

W.R. Smith & Sons

G. R. & P. S. S.
RT
27 FEB 1919

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Carroll



ISSUED BY THE BOARD OF TRADE.
IN PURSUANCE OF 57 & 58 VICT., CH. 60.

(03)

OFFICIAL LOG BOOK. No. 3.

(Consisting of 24 Pages.)
For 87 Men.

FOR EITHER

*This Log contains
no entry of a
Birth or Death.*

FOREIGN-GOING OR HOME TRADE SHIP.

Name of Ship.	Official No.	Port of Registry.	Registered Tonnage.		Name of Master.	No. of his Certificate if any.
			Gross.	Net.		
<i>Quarrydene</i>	<i>120528</i>	<i>London</i>	<i>2883</i>	<i>1822</i>	<i>James Henderson</i>	<i>030725</i>

Port at which and Date when voyage commenced.	Nature of the Voyage or Employment.	Port at which and Date when voyage terminated.
Port <i>Lyne</i> Date <i>29-1-18</i>	<i>Christiania</i>	Port <i>Cardiff</i> Date <i>11-2-19</i>

Delivered to the Superintendent of Mercantile Marine at the Port of **CARDIFF**
on *12th* day of *Feb* 19*19*

Countersigned *[Signature]*
Superintendent.

James Henderson Master.
5 Western Terrace
East Boldon Address.
Durham

NOTE.—The above Entries are to be filled up by the Master, and the Log Book is to be delivered to the Superintendent within forty-eight hours after the Ship's arrival or upon the discharge of the Crew, whichever first happens, in the case of a Foreign-going Ship. In the case of a Home Trade Ship the Log Book for any half year is to be delivered to a Superintendent within 21 days of the 30th of June or the 31st of December, as the case may be.—See Section 242 of the Merchant Shipping Act, 1894.

CAUTION.—Section 130 of the Merchant Shipping Act 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.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.
			For Ability.	For General Conduct.	
1	James Henderson ✓	Master	09	09	
2	Horace A. Jewell ✓	Pt. Mate	do	do	
3	Wm. Harvey ✓	2 nd do	do	do	
4	Wm. Gundy ✓	Carpstr	do	do	
5	Wm. Matheson ✓	Bos ⁿ	do	do	
6	Francis J. Flynn ✓	steward	do	do	
7	William Rigden ✓	cook	do	do	
8	Richard Jackson ✓	Cailor	do	do	
9	Norman Rutter ✓	Sailor	do	do	
10	Alexander J. Brown ✓	Sailor	do	do	
11	George Ellerington ✓	AB	do	do	
12	Walter Adolphson ✓	AB	do	do	
13	Andrew Wickie ✓	Pt. Eng ^r	do	do	
14	James C. Kjelgaard ✓	2 nd do	do	do	
15	Robert Bain ✓	3 rd do	do	do	
16	Harold A. Clargo ✓	mess R. 8 th	do	do	
17	Edward Finnegan ✓	Man	do	do	
18	James Campbell ✓	do	do	do	
19	James Crawley ✓	do	do	do	
20	Edward Dunbar ✓	do	do	do	
21	Jack Falconer ✓	do	do	do	
22	Edward Ood ✓	do	do	do	
23	David Miller ✓	Deck ⁿ	do	do	
24	Douglas A. Turner ✓	appt ^{ee}	do	do	
25	Jose C. Watkins ✓	do	do	do	
26	Walker J. Terry ✓	do	do	do	
27	Leonard A. Thomas ✓	do	do	do	
28	James A. Pepley ✓	do	do	do	
29					

CAUTION.—Section 130 of the Merchant Shipping Act 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.	Christian and Surname at length of each Member of the Crew.	Capacity in which engaged.	Report of Character.		If there is any entry in the Log relating in any way to the Crew, the page or pages in the Log where the entry is to be found should be written in this column opposite the man's name.	No.
			For Ability.	For General Conduct.		
30	John Allinson ✓	asst Cook	999	09		59
31	Ernest E. Mansworth ✓	W.S.O	00	00		60
32	Arthur E. Fryer ✓	do	00	00		61
33	Douglas Filanell ✓	AB				62
34	Samuel de Kay ✓	AB				63
35						64
36						65
37						66
38						67
39						68
40						69
41						70
42						71
43						72
44						73
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52						81
53						82
54						83
55						84
56						85
57						86
58						87

*John Harrison
Master*

X

LOAD-LINE AND DRAUGHT OF WATER.

Position of the Load-line Disc and the lines used in connection with the Disc.

The centre of the disc is placed at 3 feet 1 inches below the ~~upper~~ deck-line marked under the provisions of the Merchant Shipping Act, 1894.

Maximum load-line in fresh water 5 3/4 feet above the centre of the disc.

Maximum load-line in Indian summer 4 feet above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter 4 feet below the centre of the disc.

Maximum load-line in North Atlantic winter 6 feet below the centre of the disc.

The above particulars are to be taken from the Load-line Certificate. The words which are not applicable should be erased.

DATES OF ARRIVAL AT AND DEPARTURE FROM EACH PORT TOUCHED AT,

WITH THE

FREE-BOARD AND DRAUGHT OF WATER

Upon every occasion of the Ship proceeding to Sea.

(1) Date and Hour of Departure.	(2) Dock, Wharf, Port or Harbour from which the Ship departs.	(3) Draught of Water in salt water at time of proceeding to sea.				(4) Free-board amidships corresponding to foregoing draught.				(5) Date of Arrival.	(6) Dock, Wharf, Port or Harbour.
		Forward.		Aft.		Port.		Starboard.			
		ft.	in.	ft.	in.	ft.	in.	ft.	in.		
5 am 9.1.19	Tyne	21	0	20	10	3	5	3	5	14.1.19	Christiania
11 am 19.9.19	Christiania	9	0	12	6	13	6	13	6	20.1.19	Fredrikstad
9 am 30.1.19	Fredrikstad	16	5	16	5	7	11	7	11	7.2.19	Carpif

Joe Anderson
M. A. Jewell
H. A. Jewell - mate.

In the Northern Hemisphere the Summer Months are April to September inclusive, and the Winter Months October to March inclusive. In the Southern Hemisphere the Summer and Winter freeboards should be used during the corresponding or recognised Summer and Winter months respectively.

The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to, or from, the Mediterranean or any British or European Port, which may sail to, or from, or call at, Ports in British North America, or eastern Ports in the United States, north of Cape Hatteras, from October to March inclusive.

The reduced freeboard allowed for voyages in the Fine Season in the Indian Seas only applies to vessels trading between the limits of Suez and Singapore. The Fine Weather Season in the Indian Seas is defined as prevailing east of Tuticorin from the 15th November to the 25th May, and west of Tuticorin from the 1st September to the 25th May.

EMPLOYMENT OF LASCARS AND ASIATIC SEAMEN.

When this Log Book is returned to the Superintendent, and any Lascars or other Asiatic Seamen who are not engaged in the United Kingdom formed part of the Crew, the following Form should be filled up and signed by the Master :—

The following Lascars or other Asiatics, who did not sign the Articles of Agreement entered into in the United Kingdom, were employed during the voyage ended this day.

VOYAGE.	*SAILORS' DEPARTMENT.		†ENGINEERS' DEPARTMENT.		‡STEWARDS' DEPARTMENT.	TOTAL.
	Petty Officers.	Other Persons.	Petty Officers.	Other Persons.	Assistants of all sorts.	
From the United Kingdom.						
To the United Kingdom.						

Master _____ Date _____

- * Sailors' Department will include Serangs, Tindals, and all Asiatics engaged to serve in the navigation of the Ship.
 - † Engineers' Department will include all Asiatics engaged as Engineers, Stokers, Greasers, Coal Trimmers, and every person engaged in any way to work in connection with Engines, Boilers, Coal, &c.
 - ‡ Stewards' Department will include all Asiatic Stewards, Servants, &c., engaged to serve on Board, but not in the Sailors' or Engineer's Department.
- NOTE.**—Deaths among the above Lascars and Asiatics, whether they occur on the outward or homeward voyage, should be entered in the space provided for Deaths of Members of the Crew.

RECORD OF BOAT DRILL AND EXAMINATION OF LIFE SAVING APPLIANCES AS REQUIRED BY SECTION 9, MERCHANT SHIPPING ACT, 1906.

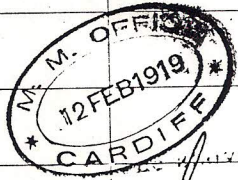
Date of practice of Boat Drill and of Examination of the Life Saving Appliances.	Nature of Boat Drill (whether the boats were swung out, manned, etc.).	Nature of the Examination of the Life Saving Appliances, and the condition in which they were found.	Date of Entry.	Signatures of Master and Mate.
	Lifeboats carried down out of sea & life saving appliances examined			
				J. A. Munson Master
				H. A. Jewell mate

OFFICIAL LOG of the

from

towards

Date of the Occurrence centered with Hour.	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.
			<p><i>Suspected 14.1.1919.</i> <i>Subl on bunce.</i> <i>W. J. W. Wells</i> <i>Captain: W. J. W. Wells.</i></p>	



I have given notice of this entry to the crew and it is the last entry made contained in this Log Book. *919*
 Dated *12 Feb 1919*
 Signed *W. J. W. Wells* Master
 I have examined this Log Book, and that the above statement of the Master is correct. *919*
 Dated *12 Feb 1919*
 Signed *W. J. W. Wells* Superintendent



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 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 authorized 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 will be found in Notice I. of the Official Notices (Form N) available on application.