



RE IT: TRANSPORT.
LAKE.
O. 2. 60.

With the compliments
of
The Crown Agents

to issue press
statements immediately after
paragraph by noon Friday

4, MILLBANK,
LONDON, S.W.1.

O. 53. 30,000-7/59. W. & S. Ltd.

originally that the minimum should be specified at 30 days only, but it has been explained to us that 35 days in fact represents the minimum basis on which the charter would be an economic proposition for the owners and represent a profitable operation for them.

(c) Clause 5: This clause is in accordance with standard practice. It should be read in conjunction with paragraph (a) on page 2 of the Westralian Farmers Transport letter enclosed. It would be appreciated if you could convey authority to this office by cable to make the initial payment of £6,000 immediately the "Shackleton" is delivered at Cape Town, and if, towards the end of the first 30 days' charter, you would advise us of the expected further duration of the hire and authorise a second payment accordingly.

(d) Clause 7: This provides that the Charterers will give not less than 10 days' written notice terminating the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will able this office as soon as a fairly firm date

Mr. Drake A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 For

P.S. 16/6

12th February, 1960.

Dear Mr. Sims,

I return herewith the Charter Party for the "Shackleton" which was signed today by our High Commissioner. Your co-operation in expediting its completion was most appreciated.

Yours sincerely,

A. F. Drake.

E. J. Sims, Esq.,
Crown Agents for Oversea Governments
and Administrations,
78 Gracechurch Street, E.C.3.

AD/AG

originally that the minimum should be specified at 30 days only, but it has been explained to us that 35 days in fact represents the minimum basis on which the charter would be an economic proposition for the owners and represent a profitable operation for them.

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Mr. Drake
A.C. 8/2

B/F

6/2/60

Noted
A.C. 1/2

/for

Mr Drake

P.S 16/4

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

Telephone No
MANSION HOUSE 6561/4

UNITED DOMINIONS HOUSE
51 EASTCHEAP
LONDON E.C.3

Telegrams
INLAND: WESTAUST, BILGATE, LONDON
FOREIGN: WESTAUST, LONDON

Directors
E.T. LOTT (CHAIRMAN)
J. THOMSON (MANAGING DIRECTOR)
C.W. RICHARDS (DEPUTY MANAGING DIRECTOR)
C.W. BAYLY, M.C. (MEMBER)
A.P. McGuire
LONDON REPRESENTATIVES
AUSTRALIAN COASTAL SHIPPING COMMISSION

PLEASE QUOTE DW/JL/m.s. "Shackleton" 1960.

12th February, 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square,
London. W.C.2.



Dear Sir,

m.s. "Shackleton" C/P dated 15/12/59.

Receipt is acknowledged with thanks of your cheque value £876. 5. 2d., received in settlement of our invoice dated 8th instant, covering the value of 61.6 tons of gas oil that remained on board the above vessel when she was delivered to charterers at Cape Town at 0900 hours on 29th February.

Yours faithfully,
for Westralian Farmers Transport Limited.

[Signature]
D Wright.

Accountant
[Signature]
14/3

Registry
File 14/3/60

cable to make the initial payment of £6,000 immediately the "Shackleton" is delivered at Cape Town, and if, towards the end of the first 30 days' charter, you would advise us of the expected further duration of the hire and authorise a second payment accordingly.

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Dr. Date
A.C. 8/2 B/F 6/2/60
Noted
A.C. 1/2 /for

FROM: TRANSPORT PRETORIA.

D: 12.2.60.

TO: H.C., LONDON.

R: 15.2.60.

0320.

Your 130.

No objection press release regarding Shackleton arrangements. No mention must be made at this stage reconnaissance referred to my minute 9 December 1959, paragraph 2(111).

Receipt is acknowledged with thanks of your invoice dated 7/2/60 for 240 gallons of fuel oil delivered to the vessel "Shackleton" on 12/2/60. The invoice is in full settlement of our invoice for 240 gallons of fuel oil delivered to the vessel "Shackleton" on 12/2/60. The invoice is in full settlement of our invoice for 240 gallons of fuel oil delivered to the vessel "Shackleton" on 12/2/60.

Yours faithfully

for Westman Farmers Transport Limited.

D Wright.

Accountant
~~XXXXXXXXXX~~
4/3

Registry
File K/14/3/60

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(d) Clause 7: This provides that the Charterers will give not less than 10 days' written notice terminating the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

v. Dale A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 /for

Time for delivery 151
 26. That the Steamer shall be delivered under this Charter ^{on or before 25th February and in} case not earlier than ^{20th} February 152
 and should the Steamer not have been delivered latest on the 29th day 153
 of February 1960, Charterers to have the option of cancelling this Charter. 154
 Cancellling. That should it be proved that the Steamer through unforeseen circumstances cannot be delivered 155
 by the cancelling date, Charterers, if required, shall within 48 hours after receiving notice thereof de- 156
 clare whether they cancel or will take delivery of the Steamer.

Arbitration. 157
 27. That any dispute arising under this Charter shall be referred to arbitration in London 158
 (~~as another port if arranged:~~) one Arbitrator to be nominated by the Owners 159
 and another by the Charterers, and in case such Arbitrators shall not agree, then to the decision of an 160
 Umpire who shall be appointed by the said Arbitrators, and the award of the said Arbitrators or 161
 Umpire shall be final and binding upon both parties hereto. The Arbitrators, including the Umpire, 162
 shall be commercial men.

General Average. 163
 28. General Average shall be settled according to York-Antwerp Rules 1950, and adjusted in London 164

Penalty. 165
 29. Penalty for non-performance of this contract, proved damages. 166

Brokerage. 167
 30. A Commission of ^(two and one half) $\frac{2\frac{1}{2}}$ per cent. on the hire paid and earned under this Charter and 168
 on any continuation is payable to Westralian Farmers Transport Limited. 169
 Clauses 31 to 59 attached and to form part of this Charterparty. 170

J. E. V. Duke

A. G. van der Merwe

CROWN AGENT
 on behalf of the Owners,
 the Falkland Islands
 Dependencies Survey.



ON BEHALF OF THE
 DEPARTMENT OF TRANSPORT OF THE
 UNION OF SOUTH AFRICA.

the charter. In practice this will ensure that a
 responsible South African official aboard will remain
 in touch with your Department and that your Department
 will cable this office as soon as a fairly firm date

W. Duke
A.G. 8/2 *B/F* *6/2/60* *Noted* *A.G. 1/2* /for

Hbr.

5. That the said Charterers shall pay as hire for the said ^{motorship} ~~Steamer~~ £200 (Two hundred pounds) ^{per day} ~~per calendar month~~, commencing from the time the Steamer is placed at the disposal of Charterers, and *pro rata* for any fractional part of a ^{day} ~~month~~ (the days to be taken as fractions of a month) ~~of 30 days~~ until her re-delivery to Owners as herein stipulated.

Payment.

That the payment of the hire shall be made as follows:—In London in cash, without discount, monthly in advance, to Westralian Farmers Transport Limited, United Dominions House, 51, Eastcheap, London E.C.3.

In default of such payment or payments as herein specified, the Owners shall have the faculty of withdrawing the said Steamer from the service of the Charterers without prejudice to any claim they (the Owners) may otherwise have on the Charterers under this Charter.

Loading and Discharging.

6. That the cargo or cargoes shall be laden (with due regard to seaworthiness) and/or discharged by stevedores appointed by Charterers in any dock, or at any wharf or place the Charterers or their Agents may direct, where the Steamer can ~~always~~ safely lie afloat, or where ships of similar dimensions and draft can lie aground in safety.

The Owners shall provide gear capable of handling lifts up to two tons, and maintain the ordinary cargo gear of the Steamer as fitted, but gear for heavier lifts shall be for Charterers' account.

Any other special gear, including any special ropes, hawsers and chains required by the custom of the port for mooring, shall be for Charterers' account.

Re-delivery.

7. That the Steamer (unless lost) shall be re-delivered on the expiration of this Charter-Party in same good order as when delivered to the Charterers (fair wear and tear excepted) at ~~an *in loco* port in Charterers' option in the United Kingdom or on the Continent between Marse and Hamburg, both included.~~ ^{usual} ~~Charterers.~~ ^{Owners} CAPE TOWN

Notice.

between the hours of 6 a.m. and 6 p.m., but the day of re-delivery shall not be a Sunday or legal Holiday, unless Owners agree to take re-delivery earlier.

The Charterers to give the Owners not less than ten days' written notice ~~at which port and~~ on about which day the Steamer will be re-delivered.

Should the Steamer be on a voyage at the expiration of the period fixed by this Charter, the Charterers are to have the use of the Steamer at the rate and on the conditions herein stipulated to enable them to complete the voyage, provided always that the said voyage was reasonably calculated to be completed about the time fixed for the termination of the Charter.

~~Money in dispute to be deposited in the joint names of the parties to this Charter-Party with approved bankers at the place of payment of the hire until the dispute has been settled by the arbitration.~~

Captain.

8. That the whole reach and lawful burthen of the ^{motorship and passenger accommodation} ~~Steamer~~, including lawful deck capacity (compatible with vessel's seaworthiness), not exceeding what she can reasonably stow and carry, shall be at the Charterers' disposal, reserving only proper and sufficient space for Steamer's officers, crew, tackle, apparel, furniture, provisions and stores. When cargo is shipped on deck it shall be at Charterers' or Shipper's risk. ^{Stowage of the cargo shall be under the control of the} ~~Master~~ (See also Clause 59)

Misconduct.

9. That the Captain shall prosecute his voyages with the utmost dispatch, and shall render all customary assistance with Ship's crew. Although appointed by the Owners the Captain shall be under the orders and directions of the Charterers as regards employment, agency, or other arrangements; and the Charterers agree to indemnify the Owners from all consequences or liabilities that may arise from the Captain or Officers personally or by Agents signing Bills of Lading or other documents or otherwise complying with such orders, as well as from any irregularity in the Steamer's papers or for overcarrying goods. Owners shall not be responsible for shortage, mixture, marks, nor for number of pieces or packages, nor for damage to or claims on cargo caused by bad stowage or otherwise, the stevedores being employed by the Charterers.

Directions for Captain's Logs.

10. That if the Charterer shall have reason to be dissatisfied with the conduct of the Captain, Officers, or Engineers, the Owners shall, on receiving particulars of the complaint, investigate the same, and, if necessary and practicable, make a change in the appointments.

Breakdown.

11. That the Charterers shall furnish the Captain from time to time with all requisite instructions and sailing directions in writing, and the Captain and Engineer shall keep full and correct logs of the voyage or voyages, which logs are to be accessible and ^{or default} ~~patent~~ to Charterers or their Agents.

12. That in the event of loss of time from deficiency ^{of men or Owner's stores,} ~~of men or Owner's stores, breakdown of machinery, or damage to hull or other accident preventing the working of the Steamer, and lasting more than twenty-four consecutive hours, the hire shall cease from the commencement of such loss of time until she be again in an efficient state to resume her service; but should the Steamer be driven into port or to anchorage by stress of weather, or from any accident to the cargo, or in the event of the Steamer trading to shallow harbours, rivers or ports where there are bars causing detention to the Steamer~~

responsible SOUTH AFRICAN OFFICIALS SHOULD WILL REMAIN in touch with your Department and that your Department will cable this office as soon as a fairly firm date

v. Duke A.C. 8/2 B/F 6/2/60. D Noted A.C. 1/2 /for

Amended 1st January, 1950.



THE BALTIC AND WHITE SEA CONFERENCE. UNIFORM TIME-CHARTER 1912

FOR EUROPEAN, etc., TRADE.

AS REVISED BERLIN, 1912.

Code Name
BALTIME

15th December, 1959

Description of Steamer.

It is this day mutually agreed between the Crown Agents for Oversea Governments and Administrations acting for and on behalf of the Paiklan of the good Motorship called "SHACKLETON" of 1107 Tons Gross Register and 274 Tons net indicated Horse-power, classed 100 A 1 LLOYDS REGISTER of 990 carrying about 750 Tons deadweight on Board of Trade summer freeboard, inclusive of Bunkers, having as per Builder's plan 29150 cubic feet ^{grain}/_{bulk} capacity, exclusive of permanent Bunkers, which contain about 170 Tons, and capable of steaming about 11 knots ^{per}/_{hour} in good weather and smooth water on a consumption of about 4 Tons best ^{Gasoil}/_{Coal} now trading

Charterers.
Period.

and The Department of Transport, South African Government of PRETORIA as Charterers. Motorship 1
1. That the said Owners agree to let, and the said Charterers agree to hire the said Steamer 1
for the term of 35 (thirty five) days minimum (but see Clause 57) 1
~~calendar months~~ from the time (the day not to be a Sunday or a legal holiday) the said Steamer is delivered 1
and placed at the disposal of the Charterers ready to load and after written notice has been given 1
between the hours of 9 a.m. and 6 p.m., or between 9 a.m. and 2 p.m. if on Saturday, at 1
CAPE TOWN

Port of Delivery.

in such dock or at such wharf or place immediately available, and where she can always safely lie afloat as Charterers may direct, she being then tight, staunch, strong, and in every way fitted for ~~any~~ ^{the} cargo service (with her complement of officers and crew); to be employed in lawful trades for the conveyance of lawful ^{merchandise, but dangerous cargo including inflammable fuels and explosives may be carried in accordance with Board of Trade rules, and} ~~any~~ ^{mdy} livestock, to be shipped, between good and safe ports or places within the following limits:
Cape Town and Marion Island, Tristan da Cunha, Gough Island and Bouvet Island (see also Clause 57),

Trade.

Owners to provide.

or where ships of similar size, dimensions and draft can lie afloat ^{where she} can always safely lie afloat as Charterers or their Agents shall direct, on the following conditions:

2. That the Owners shall provide and pay for all the provisions and wages, and for the insurance of the Steamer, and for all deck and engine-room stores, ^{including lubricating oil} and maintain her in a thoroughly efficient state in hull and machinery for and during the service.

Charterers to provide.

Owners to provide one winchman per hatch, if further winchmen are required or if the stevedores will not work with men from the crew at the winches, Charterers to provide and pay winchmen from land.

3. That ^{whilst on hire} the Charterers shall provide and pay for all the coals, fuel, water for boilers, port charges, pilotages (whether compulsory or not), canal steersmen, boatage, lights, tug assistance, consulages (except consular shipping and discharging fees of the Captain, officers, engineers, firemen and crew), canal, dock and other dues and charges (also to pay all dock, harbour and tonnage dues at the port of delivery and re-delivery unless incurred through cargo carried before delivery or after re-delivery), agencies, commissions, expenses of loading, trimming, stowing, unloading, weighing, tallying and delivery of cargoes, surveys on hatches and protests (if relating to cargo), and all other charges and expenses whatsoever, except those above stated.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{Gasoil} ~~coal~~ remaining in Steamer's bunkers, at the current price of the respective ports. The Steamer to be ~~re~~ ^{Motorship} delivered with not less than 10 ^{Gasoil in Motorship's bunkers} tons ~~and not exceeding~~ ^{coal in Steamer's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

W. Duke A.C. 8/2 B/F 6/2/60. /for
D Noted A.C. 1/2

53. Vessel's crew to assist in the loading and discharge of stores and in transport on shore at the Island bases as may be required.
54. Owners to supply all necessary life saving equipment for crew and passengers to comply with British Board of Trade Regulations.
55. Nothing in this Charter Party shall impose any liability on the Crown Agents in their personal capacity.
56. Any time off hire under Clause 12 shall be deducted from the minimum period.
57. The intention of Charterers is firstly to relieve the Meteorological Station on MARION ISLAND and return to CAPE TOWN; secondly to relieve the Meteorological Stations on TRISTAN DA CUNHA and GOUGH ISLAND and return to CAPE TOWN; thirdly, if required, to establish a Weather Station on BOUVET ISLAND and return to CAPE TOWN. Charterers shall give to Owners or their representatives ten days' notice of whether or not they intend to carry out the voyage to BOUVET ISLAND.
58. At CAPE TOWN the inward port dues and expenses before delivery of the vessel, and the outward port dues and expenses after redelivery of the vessel under this Charter are for the Owners' account (see also Clauses 2 and 3).
59. Owners reserve the right to load such other cargo in Cape Town as the Master may deem fit to act as ballast but the loading, discharge and carriage of such cargo shall not interfere with the terms and conditions of this Charter Party.

I. BOTH TO BLAME COLLISION CLAUSE

If the liability for any collision in which the vessel is involved while performing this Charter Party fails to be determined in accordance with the laws of the United States of America, the following clause shall apply :-

BOTH TO BLAME COLLISION CLAUSE

"If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owners of the said goods, paid or payable by the other or non-carrying ship or her owners to the owners of the said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or carrier.

The foregoing provisions shall also apply where the Owners, Operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect to a collision or contact."

and the charterers shall procure that all Bills of Lading issued under this Charter Party shall contain the same clause.

II GENERAL AVERAGE AND THE NEW JASON CLAUSE

General Average shall be payable according to the York/Antwerp Rules, 1950, but where the adjustment is made in accordance with the law and practice of the United States of America, the following clause shall apply :-

NEW JASON CLAUSE

"In the event of accident, damage, loss or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract or otherwise, the goods, shippers, consignees or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods.

If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery."

and the charterers shall procure that all Bills of Lading issued under this Charter Party shall contain the same clause.

WAR RISKS CLAUSE

"(1.) No Bills of Lading to be signed for any blockaded port and if the port of discharge be declared blockaded after Bills of Lading have been signed, or if the port to which the ship has been ordered to discharge either on signing Bills of Lading or thereafter be one to which the ship is or shall be prohibited from going by the Government of the Nation under whose flag the ship sails or by any other Government, the owner shall discharge the cargo at any other port covered by this Charterparty as ordered by the Charterers (provided such other port is not a blockaded or prohibited port as above mentioned) and shall be entitled to freight as if the ship had discharged at the port or ports of discharge to which she was originally ordered.

"(2.) The ship shall have liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, destination, delivery or otherwise howsoever given by the Government of the Nation under whose flag the vessel sails or any department thereof, or by any other Government or any department thereof, or any person acting or purporting to act with the authority of such Government or of any department thereof, or by any committee or person having, under the terms of the War Risks Insurance on the ship, the right to give such orders or directions and if by reason of and in compliance with any such orders or directions anything is done or is not done, the same shall not be deemed a deviation, and delivery in accordance with such orders or directions shall be a fulfilment of the contract voyage and the freight shall be payable accordingly."

Printed and Sold by S. Straker & Sons Ltd., 49-Freshchurch Street, London, E.C.3.



ports. The ~~steamer~~ ^{motorship} to be delivered with not less than 10 tons ~~and not exceeding~~ ^{Gasoil in motorship's bunkers} tons coals in Steamer's bunkers, and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 /for

- 42. Charterers to have the benefit of any return insurance premium receivable by Owners from the underwriters (as and when received from underwriters) by reason of the vessel being in port for a minimum period of 30 days provided vessel is on hire.
- 43. Should the vessel be arrested during the currency of this Charter Party at the suit of any person having or purporting to have a claim against any interest in the vessel, hire under this Charter Party shall not be payable in respect of any period whilst the vessel remains under arrest or remains unemployed as the result of such arrest, and the Owners shall reimburse to the Charterers any expenditure which they may incur under this Charter Party in respect of any period during which by virtue of the operation of the Clause no hire is payable. This clause shall be inoperative should the arrest be caused through any omission of the Charterers.
- 44. Owners to supply valid fumigation certificate on delivery of the vessel and if this does not cover the whole period of the time charter and fumigation is necessary, cost of same and detention to be for Owners' account.
- 45. Charterers agree to pay all taxes imposed on vessel or upon vessel by reason of any cargo carried, other than those levied by the British Government.
- 46. War Risk, New Both to Blame and New Jason Clauses to apply to all voyages under this Time Charter.
- 47. Master to give 96 hours' notice of anticipated readiness.
- 48. The Owners shall provide food, cooking and bedding for the passengers at a charge of 15 (fifteen) shillings sterling per passenger per day. Charterers to indemnify Owners from liability and responsibility due to ship carrying passengers. Vessel has accommodation for up to 26 passengers.
- 49. Whilst loading and/or discharging on this voyage (local regulations permitting), Charterers to have the free use of vessel's boats and the crew to man them, not beyond their capacity and under safe conditions, which to be at Master's discretion, also vessel to provide personnel to load and/or discharge the cargo into the boats. Boats crew to discharge cargo above high water marks. Owner undertakes to provide the vessel with at least one motor-boat to be in a good state of repair and in good working order. Fuel to drive said motor-boat(s) to be supplied and paid for by Owners.
- 50. Vessel's radio to be in full working order, and capable of maintaining contact with CAPE TOWN, PORT STANLEY and LONDON.
- 51. Charterers to have the privilege of shipping livestock at their risk: Charterers supplying necessary erections, food, and attention for the animals.
- 52. Dangerous cargo, including inflammable fuels and semi-hazardous items such as paints, may be loaded if packed, stowed, and carried in accordance with Board of Trade Rules: proper packing, stowage, dunnage including building of magazines to be for Charterers' account.

same shall not be deemed a deviation, and delivery shall be a fulfilment of the contract voyage and the freight shall be payable accordingly."

Printed and Sold by S. Straker & Sons Ltd., 49 Fenchurch Street, London, E.C.3.

ports. The ~~steamer~~ ^{MOTORSHIP} to be ~~delivered~~ ^{remaining in steamer's bunkers, at the current price of the respective} with not less than 10 tons ~~gas oil~~ ^{Gasoil in Motorship's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 /for

WESTRALIAN
UNITED DOMINIONS HOUSE
MANCHESTER HOUSE 55A

ADDITIONAL CLAUSES TO "SHACKLETON" CHARTER PARTY dated 15th December, 1959.

31. War Bonus to Master, Officers and crew to be for Owners' account.
32. War Risk Insurance for Owners' account.
33. Throughout this Charter Party and attachments, the word "steamer" shall be deemed to refer to "motorship".
34. The Charterers shall have permission to appoint a Super Cargo who shall accompany the vessel. He is to be furnished with free accommodation and shall have the food from Charterers' table and at Charterers' expense.
35. Vessel to be drydocked if required bottom cleaned and painted once only during the period; all expenses thereby incurred to be for account of Owners and payment of hire to be suspended until she is again in proper state for service.
36. Should the vessel be on her voyage towards port of redelivery at time a payment of hire is due, said payment shall be made for such length of time as Owners or their agents and Charterers or their agents may agree upon, as the estimated time necessary to complete the voyage, taking into account bunkers to be taken over by motorship and estimated disbursements for Owners' account before redelivery, and when vessel is redelivered any difference shall be refunded by Owners, or paid by Charterers as the case may require.
37. All overtime accounts to be sent to Westralian Farmers Transport Limited, United Dominions House, 51, Eastcheap, London, E.C.3. by Captain from port where the overtime has been incurred and to be signed by the shippers or their receivers or their agents certifying the actual time worked.
38. Charterers have the option of holding a superficial inspection at any time, the Owners or Master giving every facility and assistance to carry this out.
39. If, during the currency of this charter party any expenditure is properly incurred by the Charterers on behalf of the Owners, the Charterers shall have the right to recoup themselves in respect of such expenditure by way of deduction from hire which may become due and payable under this Charter Party, and in case of expenditure incurred other than in sterling, conversion into sterling will be effected for the purpose of the deduction at the rate of exchange at which the foreign currency was originally purchased.
40. Charterers have the right of taking down or shifting wooden bulkheads if necessary. Time and cost of taking down and re-erecting to be for Charterers' account and to be re-erected in the same strong condition as before to Master's satisfaction. The crew to assist in erecting and taking down shifting boards and erecting uprights for deck cargo when necessary and if permitted by local shore regulations, otherwise shore labour to be employed at Charterers' expense.
41. Vessel to supply all lighting apparatus so far as is on board free of expense to Charterers.

be a fulfilment of the contract voyage and the freight shall be payable accordingly."

Printed and Sold by S. Straker & Sons Ltd., 49 Fenchurch Street, London, E.C.3.

~~STEAMER~~ ^{MOTORSHIP} remaining in Steamer's bunkers, at the current price of the respective Gasoil in Motorship's bunkers. The ~~Steamer~~ to be delivered with not less than 10 tons ~~Gasoil~~ and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake
A.C. 8/2 B/F 6/2/60.
D Noted A.C. 1/2 /for

78 Gracechurch Street,
London, E.C.3.

4, WILKINSON,

WILTSHIRE,

LONDON, S.W.1.

XXXXXXXXXX

SP/733/2

16th February, 1960.

Dear Mr. Drake,

I enclose herewith six photographic copies of the Charter Party for the forthcoming hire of the "Shackleton".

Yours sincerely,

R. F. Drake, Esq.

... (text obscured) ...

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take care and cost for all ... (text obscured) ...

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will advise this office as soon as a fairly firm date

Handwritten notes: A.C. 3/2 B/F 4/2/60 2 to 5 A.C. 1/2 For

AIRMAIL

URGENT

17th February, 1960.

THE SECRETARY FOR TRANSPORT

Charter of Shackleton : Islands Relief, 1960.

With reference to your file W.B.11/7 and your telegram C317 despatched on 9th February, I now enclose for your information and use five photoprint copies of the completed Charter Party for the hire of the "Shackleton". The original document, in accordance with normal practice, is being retained by the owners.

A. F. GRAKE
Minister.

AFD/JH

protests (if relating to cargo), and all other charges and expenses whatsoever, except those above stated.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be ~~re-delivered~~ ^{delivered} with not less than 10 tons ^{gasoil in Motorship's bunkers} ~~and not exceeding~~ ^{tons} ~~in Steamer's bunkers~~, and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Dr. Drake
A.C. 8/2 *B/F* *6/2/60.* *Noted* *A.C. 1/2* /for

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UNITED DOMINIONS HOUSE, LIMITED

51, EASTCHEAP, LONDON, E.C.3.

23rd February 1960.

The Administrative Secretary,

South Africa House,

Trafalgar Square, LONDON W.C 2.

DM/GI/m.s. Shackleton 1960.

In account with

WESTRALIAN FARMERS TRANSPORT LTD.

LONDON REPRESENTATIVES

Australian National Line

m.s. "Shackleton" G.P. dated 15/12/59

24 FEB 1960 NO. 11

TO:- First Thirty Days Hire.

@ £200 STG per day = £6,000. 0. 0.

Yours faithfully,

[Handwritten signature]

7-100000

84089

4. That the Charterers at the port of delivery and the ports shall take over and pay for all gasoil remaining in Steamer's bunkers, at the current price of the respective ports. The Steamer to be delivered with not less than 10 tons gasoil in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Drake A.C. 2/2 B/F 6/2/60. /for
D Noted A.C. 1/2

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

Directors:
 E.T. LON (CHAIRMAN)
 J. THOMSON (MANAGING DIRECTOR)
 C.W. RICHARDS
 C.W. BAYLY, M.C.
 A.P. McGuire
 LONDON REPRESENTATIVES
 AUSTRALIAN COASTAL SHIPPING COMMISSION

UNITED DOMINIONS HOUSE
 51 EASTCHEAP
 LONDON E.C.3

Telephone No
 HANSHON HOUSE 6861/4

Telegrams
 INLAND: WESTAUST, BILGATE, LONDON
 FOREIGN: WESTAUST, LONDON

PLEASE QUOTE DW/GI/ m.s. "Shackleton" 1960.

23rd February 1960.

The Administrative Secretary,
 South Africa House,
 Trafalgar Square,
 LONDON W.C. 2.



Dear Sir,

m.s. "Shackleton" C.P. dated 15/12/59.

In anticipation of the above vessel being Delivered to Charterers at Cape Town on or about 25th February 1960, in accordance with our normal procedure pertaining to similar Charters, we enclose our Pro Forma Invoice for £6,000 covering payment of the First Thirty Days Hire.

Your remittance can be sent to us on receipt of cabled advice that the vessel has been handed over and accepted by Charterers. You may be advised direct by cable of the Delivery or alternatively we understand you will accept our telephone advice to release your remittance.

Our Pro Forma Invoice will be substituted by an original, confirming the actual time and date of Delivery, with copy of confirmatory cable or relevant Delivery Certificate.

The value of the Gas Oil remaining on board on Delivery will be charged at the current prevailing price in Cape Town, and will be the subject of a separate Invoice.

Thanking you for your kind attention and co-operation.

Yours faithfully,
 For WESTRALIAN FARMERS TRANSPORT LIMITED

[Signature]
 D. WRIGHT

PAYMENT YOU MUST MAKE

2-MAR 1960

84089

Enc:

Accountant
Understand you will handle. J.R. 26/2

process (in relation to cargo), and all other charges and expenses whatsoever, except those above stated.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gas oil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} Steamer to be re-delivered with not less than 10 tons ^{Gas oil in Motorship's bunker} and re-delivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

/for

W. Drake
A.C. 2/2 B/F 6/2/60
Noted A.C. 1/2

FROM: TRANSPORT PRETORIA.
D: 2.3.60
TO: H. C. LONDON
R: 2.3.60

AA898.

Your PS16/5 27th Jan.

Please arrange pay Westralian Farmers transport £6,000.
Shackleton arrived Cape Town 27.2.60 2000 hours.

*W. H. Hume Ltd, 10a/11th Jan
A 3/2/60*

The value of the Gas Oil remaining on board on Delivery will be charged at the current prevailing price in Cape Town, and will be the subject of a separate Invoice.

The value of the Gas Oil remaining on board on Delivery will be charged at the current prevailing price in Cape Town, and will be the subject of a separate Invoice.

Thanking you for your kind attention and co-operation.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED

[Signature]
D. WRIGHT

PAYMENT YOU ARE REQUESTED

2-FEB-1960

84089

Enc:

*Accountant
& understand you will handle. JH 26/2*

See sig 24/2

processes (in relation to cargo), and all other charges and expenses whatsoever, except those above stated.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} ~~Gasoil in Steamer's bunkers~~, and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

*Mr. Drake
A 3/2 B/F 6/2/60
Noted A.G. 1/2
/for*

FROM: TRANSPORT PRETORIA.

D: 2.3.60

TO: H. C. LONDON

R: 2.3.60

AAB98.

Your PS16/5 27th Jan.

Please arrange pay Westralian Farmers transport £6,000.

Shackleton arrived Cape Town 27.2.60 2000 hours.

*B/F 24/3
Noted
at 713/1*

Mr Dyer 2/3

*P. V. p. o. Westralian Farmers
Transport Ltd, United Dominion House,
Eastcheap, E.C.3*

*The Accountant
For your attention for.*

*Mr. Stenwood,
Be pay both 2/3/60*

PAYMENT VOUCHER ISSUE
2-MAR-1960
No. 84089

Our invoice will be substantiated by an original, confirming the actual time and date of Delivery, with copy of confirmatory cable or relevant Delivery Certificate.

The value of the Gas Oil remaining on board on Delivery will be charged at the current prevailing price in Cape Town, and will be the subject of a separate Invoice.

Thanking you for your kind attention and co-operation.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED

D. WRIGHT

PAYMENT VOUCHER ISSUE
2-MAR-1960
No. 84089

See slip

Enc: *Accountant
& understand you will handle. JH 26/2*

Bunkers

provisos (in relation to cargo), and all other charges and expenses whatsoever, except those above stated.
4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} Steamer to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

*Mr. Drake
A.C. 2/2 B/F 6/2/60
Noted A.C. 1/2 /for*

PS 16/4

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

Directors:
E. T. LOTH (CHAIRMAN)
J. THOMSON (MANAGING DIRECTOR)
C. W. RICHARDS C. C. PERRINS, M.L.A.
C. W. BAYLY, M.C. H. R. HUTT

UNITED DOMINIONS HOUSE
51 EASTCHEAP
LONDON E.C.3

Telephone No
MANSION HOUSE 6861/4
Telegrams
INLAND: WESTAUST, BILGATE, LONDON
FOREIGN: WESTAUST, LONDON

LONDON REPRESENTATIVES
AUSTRALIAN COASTAL SHIPPING COMMISSION

PLEASE QUOTE DW/GI/m.s. "Shackleton" 1960.

3rd March 1960.



Accounts Department,
South Africa House,
Trafalgar Square,
London W.C. 2.

Dear Sirs,

m.s. "SHACKLETON" C.P. dated 15/12/59

Receipt is acknowledged with thanks of your remittance of £6,000. 0. 0. covering payment of the First Thirty Days Hire for the m.s. "Shackleton" under the terms of the above Charter Party.

The actual Time and Date of Delivery at Cape Town, with quantity of Gas Oil remaining on board when she was accepted by Charterers will be advised later, as we are still awaiting confirmation from the Crown Agents.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LTD.,

[Signature]
B. WRIGHT.

[Handwritten initials]
7/3/60

process (in relation to cargo), and all other charges and expenses whatsoever, except those above stated.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be ~~re~~ delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} ~~scale in Steamer's bunkers~~, and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

[Handwritten notes:]
W. Drake A.C. 2/2 B/F 6/2/60 Noted A.C. 1/2 /for

Copy
R.R.S. "Shackleton"

Falkland Islands Dependencies Survey

Post Standard F.I.
XXXXXXXXXXXXXX

Cape Town 29 Feb. 1960

The Department of Transport
South African Government
Cape Town

R.R.S. "Shackleton"

Please be advised that this vessel under my
command is in all respects ready to load cargo as per
Charter Party dated in London on 15th. December 1959.
Fuel on board, 61.6 tons gas oil.

[Handwritten Signature]

Master

Accepted 0900 29th. February 1960.

[Large Handwritten Signature]

for Sec. for Transport

8/5/60. = 35

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of delivery shall take over and pay for all ^{gas oil} ~~coal~~ remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} ~~Steamer~~ to be delivered with not less than 10 tons ^{Gas oil in Motorship's bunker} ~~coal in Steamer's bunkers~~, and redelivered with approx. 25 tons Gasoil. 36 37 38 39

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

/for

[Handwritten notes: W. Drake A.C. 8/2 B/F 6/2/60. D Noted A.C. 1/2]

UNITED DOMINIONS HOUSE,
51, EASTCHEAP,
LONDON, E.C.3. 8th March 1960.

Administrative Secretary,
South Africa House,
Trafalgar Square, LONDON W.C. 2.

DW/GI/m.s. "Shackleton"
1960

In account with

WESTRALIAN FARMERS TRANSPORT LTD.
LONDON REPRESENTATIVES
Australian National Line

an.r/ta

m.s. "SHACKLETON" C.P. dated 15/12/59
Vessel delivered Cape Town 0900 29/2/60

TO:- FIRST THIRTY DAYS HIRE

From 0900 hours 29th February 1960.

To 0900 hours 30th March 1960.

@ £200. 0. 0. per day = £6,000. 0. 0.

Copy of Delivery Certificate attached.

Paid by P.V. NO 84689 dated 2/3/60

for Sec. for Transport

Bunkers

4. That the Charterers at the port of delivery and the Owners at the port of redelivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunker} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

/for

*W. Drake
A.C. 3/2
B/F 6/2/60
Noted A.G. 1/2*

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

Directors:
E.T. LOTO (CHAIRMAN)
J. THOMSON (MANAGING DIRECTOR)
C.W. RICHARDS & C. PERKINS, W.L.A.
C.W. BAYLY, M.A. & H.R. HUTT

UNITED DOMINIONS HOUSE
51 EASTCHEAP
LONDON E.C.3

Telephone N°
MANSION HOUSE 8861/4

Telegrams
INLAND: WESTAUST, BILGATE, LONDON
FOREIGN: WESTAUST, LONDON

LONDON REPRESENTATIVES
AUSTRALIAN COASTAL SHIPPING COMMISSION

PLEASE QUOTE DW/CC/m.s. "Shackleton"
1960.



8th March, 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square,
London,
W.C.2.

Dear Sir,

m.s. "Shackleton" C.P. dated 15/12/59.

Further to our letter dated 23rd ult, we are now pleased to confirm that the m.s. "Shackleton" was Delivered to Charterers at Cape Town at 0900 hours on 29th February, 1960, at which time she had 61.6 tons of Gas Oil remaining on board. Our original Invoice for £6,000. 0. 0. with a copy of the relevant Delivery Certificate is enclosed. Please destroy the Pro Forma Invoice sent to you previously.

Also enclosed is our Debit Note for £876. 5. 2. representing the value of the 61.6 tons (at the current Cape Town Spot price of 284/6 per ton) of Gas Oil that remained on board the m.s. "Shackleton" when she was accepted by Charterers.

We shall be pleased to receive your remittance in settlement.

Thanking you in anticipation.

Yours faithfully,
for WESTRALIAN FARMERS TRANSPORT LIMITED.

D. Wright
D. WRIGHT.

Accountant
9/3/60

File
11/3/60

The Accountant.
Certified for payment.
(I would suggest you inform Transport, Paris, that the payment has been made.)
M. Dale
8/3/60.

shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Drake
A.C. 8/2
B/F
6/2/60
Noted
A.C. 1/2
/for

AIR MAIL

H.C. 9.

TELEGRAPHIC ADDRESS "OPPOSITELY, LESQUARE, LONDON."
TELEPHONE: WHITEHALL 4488.

OFFICE OF THE HIGH COMMISSIONER FOR THE
UNION OF SOUTH AFRICA,
TRAFALGAR SQUARE, LONDON, W.C.2.

Ref. PS 16/6

11th MARCH 1960

Subject :-

W. S. SHACKLETON CHARTER PARTY
dated 15/12/59

To The Secretary for Transport,
PRETORIA.

Your reference No.

WB 11/7

dated

The undermentioned document(s) is/are transmitted herewith.

for favour of disposal.
consideration and advice to this office.

N. B. GOODCHILD
FOR
Administrative Secretary.

A copy of a letter, dated 8th March 1960,
received from Westralian Farmers Transport Ltd,
together with the enclosures mentioned therein.

The amount of £6000 has been paid & debited
to your account on 22nd March 1960.

A payment voucher for £876 5.2 has been
issued and will be debited to your vote in
due course.

Thanking you in anticipation.

Yours faithfully,
for WESTRALIAN FARMERS TRANSPORT LIMITED.

D. Wright
D. WRIGHT.

The Accountant.
Certified for payment.
(I would suggest you
inform Transport, Pretoria
that the payment has been
made.)
M. A. ...
8/3/60.

Accountant
9/3/60

File
11/3/60

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be delivered with not less than 10 tons ^{gasoil} in Motorship's bunkers and re-delivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Drake
A.C.
8/2
B/F
6/2/60
Noted
A.C.
1/2
/for

UNITED DOMINIONS HOUSE,
51, EASTCHEAP,
LONDON, E.C.3. 8th March 1960.

The Administrative Secretary,

South Africa House, Trafalgar Square, London.
In account with W.C.2.

DM/CC/m.s. "Shackleton"
1960.

WESTRALIAN FARMERS TRANSPORT LTD.

LONDON REPRESENTATIVES
Australian National Line

98.1/12

m.s. "Shackleton" C.P. dated 15/12/59.
Vessel Delivered Cape Town 09.00 29/2/60.

To:- Value of Gas Oil Bunkers Remaining
on Board on Redelivery as Per Certificate
Attached.

61.6 Tons @ 23 1/4/6 Per Ton.

(Current Spot Price at Cape Town) £ 876. 5. 2.

DUPLICATE
ORIGINAL PASSED FOR
PAYMENT
F. THOMASHOFF
DATE 10/3/60

Payment recommended
Approved

11 MAR 1960
No. 84498

DR. TRANSPORT.
H.C. Ref PS 16/6
S.A. Ref. WB 11/7

Registration file

13/60

Bunkers

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Drake A.C. 3/2 B/F 6/2/60. Toted A.C. 1/2 /for

FROM: TRANSPORT PRETORIA.

D: 17.3.60.

TO: H.C. LONDON.

R: 17.3.60.

WESTRALIAN FARMERS TRANSPORT LTD

0330. AA909 Please inform Westralian Farmers Transport that Shackleton not required voyage to Bouvet Island clause 57 charter party refers it is intended to re-deliver Shackleton upon return from Tristandacunha and Gough which is expected to be in vicinity end March.

File

DUPLICATE
ORIGINAL PASSED FOR
PAYMENT
F. THOMASHOFF
DATE: 10/3/60

W.F.
Payment recommended
[Signature]
Approved
[Signature]

11 MAR 1960
No. 84498

DR. TRANSPORT.
H.C. Ref PS 16/6
S.A. Ref. WB 11/7

Register File

13/60

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} ~~oil~~ remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be ~~re-delivered~~ ^{delivered} with not less than 10 tons ^{Gasoil} ~~oil~~ in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Drake A.C. 3/2 B/F 6/2/60. Toted A.C. 1/2 /for

P.S. 16/6

18th March, 1960.

Dear Salvesen,

Further to our telephone conversation today I write to confirm, with reference to Clause 57 of the Charter Party dated 15th December, 1959, that the South African Department of Transport will not require the "Shackleton" for a voyage to Bouvet Island. It is intended to re-deliver the "Shackleton" upon her return to Cape Town from Tristan da Cunha and Gough Island which is expected to be about the end of March.

I understand that you will be informing the Crown Agents.

Yours sincerely,

(I.F.A. de Villiers)

R. N. Salvesen, Esq.,
Westralian Farmers Transport Limited,
United Dominions House,
51 Eastcheap, E.C.3.

AD/AG

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} ~~fuel~~ remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} ~~Steamer~~ to be re-delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} ~~and re-delivered~~ and re-delivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

/for

Drake
A.C. 8/2

B/F

6/2/60.

Noted
A.C. 1/2



RNS/JL/GEN/A.16.

18th March, 1960.

Crown Agents Shipping Department,
City Office,
78, Gracechurch Street,
London. E. C. 3.

For the attention of
Mr. Sims.

Dear Sirs,

m v. "Shackleton" Charter Party d/d 15/12/60.

We confirm our telephone conversation this morning when we told you that we had been advised by telephone by South Africa House, that the above vessel will NOT be required to carry out the voyage to Bouvet Island and that the charterers expect to redeliver her about the end of March.

Yours faithfully,
for Westralian Farmers Transport Limited.

R.N. Salvesen.

bunkers

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} ~~oil~~ remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} ~~Steamer~~ to be ~~re~~-delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} ~~and not exceeding~~ ~~tons~~ ~~in Steamer's bunkers~~, and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

W. Drake A.C. 3/2 B/F 6/2/60. Noted A.C. 1/2 /for

I.F.A. de Villiers Esq.

18th March, 1960.

For your private information. I agree that we will discuss this with Willis on his return.



With the compliments of R. N. Salvesen
Westralian Farmers Transport Ltd.

18th March, 1960.

United Dominions House
51, Eastcheap,
London, E.C.3.

H. Mr. de Villiers
A.C. 2/13

For the attention of
Mr. Sims.

Dear Sirs,

m v. "Shakleton" Charter Party d/d 15/12/60.

We confirm our telephone conversation this morning when we told you that we had been advised by telephone by South Africa House, that the above vessel will NOT be required to carry out the voyage to Bouvet Island and that the charterers expect to redeliver her about the end of March.

Yours faithfully,
for Westralian Farmers Transport Limited.

R. N. Salvesen.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 /for

EN CLAIR TELEGRAM.

227.

FROM: TRANSPORT PRETORIA.
D: 29.3.60
TO: H. C. LONDON
R: 30.3.60

0333.

AA916. My 909 refers.

Confirmed Shackleton will be redelivered upon return from Tristandacunha ETA Capetown noon first April.

Handwritten: Name to Salvesen by phone
a.m. 3/3/60

Handwritten: file.

Handwritten: Mr. de Villiers

for Westralian Farmers Transport Limited.

R. N. Salvesen.

Faint typed text:
R. N. Salvesen, Esq.,
Westralian Farmers Transport Limited,
United Industrial House,
11 Southway, S.S.15.

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{Gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} Steamer to be delivered with not less than 10 tons ^{Gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Handwritten notes:
Mr. Duke A.C. 8/2 B/F 6/2/60
D Noted A.C. 1/2 /for

P.S. 16/6

30th March, 1960.

Dear Mr. Salvesen,

Further to our letter of 18th March and with reference to our telephone conversation today, I write to confirm that we have received advice from the Department of Transport in Pretoria that the "Shackleton", which is to be redelivered upon her return to Cape Town from Tristan da Cunha, is expected to arrive at Cape Town at noon on 1st April.

We note that you will be informing the Crown Agents.

Yours sincerely,

(A. F. Drake)

R. N. Salvesen, Esq.,
Westralian Farmers Transport Limited,
United Dominions House,
51 Eastcheap, E.C.3.

AD/AG

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{Gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} ~~Steamer~~ to be ~~re-~~delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} ~~Gasoil in Steamer's bunkers~~ and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake
A.C. 3/2 B/F 6/2/60
D Noted A.C. 1/2 /for

UNITED DOMINIONS HOUSE,
51, EASTCHEAP,
LONDON, E.C.3. 29th March 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square, LONDON W.C. 2.

DW/CI/n.s. "SHACKLETON"
1960.

In account with

WESTRALIAN FARMERS TRANSPORT LTD.

LONDON REPRESENTATIVES
Australian National Line

08.7/12

M.S. "SHACKLETON" C.P. Dated 15/12/59
Vessel Delivered Cape Town, 0900 29/2/60

TO:- FINAL HIRE PAYMENT

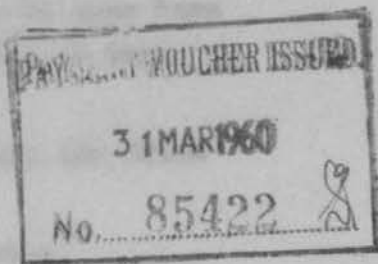
To complete the Thirty Five (35)
days minimum in accordance with
Clause 1 of the above Charter Party.

FROM 0900 hours 30th March 1960.

TO 0900 hours 4th April 1960.

= 5 Days @ £200.0. 0. per day

= £1,000. 0. 0.



DUPLICATE
ORIGINAL PASSED FOR
PAYMENT
Sgt. M. HILLEBRAND
DATE.....



DEBIT: TRANSPORT

H.C. Ref PS 16/6

S.A. Ref WB 11/7

B1120.

Bunkers

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil in Motorship's bunkers} and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 8/2 B/F 6/2/60. Noted A.C. 1/2 /for

~~Shipping~~
Cc 3073

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

UNITED DOMINIONS HOUSE
51 EASTCHEAP
LONDON E.C.3



Directors:
E.T. L... (CHAIRMAN)
J. THOMSON (MANAGING DIRECTOR)
E.W. RICHARDS (DEPUTY MANAGING DIRECTOR)
C.W. BAYLY, M.C.

A.P. McGuire
LONDON REPRESENTATIVES
AUSTRALIAN COASTAL SHIPPING COMMISSION

PLEASE QUOTE DW/GL/m.s. "Shackleton"

29th March 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square,
LONDON W.C. 2.

Dear Sir,

m.s. "SHACKLETON" C.P. dated
15th December 1959.

In accordance with Clause 1 of the above Charter Party, the remaining Five Days Hire to complete the Thirty Five (35) Days Minimum, is due for payment, tomorrow, 30th instant.

Our relative Invoice is enclosed and we look forward to receiving your remittance in settlement.

The value of the Gas Oil Bunkers remaining on board on Redelivery will be credited to you on receipt of cabled advice or the relevant Redelivery Certificate.

Thanking you in anticipation.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,

[Signature]
D. WRIGHT.

① The President
Certified Payment
Advise
3/3.

③ Mr Drake

Invoice for £1000 paid by cheque today.

[Signature] Accts 3/3

② Mr Batty
(Accounts)
30/3/60

bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be delivered with not less than 10 tons ^{Gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 3/2 B/F 6/2/60. Noted A.C. 1/2 /for

FROM: TRANSPORT PRETORIA
D: 30.3.60
TO: H. C. LONDON
R: 31.3.60

C338.

AA919 Please pay to Westralian farmers transport one thousand pounds being balance hire Shackleton till 0900 hours fourth April. Payment must be made before first April.

*The Accountant
As discussed yesterday
with Mr Harwood.
AD 3/3*

Mr de Vilheis

Thanking you in anticipation.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,

[Signature]
D. WRIGHT.

*① The Accountant
Certified Payment
Advised
3/3.*

*② Mr Batty
(ACCOUNTS)
30/3/60*

③ Mr Drake

Invoice for £1000 paid by cheque today.

D acts 31/3

bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} Steamer to be delivered with not less than 10 tons ^{gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

*Mr. Drake
A.C. 3/2 B/F 6/2/60
Noted A.C. 1/2 /for*

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERING BROKERS AND SHIP MANAGERS

UNITED DOMINIONS HOUSE
51 EASTCHEAP
LONDON E.C.3

Telephone No
MANSION HOUSE 6861/4

Telegrams
INLAND: WESTAUST, BILGATE, LONDON
FOREIGN: WESTAUST, LONDON

Directors:
E. T. LOTON (CHAIRMAN)
J. THOMSON (MANAGING DIRECTOR)
E. W. RICHARDSON (DEPUTY MANAGING DIRECTOR)
C. W. BAYLY, M.C. (MEMBER OF BOARD)
A.P. McGuire
LONDON REPRESENTATIVES
AUSTRALIAN NATIONAL LINE

PLEASE QUOTE RNS/JS/GEN/A.16.

31st March, 1960.

A.F. Drake Esq.,
South Africa House,
Trafalgar Square,
LONDON W.C.2.

Dear Mr. Drake,

m.v. "SHACKLETON".

Thank you for your telephone call and letter of yesterday. I have passed on the information to the Crown Agents.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LTD.

R.N. Salvesen
R.N. Salvesen.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,

D. Wright
D. WRIGHT.

① The President
Certified Payment
Advance
3/3.

③ Mr Drake

Invoice for £1000 paid by cheque today.

D. Wright 31/3

② Mr Batty
(Accounts)
30/3/60

bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ^{Motorship} to be delivered with not less than 10 tons ^{gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake
A.C. 3/2
B/F 6/2/60
D Noted A.C. 1/2
/for

WESTRALIAN FARMERS TRANSPORT LIMITED

CHARTERERS, BROKERS AND SHIP MANAGERS

Telephone No.
MANSION HOUSE 6661/4

Telegrams
INLAND: WESTAUST, BILGATE, LONDON
FOREIGN: WESTAUST, LONDON

Directors:
E.T. LOTON (CHAIRMAN)
J. THOMSON (FINANCING DIRECTOR)
E.W. RICHARDS G. BERRINS, M.L.A.
C.W. BAYLY, M.C. H.R. HUTT



LONDON REPRESENTATIVES
AUSTRALIAN COASTAL SHIPPING COMMISSION

PLEASE QUOTE DW/CL/R.S. "SHACKLETON" 1960.

1st April 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square,
London W.C. 2.

Dear Sir,

m.s. "SHACKLETON" C.P.
dated 15/12/1959.

Receipt is acknowledged with thanks of your cheque value £1,000. 0. 0. in settlement of our Invoice dated 29th ult, covering the remaining Five (5) Days Hire to complete the Thirty Five (35) days minimum in accordance with Clause 1 of the above Charter Party.

You will be credited in due course with the value of the Gas Oil Bunkers remaining on board when the "Shackleton" is Redelivered to Owners.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,

D. Wright
D. WRIGHT.

Mr Drake

R. 4/4/60

J. D

Bunkers.

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all ^{gasoil} remaining in Steamer's bunkers, at the current price of the respective ports. The ~~Steamer~~ ^{Motorship} to be ~~re-delivered~~ ^{delivered} with not less than 10 tons ^{Gasoil} in Motorship's bunkers and redelivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Drake A.C. 3/2 B/F 6/2/60. Noted A.C. 1/2 /for

PS 16/16.

T.V. 1/36

WESTRALIAN TRANSPORT LIMITED
DEPARTEMENT VAN VERVOER DEPARTMENT OF TRANSPORT.



UNIE VAN SUID-AFRIKA - UNION OF SOUTH AFRICA.

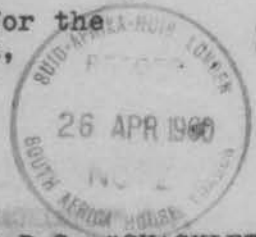
Telegrafiese Adres: "TRANSPORT"
Navras Enquiries:
Telefoon 3-3081
Verwysings Reference No. T.9/3/38

Alle korrespondensie moet gerig word aan:
All correspondence to be addressed to:

SEKRETARIS VAN VERVOER / SECRETARY FOR TRANSPORT.
PRIVAATSAK / PRIVATE BAG. 193.
VERVOERGEBOU / TRANSPORT BUILDING.
FOUNTAINLAAN / FOUNTAIN LANE.
PRETORIA.

1st April 1960.

The High Commissioner for the
Union of South Africa,
South Africa House,
Trafalgar Square,
LONDON W.C. 2.



21. 4. 1960

GAS OIL IN BUNKERS OF R.R.S. "SHACKLETON" AT TIME OF RE-DELIVERY.

Account is acknowledged with thanks of your cheque value £1,000. 0. 0. in settlement of our invoice...

It will be appreciated if you will in terms of paragraph four of the agreement entered into by the Crown Agents for Oversea Governments and Administrations acting for and on behalf of the Falkland Islands Dependencies Survey and this Department for the hire of the abovementioned motorship, recover and place to the credit of this Department the amount of £1,460.3.0 from the said Crown Agents being for 106 tons of gas oil at 275/6 per ton which was left in the bunkers of the said motorship at the time of re-delivery.

Jan H. ...
SECRETARY FOR TRANSPORT.

Note: I have spoken to the High Commissioner's Secretary. He is waiting on a reply from the Crown Agents and will send me a copy of his latest figures very soon. Crown Agents figures differ from my figures for Transport's: viz 107.894 tons gas oil at 1284/6/- per ton.

Shown to Mr. Jones...

*B/F 12/4
Noted P.C. 5/5
D*

AD 4/5

Bunkers

4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay for all gasoil remaining in Steamer's bunkers, at the current price of the respective ports. The Steamer to be delivered with not less than 10 tons gasoil in Motorship's bunkers and re-delivered with approx. 25 tons Gasoil.

the charter. In practice this will mean that the responsible South African official aboard will remain in touch with your Department and that your Department will cable this office as soon as a fairly firm date

Mr. Duke A.C. 8/2 B/F 6/2/60 Noted P.C. 1/2

/for

COPY

R.R.S. Shackleton

Passenger List ex Marion Island 9th March 1960.

(Passengers boarded in afternoon of 9th March)

Mr. G. Lampen
 Mr. O.A. Van Zyl* Mr. S. Van Vuuren
 Mr. G. Zandberg
 Mr. F. Botes
 Mr. T. Grove
 Mr. E.T. Gadd
 Mr. K. Veenendal
 Mr. J. Petersen
 Mr. N.C. Louw
 Mr. J. Kotze
 Mr. P.F. Mostert
 Mr. M. Human
 Mr. N. Unser
 Mr. M. Saich
 Mr. P. Faber
 Mr. C. Timm
 Mr. F. de Gritis
 Mr. R. Britz
 Mr. C. Suttle
 Mr. Wiid.

105 Man Days @ 15/-

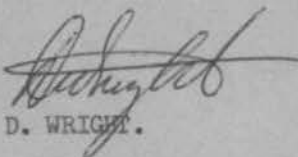
(sgd)

Weather Bureau,
for Dept. of Transport.

April 1960.
 the Charter Party, similar to our usual
 the value of the 61.6 tons of Gas Oil that remained on board when
 she entered Charterer's service at Cape Town at 0900 hours on 29th
 February last.

Kindly acknowledge receipt of our remittance.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,


 D. WRIGHT.

The Agent's part.
 Copy was not
 enclosed, but will
 be sent along
 Transport's letter with usual
 refs.
 Enc:
 11/5.

COPY

R.R.S. Shackleton

Passenger List ex Cape Town 1st March 1960.

(Passengers boarded on night of Feb 29th.)

Mr. J.J. Smit
Mr. P. Soutendyk
Mr. F. McCall

Round Trip
" "
" "

39 Man Days @ 15/-

Mr. J. Lombard
Mr. J. Olivier
Mr. M.S. Muir
Mr. G.F. Schultze
Mr. G.M. Norval
Mr. G. Coetzee
Mr. B.L. Wiid

For Marion Island
"
"
"
"
"

35 Man Days @ 15/-

(sgd)

Weather Bureau
for Dept. of Transport

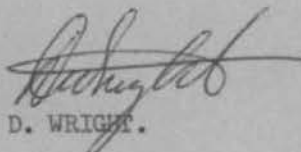


Weather Bureau
for Dept. of Transport

the value of ...
she entered Charterer's service at Cape Town on ...
February last.

Kindly acknowledge receipt of our remittance.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,


D. WRIGHT.

The Agent
Copy was not
enclosed, but will
be sent by
Transport's letter attested
mfrs.
Enc:
11/5.

COPY

R.R.S. Shackleton

Expenses incurred by Charterers, Marion Island Relief
voyage 1-3-60 to 14-3-60.

Passengers at 15/- per day:-

Round Trip, 3 passengers for 13 days	£29. 5. 0.
To Marion I. 7 passengers for 5 days	26. 5. 0.
From Marion, 21 passengers for 5 days	78. 15. 0.
Total for Passengers	<u>£134. 5. 0.</u>
Supply of 12 fathoms Nylon Rope 2 1/2" circumference at request of O.C. Marion	6. 0. 0.
Radio message from Mr. J.J. Smit to Dept of Transport, Pretoria	1. 12. 7.
	<u>£141. 17. 7.</u>

Certified correct.

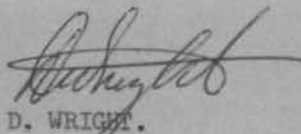
Master (sgd)

Weather Bureau, (sgd)
for Dept. of Transport.

the value of the ...
she entered Charterer's service at Cape Town at 0900 hours on 27th
February last.

Kindly acknowledge receipt of our remittance.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,


D. WRIGHT.

~~The Accountant.~~
Copy was not
enclosed, but will
be sent today.
Transport's letter attached
referred.
Enc: 11/5.

UNITED DOMINIONS HOUSE,
51, EASTCHEAP,
LONDON, E.C.3. 19th April 1960.

The Administrative Secretary,
South Africa House,
Trafalgar Square, London, W.C.2.

DM/CC/m.s. "Shackleton"
1960.

In account with

WESTRALIAN FARMERS TRANSPORT LTD.

LONDON REPRESENTATIVES
Australian National Line

GR.F/12

m.s. "Shackleton" C.P. dated 15/12/59.
Vessel Delivered Cape Town 09.00 29/2/60.
" Re-delivered Cape Town 12.00 2/4/60.

To, Passenger Money in Accordance with Clause
48 of Charter Party.

Marion Island Relief
1/3/60 to 14/3/60 (Round Trip)
3 Passengers for 13 Days
= 39 Man Days @ 15/-

£ 29. 5. 0.

For Marion Island Only.
7 Passengers for 5 Days
= 35 Man Days @ 15/-

26. 5. 0.

Passengers Ex Marion Island
21 Passengers for 5 Days
= 105 Man Days @ 15/-

78. 15. 0.

Cost of 12 Fathoms Nylon Rope
2 1/2" Circumference Supplied to
Charterers at Request of
O. C. Marion.

13/4. 5. 0.

6. 0. 0.

Cost of Radio Message Transmitted
From Ship on Behalf of Mr. J.J. Smit
To Dept. of Transport Pretoria.

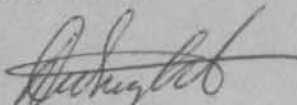
1. 12. 7.

£ 141. 17. 7.

she entered Charterer's service at Cape Town on
February last.

Kindly acknowledge receipt of our remittance.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,


D. WRIGHT.

The Accountant.
*Copy was not
checked, but was
to sent along.
Transport's been attended
referred.
11/5.*
Enc:

R.R.S. SHACKLETON

Charterers' Passengers carried and expenses incurred by
Charterers, Voyage 2, relief of Tristan Da Cunha and Gough Isl.

Round Trip, 17 days; Mr. J.J. Smit Mr. B. Wiid Cdr. A. Pomeroy	Mr. M. Saich Mr. J. Kotze Mr. Brauncheweig	} 102 MAN DAYS @ 15/-	£76. 10. 0.
Cape Twon to Tristan da Cunha, 6 days; Mr. Stubbs Mr. Scott Mr. Wakins	Mr. Jackson Mr. & Mrs Knobel Mr. & Mrs Olszewski	} 48 MAN DAYS @ 15/-	36. 0. 0.
Cape Town to Gough Island, 8 days: Mr. J.J. van der Merwe Mr. A. van Rensberg Mr. W. Visagie	Mr. J. Bouwer Mr. W. Collins Mr. W. Lamb	} 48 MAN DAYS @ 15/-	36. 0. 0.
Tristan to Gough and back, 4 days: 7 (seven) Tristan boatmen and labourers,		} 28 MAN DAYS @ 15/-	21. 0. 0.
Gough I. to Cape Town, 7 days: Mr. R. Potgieter Mr. W. Watts Mr. N. Viljeon Mr. E. Viljeon	Mr. O. Dawson Mr. B.v.d. Riet Mr. G. Klopper	} 49 MAN DAYS @ 15/-	36. 15. 0.
60 MAN DAYS @ 15/-	Tristan da Cunha to Cape Twon, 6 days: Mr. Jackson Mr. & Mrs Scheer, 1 child 1, infant Mr. Stubbs Mr. Deacon	Mr & Mrs Meyer & 3 Children Mr. Quigley =10 adults	45. 0. 0.

Other expenses:

Radio Message from Mr. Smit to Dept of
Transport, not charged previous voyage

£251. 5. 0.

2. 5. 4.

£253. 10. 4.

Certified correct

(sgd)

MASTER

(sgd)

Weather Bureau,
for Dep.t of Transport.

she entered Charterer's service at Cape Town on 11/2 February last.

Kindly acknowledge receipt of our remittance.

Yours faithfully,
For WESTRALIAN FARMERS TRANSPORT LIMITED,

D. Wright
D. WRIGHT.

The Accountant.
Copy was sent
enclosed to
the Dept of
Transport's letter
repts. 11/2.
Enc: