consular Officer. Officer in Co. dent or Co application

Officialing Clergyman

(Signed)

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BIRTHS

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							Column	s to ł	oe filled in by the
Date of Birth.	Name (if any) of Child. Sex. Father.		ie of	Rank, Profession or Occupation of Father.		Name au Surname Mother	of	Maiden Suruame of Mother.	
								-	
								E	EATHS
							Colum	is to	be filled in by the
Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.		Sex.	ex. Age. P		Rank or Rating Profession or Occupation.*		Nationality ating Birthplace).
								Menthan	abers of Crew (other Lascars**) including

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Lascars	 	 	 		-
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Persons who were not	 	 	 		Ī
Persons who as			 		4
					5
			 	<u> </u>	6
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		 	 	-	8
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			1		
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(See Instructions on previous page).

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Officer in Command.					To be filled in by Official to whom Report is made
Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other meniber of the Crew.	Signature of Surgeon or Medi- cal Practitioner, if any	Port at which Report is unade and Signatur and Title of Od.cer to whom r ported
ı Masters.					
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Q					
(see footnote**) 10					
11					
12					
13					
Members of the Crew. 14					
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be recorded in the column for "Rank or Rating, Profession, or Occupation." In the case of an illegitimate child the full name of the mother instead of that of the father should be recorded.

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

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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, 1895 to 1932.

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 bout 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.)

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Note,—If in the case of a passenger steamer boot drill or musters are not held in any week, a statement of the reaso	ins 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 Merchan	at Shipping (Musters)

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.	or of eft	Date of Dril Muster an Exoraination he Lafe-Savi Appliances,	i n	Nature of D	rill or Mus	.er.*	Nature of the Examina Saving Applances, and in which they we	d the condition	Date of Entry.	Signatures of Master and Mate.
	brew mustres at Boat	all life saving appliances examined	-	S. Johnolon	-		for .	roll as	Test at	bont at	". all life par appliances 1	ning .		D. Johns (
6. 52	Fire dried exercise	a found in good order		M. L. Bran	28 .	2.53	Fi	ne drie	h esci	reise	+ found in goo	d ordn.	28 . 2 . 5	S Arifuce
6.52	Lo.	Do.	28.6.52		14.	3. 5	2	- 9	£0 +		Oo		14 . 3. 5.	. And lace
	¢	Dro.		Do Johnstein MR Brane		3.5.		- 9			- 50		19.3.5	3 chulice
7.52	£o.	50.	-	Byohnia	10	J * 0.							23 5 5	in this
7. 52	Do	Do		ALP. Brown	17 -	4.5	3	- 2	- 02		- Do		11 . 4. 5	3 allatura
fro	m 18/7/52 to	20/10/02	1 John	asin,	25'	4.5	3	- 0	-20 -		- 20	-	25 . 4.3	3 Anniece
	brew mustice of at track stations. Boats sum g an	all life enving		D. Julio loi.										
16-52	Fine chill enercise	+ found in good order	25. 10. 5205	Withelece .										
11. 52	Go.	Eu.	8-11.520	Anthere .			_							_
11.52	Gro.	96	22.11.52=	in		-	_							
12. 52	Des.	£15 ,	6.12.52	Anthere			_							
12.52	to.	50.	20.12.52	1										
1. 53	400	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3. 1. 53	Shoheere .	-									
. 1. 53	\$0.	Do .	14.1.530	Ampleed in			_							
. 1. 53	Do.	Do .	31 . 1 . 53	Anchegu	-									
. 2. 53	to.	Do .	14.2.53.	1. And										

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

tho 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 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)

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.
		_		
		_		
		_		

• 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, E.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 catered 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 Externation 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.

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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, 1932, and Rule 5 (3) of the Merchant Shipping (Musters) Rules 1933.)

		 Signatures of Master and Mate,
1741		

• 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).

Dute of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
15. 6. 52	brew + Officers quarters. Stal rooms galay ite inspect + found in a clean + orclinky and	iton 15/6/52	A. Johnston mach. M. R. Bran.
22. 6. 52	ko.	22/6/52	the oknohen main
9.6.52		29/6/52	M & Bran. D. Johnston - mail
6. 7. 52	- Lo	6/7/52	And a chan ten - mash
3. 7. 52	Do.		MR Bram.
	indugoing extensive refi clampton from 18/7/52 to 20/10/5	2	Di Johnston - martin. Ahillere
26. 10. <u>5</u> 2	Graves quarters store rooms. galley, panting, etc. inspection & found in clean + orduly condition		Dr. Johnston Anitecce. S. Johnston
2.11.52	- to -	2/11/52	Amplece . W. Johns Lon
9.11.52			Amheece. D. Johns Lein
16.11.52	- Do	16/11/52	Structure 1
3. 11. 52	- 20 -	23/11/52	Ampleece
30.11.52	- 400 -	30/11/52	Status Lon
7. 12. 52	- 60 -		Amillace
14.12.52	- 20 T	14/12/52	Stature Lon
21.12.52	- 20 -	21/12/52	athileece,

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).

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Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
	brens quarters, stone nooms galley, sometry elc. inspectio		w. Johns lon
	galley. sometry elc. inspectic	28/12/51	Annece
8 12 52	fund in chan + broduly condition		So Johns Lon
1/1/53	- 60 -	4/1/53	Anthere
			w. Johnston
1/1/53	· to	11/1/53	Antherce
. ,			w. Johnston
8/1/53	- kiu -	18/1/53	Amheece
			w. Johns ton
5 1 5 3	- Go -	25/1/53	Ambleice
	- 40 -	1.1.1	is. Johnston
1/2/53		1/2/53	Whitherce
8/2/53	· 400 -	8/2/152	Shokerce
		-1-1-00	W. Johnston.
15/2/53	- 20	15/2/53	Ampleece -
			w.Johnston
22/2/53	- 50 -	22/2/53	arnahere .
			White ag
13/53	- 50 -	1/3/53	Minheac
1 - 1 - 10 - 2			w. Johnston
3/53	- 40 -	8/3/53	Amiheece
15/3/53	- 50 -	15/3/53	applace and
	N-	15/3/53	10 De hantion
22/3/53	- \$6	22/3/53	Shihece
		11	w. Johnston
29/3/53	- 400	29/3/53	Ambreece
	d.		w. Johnston
5/4/53	20-	5/4/53	Ancherce

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 Mato
	parting short rooms, garley, parting the inspected of found in a clean + or churchy condition		w. Johns lon
12/4/53	I found in a clean + orching condition	12/4/53	Aniherce
	7		w. Johnston
19/4/53	- 20 -	19/4/53	Schicherg _
			W. Julus Lon
26/4/53	- 80 -	26/4/53	Shicharce -
			w. Johnston.
3/5/53	- \$0 -	3/5/53	Ancheece.
			-

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).

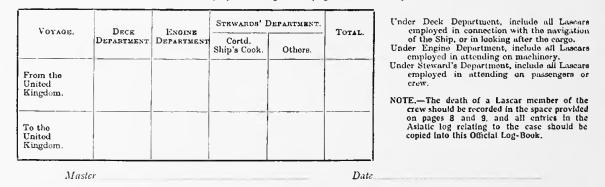
Date of Inspection	Results of Inspection	Date of Entry	Signaturos of Master and Mate
	140.000		
		-	
		-	
		T	

### 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 :-



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

(43) For affixing Consular Seal or Signature 8. d to any entry in the Official Log-Book of a British Vessel, if such entry is not required £1 5 0 by the Merchant Shipping Acts-In all countries except China 96

> 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.	fine	(T). 44 /44 Inches above 5.
Summer	9.114inches	(S) Upper edge of line through centre of disc.
Winter	1 1/2	(W)
Winter North , <u>1</u> Atlantic feet (if assigned)		(WNA). 6 1/4 Inches below S.
Allowance for fresh water for all freeboards	4-74	Incnes
The upper edge of the deck line from which the	se freeboards are measured is	
above the top of the. Steel (Above partie	culars to be taken from Load Line Cortifi	

71/2 .....feet... ....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 us 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 antidability 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 isave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
3.—Unter, the ship is the detailed where the table is the rest of the ship is come actual freeboard.

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 bofore 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.

treepoard. 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 1000 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 Lond 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 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 renders the Minster or Owner Hable to a fine not exceeding (2) for each offence. time renders

DOCK, WHARF, HARBOUR OR OTHER PLACE

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

				SIGNA	TURES.	AR	RIVALS
Total llowances.	Mean Draught in salt water as calculated after making the appropriate allowances.	Mean Precisaud Antidships in salt water as calculated after making the appropriate allowances.	Date and time of Posting the Notice. (Notice L.L. 14A or 14D),	Master.	Мате.	Dato and Hour of Arrival	Doek, Wharf, Harbour or Other Place.
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Ins.	Ft. Ins.	Ft. Ins.				21.6.52	
	12.8	8. 834	/	12 Johnston	Mr Bran.	0900	marterid
-	13.4	8. 03/4	-	W. Johnston	in R Brown.	7.7.5	St. Vincent
	13· 0	8. 434	-	W. Johnston	Mill Brown	18-1.52	Southamp
	14 22	7. 2 1/2	-	W. Johnston	Michaece -	30.10.50	St. Vinend
	14. 02	7.4%	-	w Johnston	Ant Precas	14.11.52 1300	monterial
	14.82	1 04		w Johnston	Andheia	20.11.52	P. Stan Ge
			·	w. Johnston.	Antheca	26.1.53	montered
	12.9	0 1.4	r i i i i i i i i i i i i i i i i i i i	w. former des	4.27	18.2.55	Rance
-	14-3	7- 1314	-	N. Johnstei	some neede	1500	1. Stanle
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DATES OF DEPARTURE FROM AND ARRIVAL AT EACH with

DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

		ACTUAL DRAUGHT ACTUAL FREEBOARD										
	Data Data Milare		OF WATER.* AMIDSHIPS.*					ALLOWANCE.				
Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Placo. (2)	Forward.	Aft. (4)	Port. (5)	Star- board.	Mean. (7)	Density of Water. (8)	For Density of Water.* (9)	For Ashe Rubbia	sh,*	For Fuel, bo consum Stretch of Water (11)	ned or Inland
- 6.52		Ft. Ins.		Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins
900	Port Stanley	11.4					1025	_	-		-	-
16.52	Port Stanley montevideo	12.3	<u>14 · 5</u>	8.03%	8.03/4	8.03/	1025	-				-
500	St. Vincent	12.0	14. 0	8. 43/	8.4314	8.43/	1025			_		
600 10.52	South amp los 31. Vincent. C.	15.5	13.0	7.24	7. 24	7.2%	1025	-		_		
0200						7-44	10-5					
900	montivideo	16.5	13.0	6. 84	6.82	6.82	1045'		-			-
1.1.53	7. Stanley	14.0	11.6	8.93	+8.931	8.932	1025				-	
1. 2. 53 hoon	montividio	13.9	14.9	7 131	7.134	7.134	1025			-	-	-
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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.

### DATES OF DEPARTURE FROM AND ARRIVAL AT EACH

with DRAUGHT OF WATER AND FREEBOARD UPON EVERY OCCASION

		ACTUAL DRAUGHT ACTUAL FREEBOARD OF WATER.* AMIDSUIPS.*					ALLOWANCE.					
Dato and Hour of Departure. (1)	Dook, Wharf, Harbour or Other Place. (2)	Forward.		Port. (5)	Star- board. (6)	8.* Mean. (7)	Density of Water. (8)	For Density of Water.* (9)	For Ashe Rubbi (10)	es and sh.*	For Fuel, bo consur Stretch of Wate (11)	г.т
		Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.	Ft. Ins.		Ins.	Weight.	Ins.	Distance.	Ins
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Norse.—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. 23

### DOCK, WHARF, HARBOUR OR OTHER PLACE

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

					SIGNA	ATURES.	ARRIVALS			
Total Illowances.	Mean Draught in salt water as calculate after makin the appropri- allowances	Mean Draught in as culculated as culculated after making it appropriate the appropriate allowances.		can Mein Preeboard golt in Amidelups water in sall water on culated as calculated of it making after making the propriate the appropriate (Notic sances, ol		Date and time of Posting the Notice. (Notice L.I., 14A or 14B).	Master.	Мате.	Dato and Hour of Arrival	Dock, Wharf, Harbour or Othe Place.
(12)	(13)		(14)	(15)	(16)	(17)	(18)	(19)		
Ins.	Ft. In	s. Ft.	Ins.							
						]				
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DOCK, W

(See page 3 of Cover).	
1938.	
RULES,	
ANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938. (See page 3 of Court)	a fully charged condition.
(WIRELESS	at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.
SHIPPING	Yes " or " No," whether I
ired by MERCHANT	, state daily while at sea "
d by	Batteries
nb	column headed
DAILY RECORD re-	(I) In (
DAILY	

In column neaded parteries, state dary while at set its or No, whether the auto-alarm relation in a fully charged condition.
 In column headed Auto-alarm, state dary while at set "Yes" or No, whether the auto-alarm receiver has been tested at least once every twelve hours.
 In column headed Auto-alarm, state dary while at set "Yes" or No, No, No the not olarm in Wireless heat has a hold of ficers.

Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries,	Auto- alarm.	Radio Officer.	Master.
6 152	crh	Not Fixth	· minoy in	St. gokus lon	MAKCH 25"	yes	Notstreed	who was.	not enhol. W
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	crh	÷	w hower.	riol curling un	28	yes		willower.	101. huhun 15
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	yer		" Same	w. Johnsten	30	wh		webower.	w. Autrus is
	wh		withours.	is Julue lin	15	tes		withours.	is cruby w
-	crh		"Showing	is Outra loin	APRIL 12	tes		willower.	is culme in
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	yes	• •	withours.	- A.	4	yes		withorius:	~ dutino 6-
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İ	445		Whome.	wind his lin	C	yes		william.	~ my p. m
	4/25	•	12 Bonus	in Culmer	8	wh		whome.	we to have to
	yen		witherner.	is guluster	6	yes		widowner.	No Dahua (si
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_	4.m	1	werthemme.	M. Cukushin	11	yes		whome.	We who be
	wh	•	with amer.	No Quelina ton	12	con		witcher	12 thehre 6
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417152 4	the	1	wittener.	w. Jehnston	+1	crh		whome.	with the la
	いち	4	with amon	õ	10	52		withomer.	the Submater
	the	+	in the man .	w. Julius low	16	wh		willower.	12 Rolling Con
12/152 4	un.	t 5	witaner.	rioland in	0	wh		withorner.	wighthere
	5	1	14 hourse.	w. Julio la	100	yes		withour.	which le
	rula	•	withourses.	we gutuston	191	yes		werderwor.	sent pr
7152 4	4-2-	1	w. Hame	-in cut of m	30	42		WWW/ Par -	22 Richald
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in Puturbin	all	the Delins toin	W Jutuden	in guilden	in any plan	m. Grahus loi	us. Quehus Lai	in all we	the gentration	w. Gudue Lai	in Calma lei	-mendat.cr	des trabas loin	12. Riperation	the Ontrus lin	N. Galma Lo-	des Andrea line	- Ashington	us. Galuaton	-is and when los	-iscental su	indership.	1 : Jahren Li-	-21 enholses	w.guha Li-	in Andrealis	M. Gohns li	12 Andres 1.	re intro lin	23. Johns loin	respective un	Mr. Johns ton
w. Bernes.	15 hours.	Warney.	water	1 N. T. Course	wilsome.	more	with a sign	. minogum	withowww.	whomen.	withorum.	water	with amon	who men.	withourse.	whome.	withours.	· moyon	weberny.	withorner.	willow	warden.	waterer.	······································	waterwar.	withours.	whome.	whome.	withorner.	withour .	undonu.	rigamer.
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der.	the	el.	List.	4/42	42	42	ter	452	yes	crh	rep	ter	ter	4m	4.40	crh	42	yes	42	40	2	42	44	rep	wh	An	tes	42	42	ter	ch	5
1717155		1	<u> </u>		_			25			24			Nov. 1	8	3	4	5	9	2	8	4	01	11	18	13	16	C	18	61	24	25

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14

# DAILY RECORD required by MERCHANT SHIPPING (WIRELESS TELEGRAPHY) RULES, 1938. (See page 3 of Cover). (1) In column headed Batteries, state daily while at sea "Yes." or "No," whether batteries are manufained 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.

26

Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto- alarm.	Radio Officer.	Master.
Jov. 26	55	Nor First	whome.	washing lein					
63	52		marazin	with the se					
28	52		whome.	we and the on					
29	sit		- mayour	whichali					
30	22		whowever.	NO Mana lein					
1236	42		who were	Walnalsi					
3662	42		withours.	M. R. Amalou					
3663	5		whomes.	whether is					
f	Her		ullower.	is cutients					
S	54		witomer.	And when the					
9	tin		willower.	de) dontro lois					
C .	un		with same	in turne ten					
8	52		with some .	not current ou					
9	crh.		wellowie.	is distance un					
10	42		withomer.	No duline ton					
11	tr.h		willower.	10 taking ton					
12	42		withorium.	a) g' hus lon					
13	14		willams.	sections ton					
14	22		willows.	12 A. Amalana lain					-
- 5	cap		whome.	10 9 Jugalin					
16	ser		whome.	12 minut					
11	54		withorner	-which is					
2.99. 453.	con		Marine.	with a si					
23	4.80		willowin.	Nu thehre ler					
4-3	52		with armen.	witches or					
25	27		withorna.	No duting in					
26	44		w. Bornow	a duta bi					
62	22		willow were	in which					

+	4r	W. Manno.	water in	
2	47	withours.	is the second se	
5	452	willower.	we have been	
5	tr	willow.	12 Application	
18	S	willower.	in the terms	
52	42	wiponin	2 to Amore in	
26	42	wasam	and when in	
57	70-	yasimer.	in the second se	1
28	400	whome.	12 de las las	
MAK LAN	wh	when	in the second se	
X	5	incogun	is the lie	
3.2	45	willower.	As Shifting that	
t	Lin	will amon .	why chine let	
15	42	wedown.	1. Automatic	
.9	17	withorner.	12 Low Cin	
2	yes	Wilsom.	which a low	
00	test	willower.	12 Share and	
0	tur	withomer.	which is	
0)	cip	withour .	12 Suburleis	
11	42	whenen.	as the last a line	
5	42	white	and when we	
3	42	withome.	to Achine to	
ŧ	42	whomes.	22 Marsh	
is.	42	windown.	what is his	
16	crh	whow .	-in entroller	
C	2	withower.	why has in	
18	res	whomer.	the first of the	
4	5	willow.	which is	
20	tr tr	willow.	al shine long	
21	5	willow .	W Jutura lain	-
22	crh	Withours.	in the for	27
23	5	whomer.	with the w	
94	52	withomer.	100 By where ton	

G.

	tore the en		s walerlight doors, etc., on Passenger Steamers, as required under Section	
Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount Fine or Forteitur inflicted
0.6.52	Port Stanling	10/6/52	articles of agreement were this	
			day opened and hos 1 to 45	
			whe signed on hefore the	
			Shipping mastin.	
			withohnston M&B. com 30	0
			mastin ,	
. 6. <u>52</u>	Port Stanley	12/6/52	the HI was this day chocharged	
			by metual agreement with the	
			consent of the Shipping masin	
			2 Johnston M& Bran ?	
			mastin.	
- 6. 52	Port Stanley	14/6/52	no NE was this day ingaged in	
			the presence of the Shipping mase	en.
			To Colusion M. R. Brown	P.o.
			hiastin.	
7.52	Southampton	18/7/52	hos 31 to 40 and 42 to 46 were this	
			day discharged before the	
			Shipping master. Mr. H. M. Preece	
			ho 47 rejoined ship.	
			W. Johnston Amplecce	
			masin. mate.	
2. 7. 52	Southamphi	23/7/52	Mos 2, 17+18, 25+26 were this day	-
	/		discharged before the Shipping	+
			prastin. Versel hereched for	1
			extensive refit. new burched	ashi
			To: Johnston And Piece	
			-mastin mate	-

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and overy 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 Scaman 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.

fro derchant Ship	m Southan	Conventions)	towards Port Stanley Act. 1932, are to be made in a special Supplementary Log Book. Form O	10
Dute 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 Parliamont.	Amount of Fige or Fortature indicted
10/52	Southamption	110/52	Crew rejoined slips this day_	
ront			and commenced restoring N. 1 Defensten Ampleice	
			mastin. Vitate.	
110/52	••	16/10/52	a. Goodwin A.B. + Lamps was	
/ /			this day absent without leave	10/-
			Defusion Anthere	4 4
			mastin Mate.	
10/52	**	110/52	a. Goodwin A. B+ Lamps was	0-1
			again absent without leave	20/
			Di Johnston all miliace master mate.	
10/52		18/10/52	a. Goodwin A.B. + Iamps was	
/ /			this day still absent without	
			leave. Police assistance was	
			asked for & Goodwin was locat	red
			at -maidstone. He was advised	
			by police to return to ship	
			4 he reported on bound at	201
			2000 hours.	20/
			N. Joknow	
			master. mate.	
9/10/52		19/10/52	The above entries have been	
			read over clearly to a Good	arm_
			He admitted the offences & h	ad
			nothing to say.	
			to Johnston Mate	

N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other of the Grew, and every entry of illness, injury or death nust 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 Seaman or by the Olicer authorised to receive the Seaman into such Service. MOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (o) 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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	m Southan	plon	towards Port Stanley	Amount
Dato 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.	Fine or Forlatur inflicted
20/10/52	Southamphin	20/10/5	hos HY to To were this day	
			engaged in the presence of	
			The Shipping Mastin.	
			the Johnston athilica	
			Inashi Mate.	
5-111/52	montinidas	15/11/52	the 71 was this day ingaged in	
			the pursence of the British Consul	
			To Johnston Stratecci	
			mashi. Mate.	
1/12/52	P. Stanley	14/12/52	hos 53 and 55 to 71 were This	
	and the second of the		day discharged in the presence	}
			of the Shipping Trastin.	
			D. Auston Anthere.	
		201	Anastin. Mute	
12/52	P. Stanley_	20/12/52	hos 678 were this day discharge	21
			in the presence of the Shipping mas	ú.
			D. Johnston Athilice	
	0.0.7.0	121	mashin. Mate	
1/53	P. Stanley	-11/53	twos 72 to 77 were this day engage	d
			with the consent of the Shipping Ind	shi.
			W. Johnston Shutheld.	
	1	10/2/1	masin. mate	
2/53	montivideo	1~/53	R. mitchell A.B. failed to report	
			for duty as night watchman on	
			Saturday 7th February. a pine	
			of 101- plus one days pay is imposed	
			W. Johnston Multice.	

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 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 Approtice who has died must be signed by the Master and by the Mate and some other member of the Crew; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman into such Service. **NOTE.**—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

### OFFICIAL LOG of the from

towards

Date and Hour of the Occurrence,	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Lintry,	Entries required by Act of Parliament.	Amount o Fine or Forfeiture inflicted
0 2 53	montinideo	10/2/53	R. mitchell failed to report	
			for duty as might watchman	
			at 1900 hours. This being the	
			second offence a fine of 201-	
			plus one days pay is imposed	
			W. Johnstein Michael.	
			masin Mate.	
0/2/53	montinideo	10/2/53	The above entries have this	
			day been read clearly to R.	
			mitchell, who admit's the	
			offences. Itis excuse being _	
			Le chinks a night watchman	
			is unnecessary and he has	
			therefore no interest in the	
			job.	
			D. Johnston similare.	
			I-masin. mate.	
1/5/53	P. Stanley_	7/5/53	Criving to the subsequent good	
11	,		behaviorn of a. Goodwin and	
			R. Tintelel the above times	
			were not deducted.	
			W. Johnston Ahutice	
			mashin. mate.	
15/53		-115-153	Crew were this day disch my col	
		11	and articles of agreement closed	
			in the presence of the Shipping mass	ti-
			W. Johnston Amherece hrashi. mate	
	-		hrashi . mate	

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 Grew, 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 Approaches who has died must be signed by the Master and by the Master and some other member of the Crew; and overy entry of wages due to any Seaman who enters His Mujesty'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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### **OFFICIAL LOG** of the

from

towards

32

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sec.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
				_
			12	
				1
				1
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<u> </u>				
				_
				1

A.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 Crow, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has died must be signed by the Master and by the Mate and some other member of the Crow; and every entry of wages due to any Seaman who enters His Majesty's Service must be signed by the Master 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

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry,	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
				_
	_			
	1			

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

	om		towards		OF	FICIAL LOG of	the	towards	
Date and Hour of the Decurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount Fine or Forfeitur insticted	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.	Am- Lu For ign
				+					
1									
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every entry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who haster and by the Matter or some other of the and by the Mate and some other member of the effects of, any Seaman or Apprentice who has died must be signed by the Master must be signed by the Master and by the Seaman or by the Officer authorised to receive the Seaman who enters His Majerty's service (d) of the Merchant Shinning Act there is a service of the Master's especial attraction to the Seaman into such Service. NOTE.—Reading over Entries of Offences.—The Master's especial attention is called to Section 228 (b) (c) and (d) of the Merchant Shipping Act, 1894, which is printed on page 2 of the cover on this Official Log-Book.

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N.B.—Every entry of thuses, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and Grow, and overy entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every antry of wages due to, or of the sale of the effects of, any Seaman or Apprentice who has dial must be signed by the Master and by the Mate and some other member of the Crow; and every entry of wages due to any Seaman who entors 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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Dute 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
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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 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 cfacts of, any Seaman or Apprentice who has died must be signed by the Master must be signed by the Master and by the Seaman or by the Offleer 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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Ś	AG	REEME	ENT A		LIST			CREW.
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ISSUED BY MINISTRY OF WA In pursua 57 & 58 Vict	Y THE and AR TRANSFORT UN	I Isle of Man, and	the continent of Eu o be construed as in	ropc between	the River Elbe	and Brest incl	usive. For this	purpose the term "the
	Name of Ship.	Official 2	No. Port of Re	egistry.	Port No. and Date of Register.	Registere Gross.	d Tonnage. Net.	Horse Fower of Engines (If any)
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hOBland 25.	Gov? Governm	en douse,	Stanley 9. 9.5		is also ag	-		-
whose description are engaged as several capacities voyages fr any ports of 65 degr South latis and to end the option And the Create and to be obeding person who shall everything relate whether on boars be duly perform Wages the sume them with prov-	eral persons whose ons are contained herein, a Sailors, hereby agree to sa as expressed against their a rom the Falkland or places betwe rees North latit itude, trading in d on 31st May, 1 h of the Master. wagree to conduct themse eration of the Master. wagree to the lawful comman Il lawfully succed him, a sing to the said Ship and rd, in boats or on shore; in hed, the said Master hereb s against their Names res- isions according to the Sc ereby agreed that any En- my part of the Ship's Car	and of whom erve on board the s respective names or en the limit ude and 75 c n any rotati 953 or earli 953 or earli diligent in their re ds of the said Mass and of their Super l the Stores and consideration of w y agrees to pay to the pectively expressed also printed therein mbezzlement or will	faithful, honest spective Duties, iter, or of any ior Officers, in Cargo thereof hich Services to he said Crew as l, and to supply ful or negligent	each ot (b) The keep th for ins by him. the cre the shi shall 1 conditi authori going, impose not exc (c) Al are onl the pro or prov of the giving himself (d) The require (e) No other t (h) Bed	her in the crew indi eir quarts pection by Further w or any i p at the i eave the of on, to the sed deputy the Master on each me eding 2 of l stores a y for use perty in a isions ren crew takin away any a liable to crew shall d. overtime v ve, ould any me cified tim ship subs cash shall.	e general vidually ers clean the Mas it is ag it is ag individual commination uarters a e satisfac to For ea to For ea to may at b ember of any unused mains in the store oprosecu l wear u will be p ember of time titutes a be advai e pleasur ing will	duties of and colle and tidy ter or Off reed that I member for on of the in a clean ction of the ach breach his entire the crew of sions issu- umption of d or uncon the shipor , selling, es or pro- tion. niform who aid-all ra- the crew for es appoint t once. need or 1 e of the 1	
the Owner out of And it is fur for which he is i And it is als Regulations auth numbered <sup>5</sup>	of the Wages of the Person rther agreed, that if any S incompetent he is liable to so agreed, that the addition horised by the Board of T	a guilty of the sam caman enters hims b be disrated. hal clauses on pages brade which are pri	e. elf in a capacity s 2 to 4 and the nted horein and	wear an	nd tear exp acted from Ma B.	cepted) t	Cost p.	ing amounts wi
Agreement; and himself to be agg represent the sam orderly manner, and it is also sti wages shall be m	he parties hereto, and shall it is also agreed, that if a grieved by any breach of the me to the Master or Officer who shall thereupon take a ipulated that advances on ande as specified against the provided for that purpose.	any Member of the the Agreement or oth the charge of the Sh such steps as the ca account and allotr	Crew considers nerwise, he shall hip in a quiet and use may require; nents of part of spective seamen	herein, on t Signed by on the	the days mentio	ned against th	eir respective s s lon une	ignatures. 
Date of Commencement of First Voyage.	Port at which Voyage commenced.	Date of Termination of Last Voyage	These co Fort at which Lus Voyage terminated	st 0	e of Delivery f Lists to erintendent.	I hereby dec	lare to the trut	h of the Entries in of the Crew, etc.
	Stanley	7 Nay 1953	0					, 000.

Here are to be excluded.
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 Which are excluded.
 Where 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, which the parties agree to adopt.
 Which the parties agree to adopt.
 Which are other stipulations may be inserted to which the parties agree and which are not contrary to law.
 Here any other stipulations may be inserted to which the parties agree and which are not contrary to law.
 Here any other stipulations may be be inserted to which the parties agree and which are not contrary to law.
 Bere any other stipulations may be taken out of It, and none may be added or substituted. Care should be taken at the time of engagement that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whose signatures spaces are provided in this form, an additional Form Eng. I should be obtained and used.
 Wt. 41080/783 1,600 Bks. 12/46, R.I.Co., Ltd., Gp.733(107).

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# ADDITIONAL CLAUSES.

# SCALE OF PROVISIONS.

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

Article. Water Soft Bread Fresh Mcat (including any fre	 sh offa	 Lorf	 reah a	 sausag	8)		***		Allowance per week. 28 quarts 7 lbs. 5 lbs. 10 ozs.	Article. Article. Milk Condensed
Smoked Hain or Bacon	4 - 4							+++	8 ozs.	(Condensed
Fresh Fish									1 lb. 8 ozs.	Milk for Cooking or
Eggs								and.	2 No.	Dried 2 023.
Polatoes						741	***	***	7 lbs.	Butter
Dried or Compressed Vegetable	e 9								8 ozs.	Suet
Split Peas							-	144	4 023.	Cooking Fat (othert than suct) or Margarine 4 023.
Green Peas, Haricot Beans or	Butter	Bean	s						1 lb. 4 ozs.	Marmainde, Jam or Syrup
Flour							***		2 lbs.	Cheese
Rice						***	***		6 028.	Pickles pint
Oatmeal, Rolled Oats or simila	r cerei	1					***		6 ozs.	Onions
Tea						***			3 ozs.	Dried Fruits
Coffee (containing not more the	n 25 p	er ce	nt. Ch	lcory)			144		2 028.	Fine Salt
70				• ·						Mustard to toz
Cocoa or Chocolate	***								3 025.	Pepper in in in in in in in it i
Sugar									1 lb. 5 ozs.	Curry Powder toz.

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

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 majoure renders the making of bread impracticable;

but where soft bread is not issued, an equivalent amount of biscuit stored in sealed tine 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  $\frac{2}{3}$  lb. of salt meat or  $\frac{1}{2}$  lb. of preserved meat for 1 lb. of fresh meat.

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

the date on which it is taken on board. 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 lbs. of dried fish or 11 lbs. of kippers or tinued fish to 1 lb. of smoked hum or bacon

5. Fish,—The weight of fresh fish is the gross weight before preparation for cooking.
 Dried fish or kippers. tinned salmon, herrings, pilchards or sardines may be substituted for fresh fish in the proportion of 1<sup>1</sup>/<sub>2</sub> ozs. of dried fish or
 1 oz. of kippers or tinned fish to 2 ozs. of fresh fish.
 6. Eggs.—Not less than four eggs, fresh or preserved in shell, shall be issued during the first fortnight of any voyage starting from a port within

home trade limits.

Two eggs for each week thereafter should be issued if obtainable at a reasonable price and if there are facilities for keeping them. Dried fish or kippers, tinned salmon, herrings, pilchards or sardines may be taken as equivalent to eggs in the proportion of 13½ ozs. of dried fish or 9 ozs. of kippers or tinned fish to 8 eggs.

7. 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 brend 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.

On each day when 11b. 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 fried 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 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.

Salt Ment						1 lb.	To be
Preserved	Ment					± 1b.	to 1
Coffee					•••	1 oz.	1
Cocoa or C	hocolate					1 oz.s.	To be
Tea					***	¢ oz.	1
Flour					***	1 lb.	)
Biscult						1 lb.	To be
Rica				•••		1 lb.	10 00
Oatmeal, R	olled Oats	or simi	lar coreal	s		1 lb.	1
Split Peas					- 1+	§ 1b.	To be
Flour					-	1 lb.	when
Green Peas	Harlcot	or Butte	r Beans			1 ib.	
Rice				•••	•••	<b>\$</b> 1b.	rations

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

1. General.-The issue of the provisions reterred to in the above scale shall be reasonably distributed throughout the week; and in the case of water,

### SUBSTITUTES AND EQUIVALENTS-NOT TO BE USED WITHOUT REASONABLE CAUSE.

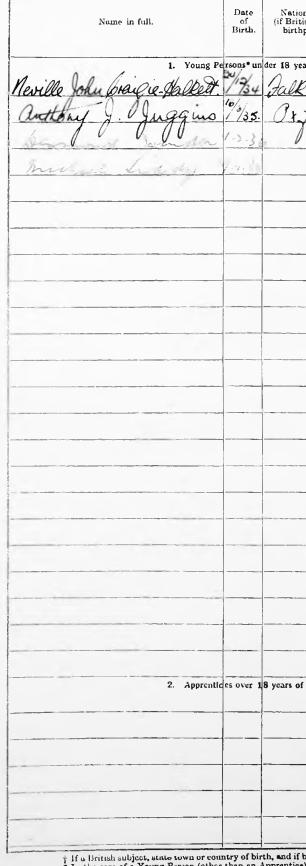
considered equal	Marmalade	***	 		•••	•••	I lb.	
1b. Fresh Meat.	Jama		 	•••	•••		1 lb.	
	Syrup		 •••			•••	116	To be considered equal.
Idamed amuol	Butter	-	 •••			•••	1 lb.	•
considered equal.	Cheese		 •••			•-•	į 1b. /	
	Condensed Milk		 				93 025 j	To be considered equal.
	Dried Milk		 				4 025.	To be considered equal.
considered equal.	Mustard		 				1	To be considered equal.
	Curry Powder	***	 	•1-			1	to be considered equal:

considered equal issued with meat

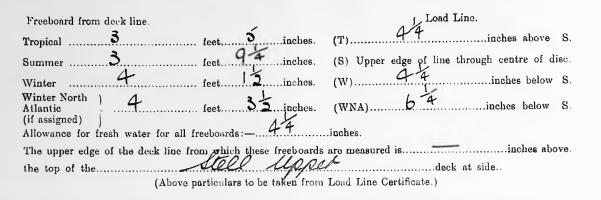
### Short Summary of the Provisions of Section 2 of the Merchant Shipping (International Labour Conventions) Act, 1925, which is required to be included in every agreement with the Crew by Section 2 (3) of that Act.

The employment of a person under the age of 19 in a ship as fireman or triumer is prohibited except in school 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 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 crow.



### 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 but not university required by Law. An or any of them may be adopted by agreement between a Master and his Grew, 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 stops 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 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 entries 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 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.

ło.	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 Pouzd.	1 . 1 -
8	Drunkenness	Ten Shillings.	One Pound.	1 Denero
•	Taking on board and keeping possession of any firearm, knuckle-duster, loaded cane, slung shot, sword-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 or instrument	Ten Shillings.	One Pound.	. 13
	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.	
	Absence without leave (if not otherwise dealt with according to law) for each day on which such absence occurs	Ten Shillings.	One Pound.	

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

nality† ish. state	Capacity.	If Particulo	Apprentice ars of Indentures.	Date of joining	To be f	rticulars of Leaving filled up by the Moster. sing it should be stated.	Initials of Officia, who grants Certuicate
place).		Date.	Place of Signing.	joining for the voyago.	Date.	Cause of Leaving.	corplication and Apprendice left betind abroad.
ars of age	including App Hess Boy	rentices.					
ford.	Mess Boy						
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i 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.

# Name of

Date and Place of Signing this Agreement.

1

PARTICULARS

F ENG	AGEMENT						P. To be fille	ARTICULARS ( in by the Maste Descrition of any	F DISCHARG rupon the Disch Stember of his C	E, &c. arge, Death, or rew.	RELEASE.			T
In what Capacity engaged r No. of	Ilucaniormant	Date and	Amount of	Amount of Wages Advanced	Amount of	Signa- ture or Initials	Date, Place	and Cause of Ic. or of Death.	uv∶ng this Slilp,		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 Chaims for Wages, or otherwise in respect of	Signature of Initials of Official before	Number of weeks for which insur-	
Certificate f any), and of R.N.R. commission or R.V.2. (if any).	Unemployment Local Office and Number,	Hour at which he is to be on board.	Wages per Week or Calendar Month.	upon or at the lime of Engage- ment !	Weekly, HalfMonthly or Monthly Allotment.	of	Date.	Place.	Cause §	Balance of Wages paid ou Discharge.	ar Claims for Wages, or otherwise in respect of this Voyage, and 1, the Master, do berchy 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.)	whom the balance of Wages was Paid and Release signed and Date.	Act Coutri butions are payable	
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OF ENG	AGEMENT	•							OF DISCHARG or upon the Disch Member of his C		RELEASE.		•• Numbe
In what Capacity engaged.r No. of Certificate (If pay), and	Uucmployment Local Office and Number,	Date and Hour at	Amount of Wages per Week	Amount of Wages Advanced upon or at the	Amount of Weekly, HaifMonthly	l of	Date, Place	e and Cause of h or of Death	caving this Ship,	Balance of Wages	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereo, from ar Claims for Wages, or otherwise in respect of this Vorgage, and 1, the Master, do hereby release the said undersigned Members of the Crew from all Claims in respect of the said	Signature of Initials of Official before whom the balance of	of weeks for which Insur- ance Act
(If any), and No. of R.N.R. Commission or R.V.2. (if any). 8	0.	to be ou board.	or Calendar Month.	time of Engage- ment !	or Monthly Allotment.	before	Date. 15.	Piace. 16.	Cause §	paid ou Discharge.	Voyage. Signatures of Crew (cach to be on the line on which he signed in Col. 1.) 10,	Wages was Paid and Release signed	Contri butions are payable 21.
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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's 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 seaman is not insurable on account of domicile. (c)O. Where no separately, Health Insurance being shown first. (e) Masters should covere that the DIS.A. number is given on Health Cards and the local office and serial number

Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMDERS OF DISCHARGE BOOKS.	Age.	"Nationality (if British, state birthplace-ec lootnote).	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.
1		The start was in most in lon	± 43.	Belfast. British	Br. Robert. Whitehead, Belfast.	Same	10/6/	Stanley Jalk 3/3
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3		R. 334001 M. R. Bran.	93	Hewcastle.	M. Mary. 99 blanderdon Cardens, Wenter Park		Ao	do.
4			35.	Jalk. Js.	Governmend.		do.	do.
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11	-	Jus (1)	<u>ම්බ.</u> ටු	do. Talk Jo.	7. John. 34 James Speed Stanlag		do	do
12	4	Bi Ci Din Ci Jallott	94/2/ //2/ /34		M. Ettel, Dilgroy Road Jalk Js.		do	ao
13	~	Disa) Desal	33	do.	M Maky SS Davis Slied, Falk Is.	tr	do	do.
14		fighand.	44	odemonth.	W. Margaret, 15; Davksweyld, bars hallou	11	do	do.
15			40.	Belfast.	IN. Elizakett, Jusin Rd. Belfast.		do	do.
16		Rhich R. 354206	<u>30</u> ,	Leeds.	W. Bethy 31 Craitbury av. Southampton F. George.		do	do
17		- 51 11X	36,	Peebles. Buaghton	W. Joy Mador Dord. Lane,		do	do
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1 - 1		dallas.	19.	do.		¥	do	ao.

ADDRESSES OF MASTER AND CREW

• If a British subject, state town or country of birth, and if born in a foreign 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, Donkeymend, t If the advance of wages is not conditional on going to sea i 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 Leuving"

\*\* 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.

# Name of

### PARTICULARS

Ship JOHN. BISCOE

OF	ENGAGEMENT
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PARTI	CULARS	OF ENGAG	GEMENT					P. To be fille	ARTICULARS d in by the Maste Desertion of any	OF DISCHAR( er upon the Disc Member of his (	SE, &c. harge, Death, or Crew.	RRLEASE.			
Date and this	Place of Signing Agreement.	In what Capacity engaged, No. of U Crtificate (if ony), and No. of R.N.R. Countrisson	Number.	Date and Hour at Wages blch he is per Week or Calendar	Amount of Wages Advanced upon or at the time of	Amount of Weekly, HalfMonthly or Monthly Allotment,	Signa- ture or Initials of Official before whom	Date, Place	and Cause of le or of Death. Place.	aving this Ship	T	We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereol, from al Claims for Wages, or olterwise its 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.	Official before whom the balance of Wages was	Number of weeks for which Insur- ance Act Contri- butions	Trace No.
6.	7.	or R.V.2 (If any).	9.	10. 11-	Engage- ment : 12.	13.	the Sca man is engaged * 11.		16,	17.	18.	Signatures of Crew (each to be on the line on which he signed in Col. I.) 10.	Release signed and Date. 20,	payable 21.	Bden
110.0	Stantey Jack Bo	Greased.	G	29 hce 21			4	24/11/52	Stanley	In.C.	10 5 11	De Level.	49.		21
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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."

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

No.	Tax.	SIGNATURIS OF CREW		*Nationality (if British, state birthplace-see	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Nome of last Ship, with Official No, or Port of Registry and year of discharge		
eference	Income 7 Code.	NUMBERS OF DISCHARGE BOOKS.	Age.	footnote).	NAME OF FRIEND AND HOME ADDRESS.	if more than a year previous.	Date.	Place.
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		K Dis Cel	<u>~</u> +.	Valk . to.	M. Kattanie.	0		SUCK MU
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ADDRESSES OF MASTER AND CREW

If a Britteh subject, state town or country of birth, and if born in a foreign i The capacities of Engineers not employed on the Propeiling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and the Certificate of Certificate of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving the Certificate of Certificate of Discharge as Engine Drivers, Donkeymen, should be described here and the Certificate of the Certificate of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

\*\* 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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Name of

PARTICULARS

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Ship JOHN BISCOE

Amount o Wages Advanced upou or at the time of Engage-ment !

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Date and Hour at which he is to be on loard.

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OF ENGAGEMENT

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						LULARS
			ADDRESSI'S OF MASTER AND CREW	Name of last Ship, with	Date and tals	Place of Signing Agreement
SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Age.	•Nationality (if Britlsh, state birthplace footnote).	NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Official No. or Port of Registry werd year of discharge if more than a year previous. 5.	Date.	Place.
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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. (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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• If a British subject, state town or country of birth, and if born in a foreign • If a British subject, state town or country of birth, and if born in a foreign • The capacities of Engineers not employed on the Propelling Engines and Bollers should be described here and in the Certificate of Discharge as Engine Drivers. Donkeymen, should be described as • If the advance of wages is not conditional on going to sea • If the advance of wages is not conditional on going to sea • If the advance of wages is not conditional on going to sea • If the advance of wages is not conditional on going to sea

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.

		P To be fül	ARTICULARS C ed in by the Maste Desertion of any	OF DISCHARGI r upon the Dische Member of his Co	E, &c. uge, Des	uh, o	,	RELEASE.				
of /, hly hly nt,	Signa- ture or Initials of Official before whom the Sea man is engaged ~14.		e and Cause of le or of Death. Place. 10.		Fal of W pair Disci	ance Inges I on Mrge. 9.		We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereol, from al Calms 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 Calms in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.) 19.	Signature or Initials of Official before whom the balance of Wages was Faid and Release signed and Date. 20.	Number of weeks for which Insur- ance Act Contri- butions are payable 21.	Relatace No.	
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Name of

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### PARTICULARS

Date and Place of Signing this Agreement.

OF ENG	AGEMENT										P. To de fille	ARTICULARS ( ad in by the Maste Descrition of any	v upon the Disch Member of his C	ti, 800. arge, Death, or resp.	•	RELEASE.	<u> </u>	Number	
In what Capacity engaged.† No. of Certificate	Unemployment Local Office and	Date and Hour at	1 1	nouat	of	Wa Advi ur	unt of uges unced	W w	ount of	Signa- ture or Initials of	Date, Place	and Cause of le or of Death.	aving this Ship,	Balance		We, the undersigned Members of the Crew of this Ship, do hereby release this Ship, and the Master and Owner or Owners thereol, from al' Claims for Wages, or otherwise in respect of this Voyage, and 1, the Master, do hereby release the said undersigned Members of the Grew from all Cluims in respect of the said	Signature or Initials of Official before whom	of weeks for which Insur- aper	
(if any), and io. of R.N.R. Commission or R.V.2. (if any).	Number.	which he is to be on board.	s pe 10	r We Calen Month	ek idar i.	tim Eng me	t the ie of rage- nt 1	or M Allo	Monthly ionthly duncat.	Official before whom he Sca man is gaged 14.	Date.	Place.	Cause §	of Wages paid on Discharge.		Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Paid and Release signed and Dute,	Act Contri- butions are payable	1
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country, state if a natural born British subject, or naturalized. 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."

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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Reference No.	Income Tax Code.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.	Agr.	•Nationality (if British, state birthplace—see footnote)-	NAME AND RELATIONSHIF OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of fast Ship, with Official No, or Port of Registry and year of discharge if more than a year previous.	Dale.	Place.
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\*\* 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.

Ship JOHN. BISCOE

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come Tax Code.

SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.

\*Nationality (if British, state birthplace-see footnote).

3 Name of

# PARTICULARS

Date.

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.

Place.

OF ENGAGEMENT

Ship.

	In what Capacity cugaged.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 Hour at which he is to be on board.	Montul,	Amount of Wages Advanced upon or at the time of Engage- ment :	Atnou Weel HaifMo or Mor Allotn
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ADDRESSES OF MASTER AND CREW

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

\*\* 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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t of y, thly hly mt.	Signa- ture or Initials of Official before whom the Sea			aving this Ship.	Balance of Wages pald 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 al' Claims for Wares, or otherwise in respect of this Voyage, and J, 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 Oricial before whom the balance of Wages was Paid and	Number of weets for which insur- ance Act Contri- butions	Reference No.
	mon is chgaged 14.	15.	16.	17.	18.	Signatures of Crew (each to be on the line on which he signed in Col. 1.) 19.	Release signed and Date. 20.	nre payable 21.	ä
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[Twenty-four pages.

# Name of

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• Nationality (if British, state birthplace-see

Age.

PARTICULARS

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OF	ENGAGEMENT
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Ship

ADDRESSES OF MASTER AND CREW	Manual Inst China with		Place of Signing Agreement.	In wh Capac	ot Ly					Amount of	,		1
NAME AND RELATIONSHIP OF NEXT OF KIN OR NAME OF FRIEND AND HOME ADDRESS.	Name of Inst Ship, with Official No. or Port of Registry and year of discharge if more than a year previous.	Date.	Place.	Capaci engage No. c Certific (if any), No. of R. Commiss or R.V	N.R. sion	Unemployment Local Office and Number.	Date and Hour at which he is to be on board.	A mon Wa per or Ca Mo	unt of liges Week Jendar nth.	Wages Advanced upon or at the time of Engage- ment 1	HLA1 OT	nount of Veckly, Monthly Monthly Iotment.	-   q
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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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SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS.

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hiy ily nL	Signa- ture or Initials of Official before whom the Sea man is	Date, Place Date.	and Cause of le or of Death. Place.	aving this Ship, 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 Ownert thereof, from al Ciclims for Wages, or otherwise in respect of this Voyage, and I, the Master, do hereby release the and undersigned Members of the Crew from all Claims in respect of the said Voyage. Signatures of Crew (each to be on the line on which he signed in Col. 1.)	Signature or Initials of Official before whom the balance of Wages was Paid and Release signed	Number of weeks for which insur- ance Act Contri- butions are	efer
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Name of

Ship JOHN. BISCOE

MONTEVIDEO

Seaman on line Y/

# 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

Services required by Law.		Services required by parties interested.		
	In countrie other than China	In	-	In countries othor In than China. China. S. d. S. d.
	nsular 8 0			(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
1.) For every alteration in agreements with a before a Consular Officer. (N.B.—This fee is c separately in respect of every seaman concerned	harge- ) 4 0	4 (	0	the Merchant Shipping Act requires should be made accessible to the Crew:- In Countries other than China-
2.) For every seaman discharged or left behind sanction of a Consular Officer B.) For every desertion certified by a Co	8 0 nsular	8 (		Minimum of 19/- for a Crew not exceeding fifteen men, and 1/6 for each additional man- maximum £2 10s. 0d.
4.) For receiving a return of a birth or death on on board a ship, and for endorsing the	of any ahip's	4 (		In China- 2/- for each man with minimum of £1 and maximum of £3 0s. 0d.
ement with respect thereto 9.) For custody of ship's papers, making any en t thereon, and giving the certificate required by S of the Merchant Shipping Act, 1894—(To inclu- tor inspection of ship's papers—Sce No. 48)	dorse- ection le the			(48.) For inspecting ship's papers when their production. <sup>1</sup> 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 6

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.

To certify that I have witness and an at a summer of the states the discharge of the apernomeranis 30 Shore names appear on lines 31 5 40 - 842 5 46. 1 ..... 1. 315. Commentie Mar no Office I hereby certify that I have 18 JUL 1952 - witnessed the discharge of the SHIPPING MASTER. DUIHAMPTON STANLEY, FALKLAND IS. seamen whose names appear on lines 53, 55 16 71. Afgnissen Strippeting MIRDIEN 14/12/52 I hereby certify that I have this clay witnessed the articles deposition & returned engagement of the seamen 31-45 inclusive flyrierson Vis MASTER. this day. All changes mi the whose names appear on times I hereby certify that I have hers reported. Mr. S. Acis Longhis Asitnessed the discharge of the Lotto . Deamen those names appear on Vin MLEY, FALKLAND IS 10 JUIL 1952 Mercanitle Marine AFA lines 6 and eight 20 JCT 1952 , Agninon SOUTHAMPTON 20/12/52

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### **CERTIFICATES**

Or Endorsements made by Consular Officers or Superintendents.

BRITISH CONSULATE I hereby certify that I have this day witnessed the engagement of the seamen schose names appear an linis Versei arrived 12/11/52. 76 and 77. on the terms of This agreement , which has been signed in my presence Agreement deposited 14/11/52 -do- returned 15/11/52. Hunn PETING MASTER. MANLEY, FALKLAND IS. Average rate of exchange: \$ 7.27- at 12/1/53 Easter conversion of scampin's wages only). BRITISH CONSULATE hereby costify that i have MONTEVIDEO sanctioned the engagement of the on the terms of this agreement Versel arrived 26/1/1953 ha is signed in my Agreement deposited 28/1/1953 - do - returned / 2/2/22 Average rate of exchange: \$ 7-29- # (for conversion of seamen's wages only) Latt Vice Consu 1 am/m I hereby certify that I have this day sanctioned The discharge of the seaman whose name appens on line 4 of this Agreement. 0/4/53 Shipping Master [Twenty-four pages HIPPING MASTER

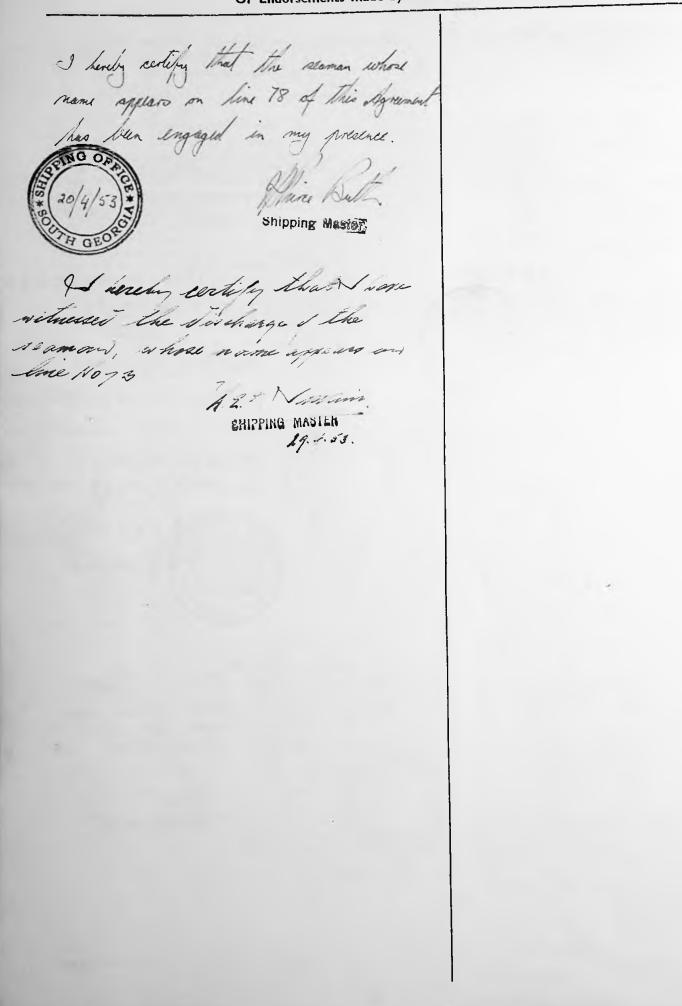
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## CERTIFICATES

Name of

Ship

Or Endorsements made by Consular Officers or Superintendents.



### CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

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 desertion, etc., and having the following reference Numbers in this Agreement, have been duly accounted for to me on Form L. a.l.

The cases of seamen having the following reference Numbers

and those with reference Numbers

are exempt under Section 28 (12b) †

under Section 28 (12o)†

...Signature.

.Date.

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

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

[Twenty-four pages.

# **INSTRUCTIONS TO MASTERS.**

### Agreements.

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

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

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

4. Fraudulently altering, or making any false entry in, or delivering a false copy of any Agreement, or being a party to such act, may be punished by the infliction of a Penalty, not exceeding 1001. or by imprisonment with or without hard labour for a period not exceeding six months.

### Young Persons and Children.

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

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

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

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

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

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

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

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

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

12. Carrying any Seaman to sea without entering into an Agreement subjects the Master to a Penalty of 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 Urew 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 Muster 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 scaman 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 Grew 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 10l.

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 Official Log-Book.

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

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

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.)