



ISSUED BY THE BOARD OF TRADE,
1895,
IN PURSUANCE OF 57 & 58 VICT. C. 60.

NOTE.—If the Master prefers it, the entries on the last page of this Form, and also the Draught of Water and Freeboard entries, may be made on a separate Form of Official Log. If the vessel is trading exclusively between Scottish Ports the law does not require the Master to keep an Official Log at all.



OFFICIAL LOG BOOK

AND

ACCOUNT OF VOYAGES AND CREW

OF A VESSEL OF LESS THAN 80 TONS REGISTER
EXCLUSIVELY EMPLOYED UPON THE COASTS OF THE UNITED KINGDOM.

Name of Ship.	Official Number.	Port of Registry.	Tonnage.		Horse Power.	Date of Commencement of Half-year.	Date of Termination of Half-year.
			Gross.	Net.			
<i>Driving Misk</i>	<i>47031</i>	<i>Bideford</i>	<i>79</i>	<i>69</i>		<i>Jan 1 1900</i>	<i>June 30 1900</i>
Name and Address of Registered Managing Owner.					Name and Address of Master with Certificate No. (if any).		
<i>Lewis Lowday Appledore Devon</i>					<i>Philip Scilly Appledore Devon</i>		

ACCOUNT OF ALL VOYAGES MADE DURING THE HALF YEAR, WITH THE NATURE OF EMPLOYMENT, DRAUGHT OF WATER AND FREEBOARD.

NOTE.—If Passengers are carried the fact is to be stated. Voyages made under Agreement-Eng. (1) or Eng. (6) are not required to be entered. The Draught of Water and Freeboard are to be entered upon the vessel leaving any dock, wharf, port or harbour, for the purpose of proceeding to sea. (NOTE.—Additional Sheets for further entries can be obtained from the Superintendent of any Mercantile Marine Office.)

FROM.				TO.				
(1)	(2)	(3)		(4)		(5)	(6)	(7)
Date of Departure.	Dock, Wharf, Port or Harbour.	Draught of Water.		Freeboard amid-ships.		Date of Arrival.	Dock, Wharf, Port or Harbour.	Say "Passengers" if more than Twelve Passengers were carried.
		Forward.	Aft.	Port.	Starboard.			
		ft. in.	ft. in.	ft. in.	ft. in.			
1900		8	6	4	6			
Travelling in the Bristol Channel between the ports of Bristol Penzance Padstow Lundy Portsmouth Gloucester Fishguard and Appledore								
12 Cargoes								

NOTE.—This List is to be truly filled up and Signed by the Owner or Master of every Vessel under 80 tons, exclusively employed on the coasts of the United Kingdom, and to be deposited with the Superintendent at some Port in the United Kingdom, within twenty-one days from the 30th June and the 31st December every year, under a penalty not exceeding £5.

NOTE.—Particulars relating to all Births and Deaths occurring on board must be reported upon a Form B & D 1, to the Superintendent at the first Port at which the ship arrives after the occurrence. The Master is also to give an account at the same time of any Moneys due to a deceased Seaman or Apprentice, and of his Clothes and Effects, and of Deductions, if any, on a Form W & E 1, which will be furnished by the Superintendent.

I hereby declare to the truth of this Account of Voyages and Crew.

Signature

P. Scilly

Master or Owner.

Received at the Port of *Appledore* the *5* day of *July* 1900
C. Edwards by Superintendent.

The Superintendent should obtain from the Master of the Ship the Certificate (as Mate, Engineer, or Royal Naval Volunteer) belonging to any Member of the Crew who has died or deserted, and forward the same to the Registrar-General of Seamen with this Return. Should the Master have died his Certificate (if any) should also be obtained and forwarded in like manner.

(If neither Home Trade nor Foreign Articles of Agreement have been entered into, the names, &c., of *all* the Seamen employed during the Half-year are to be stated.)

ACCOUNT OF APPRENTICES ON BOARD.

PARTICULARS of all BIRTHS which have occurred on board during the Half Year. (Pursuant to Sec. 254 of the Merchant Shipping Act, 1894.)

PARTICULARS of all DEATHS which have occurred on board during the Half Year. (Pursuant to Sec. 254 of the Merchant Shipping Act, 1894.)

* **NOTES.**—1. When the cause of death is Disease, the name or nature of the same should be stated.

- When the cause of death is accidental, the circumstances attending the accident should be fully stated.

* *Notes.*—8. If at the time of an accidental death the vessel sustained any damage, loss of gear, cargo, &c., the nature of such damage or loss should be stated.

4. If the death is occasioned by any other cause—*e.g.*, suicide, missing, murder, &c.—full particulars of the same should be stated.

5 If the vessel is missing, state vessel missing since

supposed drowned