

Eng. 1.
(80 Men).

M210A Complete ✓

[Executed in Twenty Pages.]

H.M. INSPECTOR OF TAXES
CARDIFF MARINE

AGREEMENT AND LIST OF THE CREW

FOREIGN-GOING SHIP.

18 SEP 1953

GREENWOOD ROAD
LLANDAFF, CARDIFF

1953



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

S/S SILVER TARN	Official No. 181576	Port of Registry. LONDON	Port No. and Date of Register. 44/1947	Registered Tonnage.		Horse Power of Engines (if any) N.H.P. I.H.P. B.H.P. ² 547 1950 1750
				Gross. 4882.16	Net. 2854.44	
REGISTERED MANAGING OWNER OR MANAGER.			No. of Seamen and Apprentices for which accommodation is certified. 36	CHARTERER. ³		
Name. SILVER LINE LTD	Address (State No. of House, Street and Town). 51 BISHOPSGATE LONDON E.C.2			Name.	Address.	

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

of not exceeding TWO years duration to any ports or places within the limits of 75 degrees North and 60 degrees South latitude, commencing at HULL proceeding thence to U.S.A. via London and/or any other ports within the above limits, trading in any rotation, & to end at such port in the United Kingdom or Continent of Europe (within Home Trade limits) as may be required by the master.

And it is also agreed, that⁶

(a.) Should any of the crew fail to join at the time specified or fail to be on board at any time or times appointed by the Master he may ship substitutes at once.

(b.) The seamen and firemen shall mutually assist each other in the general duties of the ship.

(c.) The firemen shall keep the galley supplied with FUEL COAL.

(Signed) 12/51 P. & N., Ltd. G813

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

And it is hereby agreed that any Embezzlement or wilful or negligent Destruction of any part of the Ship's Cargo or Stores shall be made good to the Owner out of the Wages of the Person guilty of the same.

And it is further agreed, that if any Seaman enters himself in a capacity for which he is incompetent, he is liable to be disrated.

And it is also agreed, that the additional clauses on pages 2 to 4 and the Regulations authorized by the Ministry of Transport which are printed herein and numbered **1, 2, 3, 4, 5 & 6**

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

These columns to be filled up at the end of the Voyage.

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and List of the Crew, etc.
21/1/53	Hull	14/9/53	WPT pool	14/9/53	amrhist Master

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

BT 99/4672

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

List of Crew and Report of Character

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
1	A. N. HIRST.	MASTER.			
2	M. R. DUKE.	CH. OFF.	V. G.	V. G.	
3	F. INGRAM.	2ND. "	V. G.	V. G.	
4	P. F. O'DONOVAN.	3RD. "	V. G.	V. G.	
5	T. A. MOORCROFT.	RADIO "	V. G.	V. G.	
6	W. BUNN.	CARPT.	V. G.	V. G.	38.
7	H. R. REYNOLDS.	BOSUN.	V. G.	V. G.	29
8	K. S. KELLWAY.	A. B.	V. G.	V. G.	32. 29(2):
9	A. MACLEOD.	E. D. H.	V. G.	V. G.	31. 30(2):
10	B. HALLIWELL.	E. D. H.	V. G.	V. G.	
11	R. SOUTHERN.	A. B.	V. G.	V. G.	
12	M. CHALLANS.	A. B.	V. G.	V. G.	
13	D. ROWSE.	S. O. S.	V. G.	V. G.	
14	O. READ.	DECK BOY.	V. G.	V. G.	
15	A. MARSH.	CH. ENG.	V. G.	V. G.	37.
16	C. H. W. HOLLOWAY.	2ND. "	V. G.	V. G.	37.
17	S. HOGARTH.	3RD. "	V. G.	V. G.	34.
18	P. MALEY.	4TH. "	V. G.	V. G.	29. 30. 37.
19	P. DILLON.	DKY. GRSE.	V. G.	V. G.	28. 30-33-36/7-39(2)-
20	B. R. FERREIRA.	— " —	V. G.	V. G.	
21	R. KENNEDY.	— " —	V. G.	V. G.	
22	P. COONEY.	FIREMAN/W.T	D. R.	D. R.	31. 32. 28(2). 29(2)
23	J. KERR.	— " —	V. G.	V. G.	
24	D. LEWIS.	— " —	V. G.	V. G.	28(2). 29(2):
25	K. SWOTMAN.	— " —	FAILED	TO JOIN.	28

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

List of Crew and Report of Character—Continued.

No.	Name and Surname of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Official Log relating to a member of the Crew, the page or pages where the entry is to be found should be noted in this column opposite his name
			For Ability.	For General Conduct.	
26	C. DRAPER.	FIREMAN W/T.	V-G	V-G	
27	E.B. HITCHAM.	CH. STWD.	V-G	V-G	
28	G. PINKNEY.	2ND. "	V-G	V-G	
29	W.A. DANIELS.	ASST. "	V-G	V-G	
30	R. MOXON.	COOK.	V-G	V-G	
31	G.R. SMITH.	2ND. COOK.	V-G	V-G	36.
32	P.G. SEWELL	CABIN BOY.	V-G	V-G	
33	N.J.M. WILSON.	APP.	V-G	V-G	
34	B. ELLETSON.	---	V-G	V-G	
35	C.K.E. NEEL.	---	V-G	V-G	
36	I. J. CLARK.	---	V-G	V-G	
37	J. MASSIE.	FIREMAN W/T.	V-G	V-G	28-38.
38	J. MARSH.	SUPER.	V-G	V-G	28.
39	M. HITCHAM.	---	V-G	V-G	28.
40	E. HOLLOWAY.	---	V-G	V-G	28.
41	G. H. ARMSTRONG.	CH. ENG.	V-G	V-G	37.
42	E.C. MOORE.	4TH. ENG.	V-G	V-G	37.
43	D.G. TEMPLETON.	2ND. ENG.	V-G	V-G	37.
44					
45					
46					
47					
48					
49					
50					

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MEMORANDUM

FROM
M. M. OFFICE
- 1 OCT 1953
MANCHESTER

TO
R. G. S. S.
Cardiff

195
2-OCT 1953

Any further communication on this subject to be addressed as above.

Patricia Rooney / 83-870
R. 15-9897

It is understood that a replacement Dis A was prepared at the M.M.O. Staff in respect of the above named person towards the latter end of January last.

If such is the case, and the papers have been sent to you for safe custody, perhaps you will be good enough to forward them to

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this office for issue to - e
seaman

G. apthorpe
ass't Supt.

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TRANSIT.

G.R. 432

General Register and Record Office
of Shipping and Seamen,
Llantrisant Road,
CARDIFF.

1.

The Superintendent,
Mercantile Marine Office,
Manchester

Name COONEY Patrick

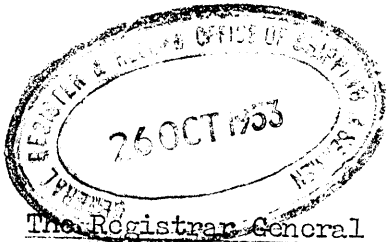
Dis. A. No. R159897

Entries have been completed as far as possible in spaces
of the enclosed Dis. A.

According to the relative Official Log Book, the Master's
report of character in respect of the voyage in the
"SILVERTARN" 181576

on 25-8-53 which terminated
is Decline to Report for both Ability
and General Conduct

Will you please take action as indicated in paragraph 322(i)
to (k) of Consolidated Instructions to Superintendents (Revised 1952)
and state, in Part 2 below, the seaman's choice as to endorsement.
Previous issue Dis. A. also attached.



The Registrar General

[Signature]
for REGISTRAR GENERAL
4th Oct 1953

2.

The seaman elected to have "Endorsement Not Required"
entered in his Dis. A.



SUPERINTENDENT

[Signature] 1953

DCr 11044/1/906 500 7/52

Reference:-
BT 99/4672

PUBLIC RECORD OFFICE

123456

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BIRTHS

Columns to be filled in by the

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

DEATHS

Columns to be filled in by the

	Date of Death.	Place of Death (See instructions previous page).	Name and Surname of Deceased.	Sex.	Age.	Rank or Rating Profession or Occupation.*	Nationality (stating Birthplace).
I							Members of Crew (other than Lascars**) including
2	31st MAY 1953	AT SEA. APPROXIMATELY LAT. 7° 00' N LONG. 108° 50' E.	S. HOGARTH.	MALE.	26	3RD. ENGINEER.	BRITISH, WALLSEND.
3							
4							
5							
6							
7							
8							
9							
10							Lascars
11							
12							
13							
14							Persons who were not
15							
16							
17							
18							
19							
20							

*In the case of an Infant or Child, the words "Son of" or "Daughter of," followed by the name of the father and his profession, should

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

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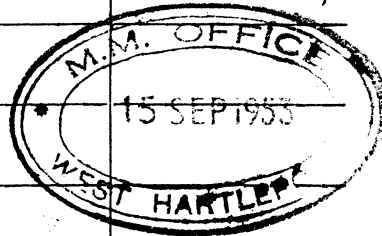
(See Instructions on previous page).

9

Officer in Command.				To be filled in by Official to whom Report is made		
Father.		Mother.		Signature of Master and Mate or other Member of the Crew.	Signature of Father or Mother.	Port at which Report is made and Signature and Title of Officer to whom reported.
Nationality (stating Birthplace).	Last place of abode.	Nationality (stating Birthplace).	Last place of abode.			
1						
2						
3						

(See Instructions on previous page).

Officer in Command.					To be filled in by Official to whom Report is made	
Last place of Abode.	Cause of Death (see instructions on previous page).	Signature of Master or person in charge.	Signature of Mate or other member of the Crew.	Signature of Surgeon or Medical Practitioner, if any.	Port at which Report is made and Signature and Title of Officer to whom reported	
I Masters.						
9 MAY FIELD GARDENS WALLSEND-ON-TYNE.	DISAPPEARED AT SEA.	A. N. Hunt	[Signature]	-	SINGAPORE.	
3	PRESUMED DROWNED.	Satisfied cause of death in accordance with the entry				
4				Edwin F. Diamond	Superintendent West Hartlepool	
5						
6						
7						
8						
9						
(see footnote**)						
10						
11						
12						
13						
Members of the Crew.						
14						
15						
16						
17						
18						
19						
20						



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.

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G.R.45.

R.S.S. (SHIPS' RECORDS BRANCH)

Name of Ship Silver Tarn Official No. 181576

Particulars of Lists L & L

1 CRS Consular Fees of 2/10/53 Fines _____

The papers described above are transmitted for your information.

Initials and Date 47 6/7/53

2 DEATHS BRANCH
Log 8/9.34. A und 9/10/53.
B 9/10.

DESERTIONS (L. a. 1 A/cs.)

CERTIFICATES BRANCH

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17 SEP 1953

181546

1953

OFFICIAL LOG BOOK

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

FOR EITHER

8/9.34

A FOREIGN-GOING OR A HOME-TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
S/S "SILVERTARN"	181576	LONDON	4882	2854	A.N. HIRST	42916

181576

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port... HULL Date... 21/1/1953.	FOREIGN	Port... HARTLEPOOL Date... 14/9/53.

Delivered to the Superintendent of the Mercantile Marine Office at the
Port of Hartlepool on 14 day of Sept. 1953.

Countersigned



BT99/4672

a.n. Hirst Master.

% Silver Line Address.
London.

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10

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

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.
2/2/53.	Crew mustered at boat stations. Boats & gear examined & found in good order.		2/2/53.	A.N. Thurst Master R. P. Dale Mate
9/2/53.	Crew exercised at lifeboat stations. Fire drill held at 2 A. all gear inspected & found in order.		10/2/53.	A.N. Thurst Master R. P. Dale Mate
16/2/53.	All life saving appliances and fire appliances examined & found in good order.		17/2/53.	A.N. Thurst Master R. P. Dale Mate
26/2/53.	Crew mustered at life boat stations and instructed. Boats and gear examined & found in order.		26/2/53.	A.N. Thurst Master R. P. Dale Mate
7/3/53.	Crew mustered at boat stations. Fire drill held at 5:1 hatch. all gear in good order.		7/3/53.	A.N. Thurst Master R. P. Dale Mate
14-3-53.	Boat stations held. Starboard Boat swung out and lowered. Found to be in good working order.		14-3-53.	A.N. Thurst Master R. P. Dale Mate
28-3-53.	Crew mustered at boat stations & instructed. All life saving appliances examined and found in order.		28-3-53.	A.N. Thurst Master R. P. Dale Mate
10-4-53.	No boat drill or muster held this fortnight owing to heavy weather.		10-4-53.	A.N. Thurst Master R. P. Dale Mate
18-4-53.	Crew mustered at boat stations wearing lifejackets and instructed. Life saving appliances examined & in order.		18-4-53.	A.N. Thurst Master R. P. Dale Mate
20-4-53.	Fire drill held. Hoses checked. All gear in order.		20-4-53.	A.N. Thurst Master R. P. Dale Mate
4-5-53.	Ship's complement mustered at lifeboat stations wearing lifejackets and instructed. Port and starboard boats swung out, found to be in good working order.		4-5-53.	A.N. Thurst Master R. P. Dale Mate
5-5-53.	Recruited. Lifeboat muster held. Boats swung inboard &		5-5-53.	A.N. Thurst Master R. P. Dale Mate
15-5-53.	Ship's complement mustered at boat stations & instructed.		15-5-53.	A.N. Thurst Master R. P. Dale Mate
23-5-53.	Ship's complement mustered at boat stations wearing lifejackets & instructed. Fire drill held at No. 4 hatch, hose, extinguisher & smoke helmet parties exercised.		23-5-53.	A.N. Thurst Master R. P. Dale 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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11

RECORD OF DRILLS (BOAT DRILLS, FIRE DRILLS, Etc.) AND MUSTERS AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY THE MERCHANT SHIPPING ACTS, 1894 to 1948.

Note.—If a boat drill or muster is not held in any week in a passenger ship, or at least once in every fourteen days in a cargo ship, a statement of the reasons should be entered in the first three columns of the table.
(Section 5 (5) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, and Rules 5 and 6 of the Merchant Shipping (Musters) Rules, 1948.)

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.
31-5-53.	Crew mustered at boat stations, wearing lifejackets. Port lifeboat swung out and manned, while search was made for man ashboard. See entry Page 34.		31-5-53.	C. N. Hurst, Master H. D. S. Mate
20-6-53.	Ship's complement mustered at Boat Station & instructed. Fire drill held at No 3 hatch.	Life-saving & fire appliances examined & found in order.	20-6-53.	C. N. Hurst, Master H. D. S. Mate
4-7-53.	Ship's complement mustered at boat station wearing lifejackets & instructed. Fire drill held at No 3 hatch.	Life-saving & fire appliances examined & found in good order.	4-7-53.	C. N. Hurst, Master H. D. S. Mate
10/11-7-53.		Thorough examination of lifeboats and equipment. All gear found in good order.	11-7-53.	C. N. Hurst, Master H. D. S. Mate
11-7-53.	Boat drill held. Masts and sails rigged on both lifeboats.		11-7-53.	C. N. Hurst, Master H. D. S. Mate
25-7-53.	Crew mustered at boat stations. Fire drill held at No 3 hatch. All gear in good order.		27-7-53.	C. N. Hurst, Master H. D. S. Mate
1-8-53.	Crew mustered at boat stations. (Heavy weather.)		4-8-53.	C. N. Hurst, Master H. D. S. Mate
8-8-53.	Ship's complement mustered at boat station wearing lifejackets & instructed.		8-8-53.	C. N. Hurst, Master H. D. S. Mate
22-8-53.	Ship's complement mustered at boat station wearing lifejackets and instructed.		22-8-53.	C. N. Hurst, Master H. D. S. Mate
31-8-53.	Crew exercised at fire drill. Hoses, buckets and appliances examined.		31-8-53.	C. N. Hurst, Master H. D. S. Mate
4. 5-9-53.	Ship's complement mustered at Boat Station wearing lifejackets and instructed. Fire drill held at No 2 hatch. All appliances examined & found in good order.		4-9-53.	C. N. Hurst, Master H. D. S. 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 INSPECTIONS OF CREW'S ACCOMMODATION (PARAGRAPH 30 OF THE MINISTRY OF
TRANSPORT INSTRUCTIONS AS TO THE SURVEY OF MASTER'S AND CREW SPACES, 1937).

Date of Inspection.	Results of Inspection.	Date of Entry.	Signatures of Master and Mate.
1/2/53.	Crew's accommodation, galleys & store rooms inspected & found in good order.	2/2/53	A. N. Thurst, Master. H. R. Dule, Mate.
8/2/53.	— DO —	10/2/53.	A. N. Thurst, Master. H. R. Dule, Mate.
15/2/53.	— DO —	15/2/53.	A. N. Thurst, Master. H. R. Dule, Mate.
22/2/53.	— DO —	22/2/53.	A. N. Thurst, Master. H. R. Dule, Mate.
1/3/53.	— DO —	1/3/53	A. N. Thurst, Master. H. R. Dule, Mate.
8/3/53.	— DO —	8/3/53.	A. N. Thurst, Master. H. R. Dule, Mate.
15/3/53.	— DO —	15/3/53	A. N. Thurst, Master. H. R. Dule, Mate.
22/3/53.	— DO —	22/3/53.	A. N. Thurst, Master. H. R. Dule, Mate.
29/3/53.	— DO —	29/3/53.	A. N. Thurst, Master. H. R. Dule, Mate.
5-4-53.	— DO —	5/4/53.	A. N. Thurst, Master. H. R. Dule, Mate.
12-4-53.	— DO —	12-4-53.	A. N. Thurst, Master. H. R. Dule, Mate.
19-4-53.	— DO —	19-4-53.	A. N. Thurst, Master. H. R. Dule, Mate.
26-4-53.	— DO —	26-4-53.	A. N. Thurst, Master. H. R. Dule, Mate.
3-5-53	— DO —	3-5-53.	A. N. Thurst, Master. H. R. Dule, Mate.
10-5-53	— DO —	10-5-53.	A. N. Thurst, Master. H. R. Dule, Mate.

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

Date of Inspection	Results of Inspection	Date of Entry	Signatures of Master and Mate
17-5-53.	Crew's accommodation, galley and utensils inspected. Good clean & in good order.	17-5-53.	A. N. Thurst Master [Signature]
24-5-53.	— Do —	24-5-53.	A. N. Thurst Master [Signature]
31-5-53.	Vessel searching for man lost overboard. No inspection made this day.	7-6-53	A. N. Thurst Master [Signature]
7-6-53.	Crew's accommodation, galley & store rooms inspected. Found in good clean order.	7-6-53.	A. N. Thurst Master [Signature]
14-6-53	— Do —	14-6-53	A. N. Thurst Master [Signature]
21-6-53.	— Do —	21-6-53.	A. N. Thurst Master [Signature]
28-6-53.	— Do —	28-6-53.	A. N. Thurst Master [Signature]
5-7-53.	— Do —	5-7-53.	A. N. Thurst Master [Signature]
12-7-53.	— Do —	13-7-53	A. N. Thurst Master [Signature]
19-7-53.	— Do —	19-7-53	A. N. Thurst Master [Signature]
26-7-53	— Do —	27-7-53	A. N. Thurst Master [Signature]
2-8-53	— Do —	4-8-53	A. N. Thurst Master [Signature]
9-8-53.	Crew's accommodation, galley utensils & food inspected. All found in good order.	9-8-53.	A. N. Thurst Master [Signature]
16-8-53.	— Do —	16-8-53	A. N. Thurst Master [Signature]
23-8-53.	— Do —	23-8-53	A. N. Thurst Master [Signature]

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

[illegible]

Reference:- BT 99/4672	PUBLIC RECORD OFFICE					
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		1		2		
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EMPLOYMENT OF LASCARS.

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

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

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

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

Under Deck Department, include all Lascars employed in connection with the navigation of the Ship, or in looking after the cargo.
Under Engine Department, include all Lascars employed in attending on machinery.
Under Steward's Department, include all Lascars employed in attending on passengers or crew.

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

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

The following are the FEES chargeable for services rendered by Consular Officers, in connection with the Official Log:—
(The number which precedes each fee is that shown in the Consular Fees Order in Council, 1949).

- | | | | |
|---|--------|---|------|
| (18) Examining provisions or water, to be paid by the party who proves to be in default, in addition to the cost of survey | £1 5 0 | (34) Affixing the consular seal or signature to any entry in the official log-book of a ship if such entry is not required by the Merchant Shipping Acts | 10 0 |
|---|--------|---|------|

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

LOAD LINE, DEPTH OF LOADING, Etc.

POSITIONS OF THE DECK LINE AND LOAD LINES.

Freeboard from deck line.		Load Line.	
Tropical.....	2.....feet	6 1/2.....inches.	(T).....inches above S.
Summer.....	3.....feet	00 3/4.....inches.	(S) Upper edge of line through centre of disc.
Winter.....	3.....feet	7.....inches.	(W).....inches below S.
Winter North Atlantic (if assigned) }feetinches.	(WNA).....inches below S.
Allowance for fresh water for all freeboards.—.....		6 3/4.....inches	
The upper edge of the deck line from which these freeboards are measured is.....	inches	
above the top of the.....		STEEL UPPER.....deck at side.	
		(Above particulars to be taken from Load Line Certificate).	
Maximum draught of water in summer.....		2 5.....feet.	0 0 1/2.....inches.
(The maximum draught of water in summer is the draught of water which would be shown on the scale of feet on the stem and stern post of the ship if she were so loaded that the upper edge of the summer load line were on the surface of the water and the ship were upright on an even keel.			

NOTES.

- 1.—The above particulars, and particulars of depth of loading as detailed on the following pages are to be recorded before the ship leaves any dock, wharf, harbour, or other place for the purpose of proceeding to sea.
- 2.—The actual freeboard amidships on each side of the ship is to be measured from the upper edge of the deck line to the surface of the water, when the ship is loaded and ready to leave. The actual "mean" freeboard is the mean of the actual freeboards, port and starboard, measured as indicated above.
- 3.—Unless the ship is a home trade ship, a Notice, Form L.L.14A, is to be posted up in some conspicuous place on board the ship before she leaves any dock, wharf, harbour, or other place, for the purpose of proceeding to sea, and the Notice is to be kept so posted up and legible until the ship arrives at some other dock, wharf, harbour or place. The date and time of posting the Notice is to be entered in column 15.
- 4.—In case of a home trade ship, columns 9-15 need not be filled in.
- 5.—No entries are required in columns 8-14 when the actual mean freeboard (Column 7) is not less than the appropriate salt water freeboard.
- 6.—If, in determining density of water, use is made of a hydrometer on which the reading at the top of the scale is 1000 or 00, meaning "full fresh water," the hydrometer reading gives the density to be entered, e.g., a reading of 15 on such hydrometers means a density of 1015. If the hydrometer used has the scale reversed, i.e., if the reading 00 is at the bottom of the scale and means "full salt water," the density must be obtained by subtracting the hydrometer reading from 1025, e.g., if the reading is at 15, the density to be entered will be 1010.
- 7.—The Winter North Atlantic load line, if assigned, applies for voyages across the North Atlantic, North of latitude 36° N during the winter months as defined in the Load Line Rules, 1941, and shown on the chart which forms part of these Rules. The periods during which the other seasonal load lines apply in different parts of the world are as indicated in the said Rules and chart.
- 8.—Penalty.—Failure to enter the required particulars of load line, depth of loading, etc., in the Official Log Book at the proper time renders the Master or Owner liable to a fine not exceeding £20 for each offence.

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Date and Hour of Departure. (1)	Dock, Wharf, Harbour or Other Place. (2)	ACTUAL DRAUGHT OF WATER.*		ACTUAL FREEBOARD AMIDSHIPS.*			Density of Water. (8)	ALLOWANCE.				
		Forward. (3)	Aft. (4)	Port. (5)	Star- board. (6)	Mean. (7)		For Density of Water.* (9)	For Ashes and Rubbish.* (10)	For Fuel, etc., to be consumed on Stretch of Inland Water.* (11)		
26-1-53 13.42.	HULL.	Ft. Ins. 9 3	Ft. Ins. 15 4	Ft. Ins. 15 7	Ft. Ins. 15 7	Ft. Ins. 15 7	1025.	Ins. -	Weight. -	Ins. -	Distance. -	Ins. -
1-2-53 08.34.	LONDON.	9 4	16 3	15 1	15 1	15 1	1025.	-	-	-	-	-
19-2-53. 09.21.	CARACAS BAY.	10 11	15 3	14 9 1/2	14 9 1/2	14 9 1/2	1025.	-	-	-	-	-
23-2-53 18.13.	PANAMA CANAL.	10 9	15 3	14 10 1/2	14 10 1/2	14 10 1/2	1025	-	-	-	-	-
9-3-53. 23.24.	SAF FRANCISCO	9 5	15 2	12 3 1/2	12 3 1/2	12 3 1/2	1025	-	-	-	-	-
22-3-53. 07.22.	VANCOUVER.	6 6	14 6	7 4 1/2	17 4 1/2	17 4 1/2	1025	-	-	-	-	-
26-3-53. 19.15.	SEATTLE.	25 0	25 9	2 8 3/4	2 8 3/4	2 8 3/4	1010	4	-	-	-	-
07.41. 29-4-53. 0800	NAGOYA.	7 2	14 6	17 0 1/2	17 0 1/2	17 0 1/2	1025.	-	-	-	-	-
15.5.53 17.59.	YAKU BAR.	18' 04"	20' 02"	8' 7 1/2	8' 7 1/2	8' 7 1/2	1025	-	-	-	-	-
20-5-53 15.15.	SINGTAO.	23 2 1/2	25 0 1/2	3 11 3/4	3 11 3/4	3 11 3/4	1025.	-	-	-	-	-
19-6-53 14.43	SINGAPORE	23 8	25 10	3 4 1/4	3 4 1/4	3 4 1/4	1025	-	-	-	-	-
2-7-53 17.08	COLOMBO.	22 11	25 11	3 8 1/4	3 8 1/4	3 8 1/4	1025	-	-	-	-	-
22-7-53 07.24.	COLOMBO.	22 9	26 0	3 8 3/4	3 8 3/4	3 8 3/4	1025.	-	-	-	-	-
8-8-53. 09.47.	ADEN.	23 9	25 9	3 4 1/2	3 4 1/2	3 4 1/2	1025.	-	-	-	-	-
15-8-53 1801.	SUEZ BAY	24 2	25 0	3 6 1/4	3 6 1/4	3 6 1/4	1025	-	-	-	-	-
2-9-53.	GENOA.	10 1	15 0	15 6 3/4	15 6 3/4	15 6 3/4	1025.	-	-	-	-	-

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

DOCK, WHARF, HARBOUR OR OTHER PLACE

the

OF THE SHIP'S PROCEEDING TO SEA.

See Notes on page 19

[illegible]

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

(See page 3 of Cover).

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- (1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.
 (2) In column headed Auto-alarm, state daily while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours.
 Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
Jan: 53.					1953.				
25th "	Yes	Nil fitted	JamMoorecraft.	O. N. Thurst.	28th Feb.	Yes	Nil fitted.	JamMoorecraft.	O. N. Thurst.
26th "	Yes	"	JamMoorecraft.	a. n. Thurst.	1st March	Yes	"	JamMoorecraft.	a. n. Thurst.
1st Feb.	Yes	"	JamMoorecraft.	a. n. Thurst.	2nd "	Yes	"	JamMoorecraft.	O. N. Thurst.
2nd "	Yes	"	JamMoorecraft.	a. n. Thurst.	3rd "	Yes	"	JamMoorecraft.	a. n. Thurst.
3rd "	Yes	"	JamMoorecraft.	a. n. Thurst.	4th "	Yes	"	JamMoorecraft.	a. n. Thurst.
4th "	Yes	"	JamMoorecraft.	a. n. Thurst.	5th "	Yes	"	JamMoorecraft.	a. n. Thurst.
5th "	Yes	"	JamMoorecraft.	a. n. Thurst.	6th "	Yes	"	JamMoorecraft.	a. n. Thurst.
6th "	Yes	"	JamMoorecraft.	a. n. Thurst.	7th "	Yes	"	JamMoorecraft.	a. n. Thurst.
7th "	Yes	"	JamMoorecraft.	a. n. Thurst.	8th "	Yes	"	JamMoorecraft.	a. n. Thurst.
8th "	Yes	"	JamMoorecraft.	a. n. Thurst.	9th "	Yes	"	JamMoorecraft.	a. n. Thurst.
9th "	Yes	"	JamMoorecraft.	a. n. Thurst.	10th "	Yes	"	JamMoorecraft.	a. n. Thurst.
10th "	Yes	"	JamMoorecraft.	a. n. Thurst.	11th "	Yes	"	JamMoorecraft.	a. n. Thurst.
11th "	Yes	"	JamMoorecraft.	a. n. Thurst.	12th "	Yes	"	JamMoorecraft.	a. n. Thurst.
12th "	Yes	"	JamMoorecraft.	a. n. Thurst.	13th "	Yes	"	JamMoorecraft.	a. n. Thurst.
13th "	Yes	"	JamMoorecraft.	a. n. Thurst.	22nd "	Yes	"	JamMoorecraft.	a. n. Thurst.
14th "	Yes	"	JamMoorecraft.	a. n. Thurst.	23rd "	Yes	"	JamMoorecraft.	a. n. Thurst.
15th "	Yes	"	JamMoorecraft.	a. n. Thurst.	24th "	Yes	"	JamMoorecraft.	a. n. Thurst.
16th "	Yes	"	JamMoorecraft.	a. n. Thurst.	25th "	Yes	"	JamMoorecraft.	a. n. Thurst.
17th "	Yes	"	JamMoorecraft.	a. n. Thurst.	26th "	Yes	"	JamMoorecraft.	a. n. Thurst.
18th "	Yes	"	JamMoorecraft.	a. n. Thurst.	27th "	Yes	"	JamMoorecraft.	a. n. Thurst.
19th "	Yes	"	JamMoorecraft.	a. n. Thurst.	28th "	Yes	"	JamMoorecraft.	a. n. Thurst.
20th "	Yes	"	JamMoorecraft.	a. n. Thurst.	29th "	Yes	"	JamMoorecraft.	a. n. Thurst.
21st "	Yes	"	JamMoorecraft.	a. n. Thurst.	30th "	Yes	"	JamMoorecraft.	a. n. Thurst.
22nd "	Yes	"	JamMoorecraft.	a. n. Thurst.	31st "	Yes	"	JamMoorecraft.	a. n. Thurst.
23rd "	Yes	"	JamMoorecraft.	a. n. Thurst.	1st April	Yes	"	JamMoorecraft.	a. n. Thurst.
24th "	Yes	"	JamMoorecraft.	a. n. Thurst.	2nd "	Yes	"	JamMoorecraft.	a. n. Thurst.
25th "	Yes	"	JamMoorecraft.	a. n. Thurst.	3rd "	Yes	"	JamMoorecraft.	a. n. Thurst.
26th "	Yes	"	JamMoorecraft.	a. n. Thurst.	4th "	Yes	"	JamMoorecraft.	a. n. Thurst.
27th "	Yes	"	JamMoorecraft.	a. n. Thurst.	5th "	Yes	"	JamMoorecraft.	a. n. Thurst.
28th "	Yes	"	JamMoorecraft.	a. n. Thurst.	6th "	Yes	"	JamMoorecraft.	a. n. Thurst.
29th "	Yes	"	JamMoorecraft.	a. n. Thurst.	7th "	Yes	"	JamMoorecraft.	a. n. Thurst.
30th "	Yes	"	JamMoorecraft.	a. n. Thurst.	8th "	Yes	"	JamMoorecraft.	a. n. Thurst.

Reference:-

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9 th Apr. 53	Yes	Nil Fitted	Samboorcraft	a.n.v. thrust	24th May 53	Yes	Nil Fitted	Samboorcraft	a.n.v. thrust	24th May 53	Yes	Nil Fitted	Samboorcraft	a.n.v. thrust
10 th "	Yes	"	Samboorcraft	a.n.v. thrust	28 th "	Yes	"	Samboorcraft	a.n.v. thrust	28 th "	Yes	"	Samboorcraft	a.n.v. thrust
11 th "	Yes	"	Samboorcraft	a.n.v. thrust	29 th "	Yes	"	Samboorcraft	a.n.v. thrust	29 th "	Yes	"	Samboorcraft	a.n.v. thrust
12 th "	Yes	"	Samboorcraft	a.n.v. thrust	30 th "	Yes	"	Samboorcraft	a.n.v. thrust	30 th "	Yes	"	Samboorcraft	a.n.v. thrust
13 th "	Yes	"	Samboorcraft	a.n.v. thrust	31 st "	Yes	"	Samboorcraft	a.n.v. thrust	31 st "	Yes	"	Samboorcraft	a.n.v. thrust
14 th "	Yes	"	Samboorcraft	a.n.v. thrust	1 st June	Yes	"	Samboorcraft	a.n.v. thrust	1 st June	Yes	"	Samboorcraft	a.n.v. thrust
15 th "	Yes	"	Samboorcraft	a.n.v. thrust	2 nd "	Yes	"	Samboorcraft	a.n.v. thrust	2 nd "	Yes	"	Samboorcraft	a.n.v. thrust
16 th "	Yes	"	Samboorcraft	a.n.v. thrust	19 th "	Yes	"	Samboorcraft	a.n.v. thrust	19 th "	Yes	"	Samboorcraft	a.n.v. thrust
17 th "	Yes	"	Samboorcraft	a.n.v. thrust	20 th "	Yes	"	Samboorcraft	a.n.v. thrust	20 th "	Yes	"	Samboorcraft	a.n.v. thrust
18 th "	Yes	"	Samboorcraft	a.n.v. thrust	21 st "	Yes	"	Samboorcraft	a.n.v. thrust	21 st "	Yes	"	Samboorcraft	a.n.v. thrust
19 th "	Yes	"	Samboorcraft	a.n.v. thrust	22 nd "	Yes	"	Samboorcraft	a.n.v. thrust	22 nd "	Yes	"	Samboorcraft	a.n.v. thrust
20 th "	Yes	"	Samboorcraft	a.n.v. thrust	23 rd "	Yes	"	Samboorcraft	a.n.v. thrust	23 rd "	Yes	"	Samboorcraft	a.n.v. thrust
21 st "	Yes	"	Samboorcraft	a.n.v. thrust	24 th "	Yes	"	Samboorcraft	a.n.v. thrust	24 th "	Yes	"	Samboorcraft	a.n.v. thrust
22 nd "	Yes	"	Samboorcraft	a.n.v. thrust	25 th "	Yes	"	Samboorcraft	a.n.v. thrust	25 th "	Yes	"	Samboorcraft	a.n.v. thrust
23 rd "	Yes	"	Samboorcraft	a.n.v. thrust	26 th "	Yes	"	Samboorcraft	a.n.v. thrust	26 th "	Yes	"	Samboorcraft	a.n.v. thrust
24 th "	Yes	"	Samboorcraft	a.n.v. thrust	27 th "	Yes	"	Samboorcraft	a.n.v. thrust	27 th "	Yes	"	Samboorcraft	a.n.v. thrust
29 th "	Yes	"	Samboorcraft	a.n.v. thrust	2 nd July	Yes	"	Samboorcraft	a.n.v. thrust	2 nd July	Yes	"	Samboorcraft	a.n.v. thrust
30 th "	Yes	"	Samboorcraft	a.n.v. thrust	3 rd "	Yes	"	Samboorcraft	a.n.v. thrust	3 rd "	Yes	"	Samboorcraft	a.n.v. thrust
1 st May	Yes	"	Samboorcraft	a.n.v. thrust	4 th "	Yes	"	Samboorcraft	a.n.v. thrust	4 th "	Yes	"	Samboorcraft	a.n.v. thrust
2 nd "	Yes	"	Samboorcraft	a.n.v. thrust	5 th "	Yes	"	Samboorcraft	a.n.v. thrust	5 th "	Yes	"	Samboorcraft	a.n.v. thrust
3 rd "	Yes	"	Samboorcraft	a.n.v. thrust	6 th "	Yes	"	Samboorcraft	a.n.v. thrust	6 th "	Yes	"	Samboorcraft	a.n.v. thrust
4 th "	Yes	"	Samboorcraft	a.n.v. thrust	7 th "	Yes	"	Samboorcraft	a.n.v. thrust	7 th "	Yes	"	Samboorcraft	a.n.v. thrust
5 th "	Yes	"	Samboorcraft	a.n.v. thrust	22 nd "	Yes	"	Samboorcraft	a.n.v. thrust	22 nd "	Yes	"	Samboorcraft	a.n.v. thrust
15 th "	Yes	"	Samboorcraft	a.n.v. thrust	23 rd "	Yes	"	Samboorcraft	a.n.v. thrust	23 rd "	Yes	"	Samboorcraft	a.n.v. thrust
16 th "	Yes	"	Samboorcraft	a.n.v. thrust	24 th "	Yes	"	Samboorcraft	a.n.v. thrust	24 th "	Yes	"	Samboorcraft	a.n.v. thrust
17 th "	Yes	"	Samboorcraft	a.n.v. thrust	25 th "	Yes	"	Samboorcraft	a.n.v. thrust	25 th "	Yes	"	Samboorcraft	a.n.v. thrust
20 th "	Yes	"	Samboorcraft	a.n.v. thrust	26 th "	Yes	"	Samboorcraft	a.n.v. thrust	26 th "	Yes	"	Samboorcraft	a.n.v. thrust
21 st "	Yes	"	Samboorcraft	a.n.v. thrust	27 th "	Yes	"	Samboorcraft	a.n.v. thrust	27 th "	Yes	"	Samboorcraft	a.n.v. thrust
22 nd "	Yes	"	Samboorcraft	a.n.v. thrust	28 th "	Yes	"	Samboorcraft	a.n.v. thrust	28 th "	Yes	"	Samboorcraft	a.n.v. thrust
23 rd "	Yes	"	Samboorcraft	a.n.v. thrust	29 th "	Yes	"	Samboorcraft	a.n.v. thrust	29 th "	Yes	"	Samboorcraft	a.n.v. thrust
24 th "	Yes	"	Samboorcraft	a.n.v. thrust	30 th "	Yes	"	Samboorcraft	a.n.v. thrust	30 th "	Yes	"	Samboorcraft	a.n.v. thrust
25 th "	Yes	"	Samboorcraft	a.n.v. thrust	31 st "	Yes	"	Samboorcraft	a.n.v. thrust	31 st "	Yes	"	Samboorcraft	a.n.v. thrust
26 th "	Yes	"	Samboorcraft	a.n.v. thrust	1 st Aug 53	Yes	"	Samboorcraft	a.n.v. thrust	1 st Aug 53	Yes	"	Samboorcraft	a.n.v. thrust

Reference:-

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(See page 3 of Cover)

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

- (1) In column headed Batteries, state daily while at sea "Yes" or "No," whether batteries are maintained in a fully charged condition.
(2) In column headed Auto-alarm, state daily while at sea "Yes" or "No," whether the auto-alarm receiver has been tested at least once every twelve hours.
Entries to be signed as indicated. Details regarding the entries in this Log to be put in Wireless log by the Radio Officer.

Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.	Date.	Batteries.	Auto-alarm.	Radio Officer.	Master.
Aug. 5 th .					Sept. 5 th .				
2 nd "	Yes	Nil Fitted	Sam Moorecraft	a.m. 7th inst.	6 th "	Yes	Nil Fitted	Sam Moorecraft	a.m. 7th inst.
3 rd "	Yes	" "	Sam Moorecraft	a.m. 7th inst.	9 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.
4 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.	10 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.
5 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.	11 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.
6 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.	12 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.
7 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.	13 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.
8 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
9 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
10 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
11 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
12 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
13 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
14 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
15 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
16 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
17 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
18 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
19 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
20 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
21 st "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
22 nd "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
23 rd "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
24 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
25 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
26 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
27 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
28 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
29 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					
30 th "	Yes	" "	Sam Moorecraft	a.m. 7th inst.					

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OFFICIAL LOG of the
from28
S/S "SILVERTARN"
towards

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
25/1/53	HULL.	26/1/53	K. Swatman (N° 25) having failed to join ENG. 2 has been duly filled in & forwarded. R. Swatman. A.N. Thurst mate. master.	
27/1/53	DOCK ST. LONDON.	28/1/53	J. MASSIE signed on as Fireman W/T. to replace above. Mrs. M. Hitcham & Mrs. E. Hallaway, Supers. signed off. ENG. 2. R. Swatman. A.N. Thurst mate. master.	
31/1/53	PURFLEET.	1/2/53	Mrs. J. Maugh (N° 38) signed on Superannary ENG. 2. returned R. Swatman. A.N. Thurst mate. master.	
9/3/53	San Francisco	10/3/53	To state P. Dillon, Dby/eps (N° 19) yesterday returned from shore leave in an apparently intoxicated condition & was unfit to take over his watch. He has been cautioned & warned next offence will be punishable as a second offence. A. Thurst. ch. Engineer. A.N. Thurst master.	
			In reply P. Dillon said he was very sorry & would see it did not happen again. A.N. Thurst master. A. Thurst ch. Eng.	

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

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29

OFFICIAL LOG of the

from

towards

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
9/3/53	San Francisco	10/3/53	J. Massie (N:37) did yesterday return from shore leave late for duty & unfit through drink to resume work. He was aggressive & insolent to both Ch. & 2nd Eng. To-day he has been cautioned & warned next offence will be punishable as second offence.	
	C. A. Marsh	ch. Eng.		A. N. Thirst Master.
10/3/53		10/3/53	The above was read over to J. Massie & in reply he admitted being under the influence of drink & blamed that for his actions which he said he could not recall. He apologized to Ch. Eng. & said he would see it did not happen again.	
	C. A. Marsh	ch. Eng.		A. N. Thirst Master.
25-2-53. 1330.	LAT 8° 44' N. LONG 85° 17' W.	26-2-53.	H. R. REYNOLDS BOSUN No 7. was injured in the left eye while washing hatch coaming by either rust or old paint. Eye treated as per Ship's Captain's Medical Guide. Reynolds was wearing goggles at the time of injury. On later examination injury appeared to be a small blister on the surface of the eyeball. Faint E. 2. Completed.	
			H. R. Reynolds Mate.	A. N. Thirst Master.
15-30. 16-3-53	Vancouver.	16-3-53.	P. MALEY 4 TH ENGINEER. No 18 was injured this afternoon while working in the engine room. A small particle of steel entered his left eye & became lodged in the eyeball. Sent ashore for treatment at ST PAULS HOSPITAL at 1700 hrs.	
	H. R. Reynolds Mate.			A. N. Thirst Master.

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30
OFFICIAL LOG of the S/S "SILVERTARN"
 from VANCOUVER, B.C. towards NAGOYA via SEATTLE.

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
	VANCOUVER	17-3-53.	This is to certify that P. MALEY 4 TH ENG. received further treatment at St PAULS HOSPITAL for injury received yesterday.	
			<i>[Signature]</i> A. N. Thurst	Master
8-4-53. 1600.	LAT 37-43 N. LONG 171-57 W.	9-4-53.	P. MALEY 4 TH ENGINEER No 18. Spoke in the saloon yesterday spraining his left ankle. Injury treated as per Ship Captain's Medical Guide. Off duty.	
			<i>[Signature]</i> A. N. Thurst	Master
17-4-53	LAT 37° N LONG 164° E	17-4-53	P. Mailey was off duty from above date until evening 16th. April.	
			<i>[Signature]</i> A. N. Thurst	Master
1630 13-4-53	LAT 38° N. LONG. 174° E.	17-4-53.	P. Dillon (N:19) was knocked off duty. ordered to bed, with rheumatic type of pain in left hip, the man being unable to walk. Mustard plaster, embrocation + heat applications all used in turn without effect. Dillon says he has no recollection of straining or twisting himself. There is no pain while lying still. At 1600 on 17th. Apr. P. Conway (N:22) acting D. Eng. in Dillon's place as the man is still confined to bed.	
			<i>[Signature]</i> A. N. Thurst	Master

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OFFICIAL LOG of the
from SEATTLE31. S/S SILVERTARN
towards NAGOYA.

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
22-4-53 0420	35°N. LAT. 146°E. LONG.	23-4-53.	It was reported this morning that when P. Cooney (N° 22) acting D by / Eng. reported for duty at 0400 (after difficulty had been experienced calling him) he appeared to be in a dazed condition. To the 2nd Engineer's enquiry he stated he was alright. He appeared to have difficulty doing his greasing & soon after nearly fell into the crank case & was pulled out by the 2nd Eng. who ordered him off duty. He was immediately examined by 2nd Officer who reported that aside of a dazed & vacant condition he could find nothing wrong. Cooney kept insisting he was alright. Later in the morning this man was questioned & examined by Master in the presence of Ch. Eng. & 2nd Off. He claimed to have had a mental lapse & could remember nothing of the incident this morning. His pulse & reactions appeared normal. He stated he was fit enough to turn to. The only decision we could come to was that the man had been suffering from a mental lapse or some form of complex. To avoid any chance of serious accident Ch. Eng. has placed this man on day work as from noon & J. Massie (N° 37) is temporary acting D by / Eng. as from 1600 on 22nd. April 1953. P. Cooney appeared quite his normal self later in the day.	
	Ch. Eng.		a. n. Hurst	
	2nd Eng.		Master	
	2nd Off.			
28-4-53.	NAGOYA.	28-4-53	To state A. MACLEOD (N° 9) failed to return for turning to at 0700 this morning. As it is this man's second offence I hereby fined him 10/- for being absent without leave.	
			a. n. Hurst	
			Master	
			Master (10/-)	

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

32

OFFICIAL LOG of the *S/S SILVERTARN* AT NAGOYA

from AND towards TAKU BAR.

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
28.4.53	NAGOYA.	28.4.53	To state K.S. KELWAY (N:8) failed to return for duty at 0700: as it is his main second offence I hereby fined him 10/- for being absent without leave.	(10/-)
			<i>Kelway</i> mate. <i>A.N. Thurst</i> master.	
			Kelway had no reply to make to the above.	
			<i>Kelway</i> mate. <i>A.N. Thurst</i> master.	
1400 28-4-53	---	28.4.53	P. Cooney (N:22) on day work failed to resume work at 1300 after dinner interval but was found "out" apparently drunk in his bunk. On being examined & questioned by undersigned & 2nd Eng. Cooney admitted being drunk & I hereby fine him 10/-	(10/-)
			<i>Cooney</i> ch. Eng. <i>A.N. Thurst</i> master.	
			Cooney had no reply to make to the above.	
			<i>Cooney</i> ch. Eng. <i>A.N. Thurst</i> master.	
1330 28-4-53	LAT. 34°30'N LONG. 136°58'E	3.5.53	P. Cooney (N:22) above was again found drunk & incapable of work. As a second offence he is fined 20/-	(20/-)
29 at sea.			His supply of beer from ship's bar has been stopped. <i>Cooney</i> C/E. <i>A.N. Thurst</i> master.	

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OFFICIAL LOG of the
from NAGOYA

S/S. ³³ SILVERTARN
towards TABU BAR, TSINGTAO

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
2-5-53	at sea.	3-5-53	When P. Cooney was notified of the above entry he admitted getting the liquor from ashore & being drunk. Ch. Eng. A. Marsh.	A. N. Whist Master
4-5-53.	at sea. LAT. 34° 48' N LONG. 123° 46' E	4-5-53	P. Dillon (N: 19) resigned work to-day 0400. Ch. Eng. A. Marsh.	A. N. Whist Master
13-5-53.	Tabu Bar.	14-5-53.	At the recommendation of Ch. & 2nd. Engineer, P. Cooney (N: 22) who has been working well since above offence, has had a beer ration from ship's bar restored subject to good behavior. Maximum 2 bottles per day. Ch. Engineer. A. Marsh.	A. N. Whist Master
20-5-53.	TSINGTAO.	21-5-53.	On the 19/5/53 while lying alongside berth at Tsingtao attempts to sound round outside but were prevented by armed guards but not before a sounding of 35 feet at high water was obtained. Next morning loading was delayed while an effort was made to obtain permission to sound round. This permission was refused by local authorities for "security reasons". A request by Master for Port authorities or a surveyor to sound round was likewise refused. A meeting of the Port authorities, Surveyor, Harbour Master, Customs, Security Agent, Ch. Office & Master was held on board & every effort was made by the ship to check ^{depth} draft of water but permission was steadfastly refused. Nor would authorities supply vessel with times or ranges of tides according to their tables. All the assurance ^{1/2} could obtain was a verbal guarantee	

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by Harbour Master that there was sufficient water for vessel to complete loading. An estimated maximum loaded draft of 26 ft. had been given to agent before vessel's arrival. On two occasions a sounding of 35 feet at high water had been

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OFFICIAL LOG of the
from Tsingtao

34

towards

Singapore.

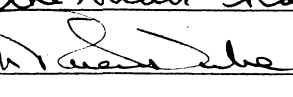

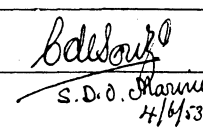

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
(contd)			obtained port-side amidship. Vessel's maximum draft at the time 24'05" Rise & fall of tide according to Pilot (arriving) 12 ft. & (sailing) 10 ft. Per B.A. Tide Tables 7 ft. Tanks & bilges sounded & no change noted. Bottom hard sand with mud in places. It is feared $\frac{1}{2}$ may have touched bottom. Damage to vessel, if any, unknown.	
APPROXIMATELY 1000 31ST. MAY	LAT. 7° 00' N. LONG. 108° 50' E	31ST. MAY	1035 to-day 3rd. Engineer Hogarth (N:17) reported missing after search of vessel. R.S.B. + course retraced. Lifeboat swung outboard & manned. Extra lookouts posted at bow, crossbeams & bridge. Radio message transmitted C.Q. Vessel circled & searched along course line: 1209 returned to original course line still searching: 1400 search abandoned: A letter of farewell to his parents was found in his cabin: The man had appeared to be suffering from acute depression of late. He was last seen at 0955 by W.A. Daniels, Asst. Steward leading out on deck. It was 1015/1020 when enquiries for him began & a full search instigated at 1030.	
			Marsh ch. Engineer.	
			Daniels mate.	
				a.n. Thurst master.

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35
OFFICIAL LOG of the *"Silent Town"* **at Singapore.**
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
4/6/53	Singapore.	4/6/53	This is to state that the Singapore Maritime Police have held an investigation into the disappearance at sea of Mr. S. Hogarth, 3rd. Eng. & have reported that from the evidence obtained it would appear the man had taken his own life.  a.n. Thist mate. master.	
			  S.D.O. Mariner 4/6/53.	
5/6/53	Singapore	5/6/53	Balance of wages £ 73-13-9½ and personal effects handed over to shipping master Singapore, in settlement of Mr. S. Hogarth late 3rd. Engineer. Personal effects contained in 2 trunks, 1 bag & 2 wooden cases. 1 envelope containing 1 watch & 1 pen & pencil set; 1 envelope containing keys to car.  a.n. Thist mate. master.	

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OFFICIAL LOG of the *SILVERTARN* from AT SINGAPORE 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
1300 9/6/53	SINGAPORE.	12/6/53	<p>By R. Smith (31) whilst stepping over starboard into accommodation he struck 4th. toe of right foot on step. There was no outward sign of a fracture & the man was treated on board & put on light duty. The following day the toe was swollen & slightly discoloured & arrangements were made to have the foot x-rayed which showed a clean diagonal fracture of the small bone of 4th. toe. Dr. fitted no plaster cast or splints & recommended not to use foot for seven days. The man has been put off duty.</p> <p><i>J. H. Ingram</i> 2nd. Officer.</p> <p><i>A. N. Thurst</i> Master</p>	
12/14 June 1953	Singapore.	18/6/53.	<p>This is to state that P. Dillon (N:19) was ashore without leave from midnight Frid (12th. to midnight Sund. 14th. He was to be on duty at midnight Frid. He stated he stayed ashore Sat. as he wished to see a Dr. Arrangements had been made for him to visit a Dr. a week before with ear trouble, but he was under the influence of drink & unable to do so, since which he had not reported for further medical treatment. He further stated he was unable to obtain a launch back to the ship: as well as a regular launch service to the ship, motor sampans were available day & night. At 1150 Sat. 13th he called at Agent & in an aggressive manner demanded to see a Dr. (he had no note from ship). Arrangements were made & at 0900 on Mond. 15th. when Master sent for Dillon he presented a note from</p>	

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OFFICIAL LOG of the
from

towards

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
			the Dr. saying he was unfit for work due to fibrositis. 5	
			being fine him 10/- for being absent without leave. He is also	
			being charged for the 18 hrs. overtime necessitated to take his	
			watches by having 18 hrs. deducted from his overtime.	
			according to Dr. advice he was kept off duty Mond. 15th.	
			Y. R. Dillon	
			ch. Eng.	
			A. N. Thurst	
			master.	
			18/6/53 P. Dillon stated he had	
			no reply to make.	
			A. N. Thurst	
			master.	
16/6/53			P. Dillon, (N:19) again examined	
			by Dr. & declared fit for work.	
			Resumed duty 1800 hrs. 24.00 midnight	
			Tuesday.	
			A. N. Thurst	
			ch. Eng.	
			master.	
21-6-53	at sea.	21-6-53	G. R. Smith (N:1) 2nd. cook resumed	
			duties to-day.	
			A. N. Thurst	
			master.	
2-7-53.	Colombo.	2-7-53.	G. H. Armstrong (N:41) signed on ch. Eng.	
			Mr. A. Marsh (N:15) reverted to Super. ch. Eng.	
			by M.C. due to strained health. Mr. P. Moley	
			(N:18) promoted 3rd. Eng. as from to-day.	
			Mr. E. C. Moore (N:42) signed on as 4th. Eng.	
			A. N. Thurst	
			master.	
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13/7/53.	Colombo.	22/7/53:	D. G. Templeton signed on 2nd. Engineer	
			C. H. W. Holloway put on light duties due	
			to fatigue & overwork.	
			A. N. Thurst	
			master.	

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
16/19th July 1953	Colombo.	22/7/53	To certify J. Massie (N:37) failed to return on board after having been overnight in a hotel (by ship's arrangement) & failed to report for duty on 16th July. He returned in the afternoon & was told to turn to but again went ashore. I fine him 10/- for being absent without leave. He was again missing without leave on the 17th, 18th & 19th, being again offences I fine him £1 for each day, a total of £3-10-0	
Fine Received		G.H. Armstrong Ch. Engineer. A.N. Thurst - Master		
The above entry was read over to Massie & he had nothing to say.		A.N. Thurst		
11/7/53 to 22/7/53	Colombo.	22/7/53	On medical advice W. Dunn (N:6) was admitted into hospital stated to be suffering with incipient haemorrhoids & debility on 11/7/53. He was discharged on 22/7/53 & returned to vessel reported to be fit for duty.	
mate. R. ... A.N. Thurst - Master		A.N. Thurst		
23/7/53	at sea.	23/7/53	W. Dunn (N:6) voluntary turned to this day - declining the offer of a day's rest stating he felt alright.	
mate. R. ... A.N. Thurst - Master		A.N. Thurst		
28/7/53	6°40'N. 66°15'E at sea	28/7/53	W. Dunn (N:6) - see above - was unable to report for duty this day complaining of pains in right groin, side & thigh. This was similar to the pains he complained	

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

of while in hospital at Colombo receiving treatment. The states the pains are more intense this time. Pulse & temperature are normal. Hot water bottle has been applied to the seat of the pain. 7.3.10. A.N. Thurst
Graham 2nd. Officer. Master

Reference:-	PUBLIC RECORD OFFICE	1	2	3	4	5	6
BT 99/4672		1		2			
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OFFICIAL LOG of the
from

28 SILVERTARN
towards AT GENOA.

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

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
24/8/53	Genoa	25/8/53	To certify that D. Lewis (N:24) was absent from duty on the 24th Aug. without leave. Having been an offender before & duly warned I now fine him 10/-	10/-
			G.H. Armstrong C/E. A.N. Hurst Master. D. Lewis admitted the above offense & had nothing further to say.	
25/8/53	— — —	25/8/53	P. Dillon (N:19) reported this morning cut about the back & face of by P. Coony (N:22). Although this incident occurred before witnesses I have been unable to obtain any statements from anybody including the parties concerned. P. Dillon who was bleeding profusely received medical treatment on board & later in the day was attended by by shore doctor. His upper lip & back were deeply cut & his face badly scratched. I have been unable to ascertain what kind of weapon was used. P. Coony had to be put under guard to prevent further trouble.	
			G.H. Armstrong C/E. A.N. Hurst Master.	

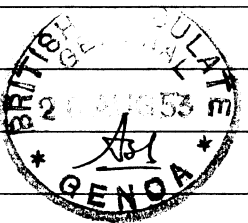
N.B.—Every entry in this Log-Book required by the Act must be signed by the Master and by the Mate or some other member of the Crew, and every entry of illness, injury or death must also be signed by the Surgeon or Medical Practitioner on board (if any); and every entry of wages due to, or of the sale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

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

19-

Reference:-	PUBLIC RECORD OFFICE	1	2	3	4	5	6
BT 99/4672							
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OFFICIAL LOG of the *S/S 29 SILVERTARN*
from *GENOA* towards *GENOA*
Merchant Shipping (Safety and Load Line Conventions) Act, 1932, are to be made in a special Supplementary Log Book. Form O 10.

Date and Hour of the Occurrence.	Place of the Occurrence, or situation by Latitude and Longitude at Sea.	Date of Entry.	Entries required by Act of Parliament.	Amount of Fine or Forfeiture inflicted
25/8/53	Genoa.	25/8/53	In order to avoid further serious trouble on board the vessel, and after discussing the matter with the British consul it has been decided to sign off P. Cooney & arrange his repatriation. His man was to-day duly signed off before the British consul	
			G.H. Armstrong C/E.  A. N. Thurst master	
26/8/53	GENOA.	26/8/52	D. Lewis (N:24) has been again absent without leave. as it is a 2nd. offence I fine him 20/-	20/-
			ch. engineer. A. N. Thurst master. all Lewis had to say was he knew he had done wrong & was expecting to be logged & fined.	
			G.H. Armstrong ch. engineer. A. N. Thurst master. To report that K.S. Kelway (N:8) has been A.W.O.L. on the 24th. & again on the 26th. aug. as these are 2nd & 3rd. offences I fine him 20/- for each offence = 40/-	40/-
			ch. off. A. N. Thurst - master. The above entry was read out to Kelway who had nothing to say. A. N. Thurst master	

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

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Reference:- BT 99/4672	PUBLIC RECORD OFFICE		1	2	3	4	5	6
			1		2			
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OFFICIAL LOG of the $\frac{2}{3}$ SILVERTARN
from AT GENOA 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
1/9/53 <i>fine received</i>	GENOA.	1/9/53	To certify that P. Dillon (N:19) was yesterday A.W.O.L. as this is the 3rd. Offence I fine him the sum of (20/-) ch. Engineer. a.n. Thist. master On being charged with the above Dillon said he was sorry & it would not happen again.	
	<i>E.H. Armstrong</i>		ch. Engineer. a.n. Thist. master	
			Due to subsequent good behaviour the fine against A. MacLeod (N:9) on page 31 is hereby cancelled.	
	<i>A. MacLeod</i>		ch. Off. a.n. Thist. master.	
			I certify that I have carefully examined this Official Log and find that no entries have been made on the pages subsequently to this certificate.	
			<i>R. Webster</i> <i>D. Super</i>	

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