

The background of the page features a photograph of a construction site with several tall cranes. The image is overlaid with a semi-transparent blue filter. The top and bottom portions of the page are solid yellow.

Section E

SHORE SUPPORT

There are many different facets to the shore-based aspect of maritime activity, not all of which can be covered here. It is often difficult to define its boundaries, for the effects of it can stretch a long way from the sea – in homes, offices, counting houses, warehouses and so on. Many roads and railway lines only exist in their current form because of the connection with a port, but it would be straying too far from the subject to look at them in any detail.

Architecture of customs houses, dockyard buildings and so on is also slightly beyond the scope of this work but they were often buildings of great prestige in the case of royal dockyards, commercial docks and official premises such as harbour trust offices and harbourmaster's houses. Eighteenth-century customs houses were often the main representative of government authority in the area and they too were distinctive and imposing buildings. Dry docks and building slips, on the other hand, are very definitely maritime and their preservation, after the original function is lost, is often a difficult issue. Dry docks can also hold preserved ships, as in the case of *HMS Victory* at Portsmouth and the ships in Chatham Historic Dockyard. Other ships can be kept afloat in wet docks, as in Merseyside Maritime Museum.

Cranes can be very evocative, especially for those with memories of the great shipbuilding rivers in their heyday when they dominated the horizon. They are found in shipyard and harbour sites, both for building ships and for loading and unloading them. They are of course far too big for indoor display and are usually kept on their original sites, but their height and distinctive shapes make them very attractive objects.

Maritime documents are a very different shore-based field, although many of them, such as log books, are not actually generated ashore. However the main reason why so many of them have survived and are to be found in archives and museum collections is that they were mostly produced for presentation to the authorities on land. These included certificates of registration, muster books, crew agreements and log books. A knowledge of these is useful in several ways. It might help to identify documents already in a museum collection, or brought in by visitors, and to assess their importance. It might help a curator to identify possible areas of research for cataloguing or exhibition of other objects such as ship models or personal items. Documents such as muster books and shipping lists tend to be rather arcane unless they are interpreted properly. Most museums have some kind of archive collection and many of these have a strong maritime element. In addition there are many relevant documents to be found in county records offices, the National Archives and the National Maritime Museum which can all aid research.

1 CRANES AND CARGO HANDLING

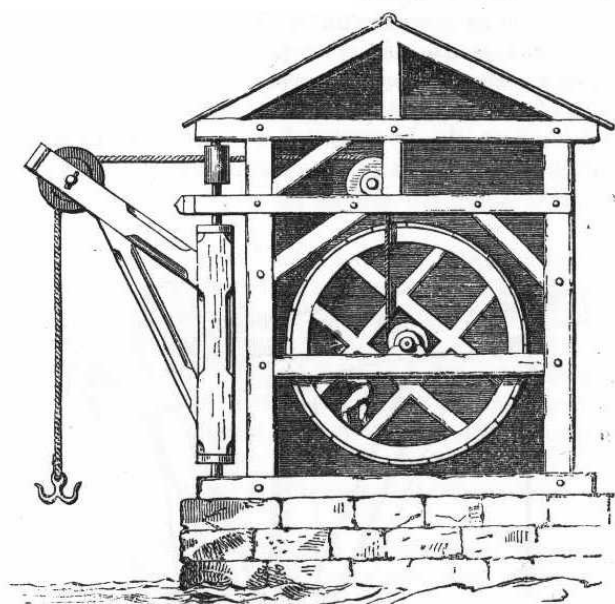
BY ANDY KING, SENIOR COLLECTIONS OFFICER -
INDUSTRIAL AND MARITIME HISTORY, BRISTOL
MUSEUMS AND GALLERIES

Jib cranes and derricks (the latter named after a 17th-century hangman) are devices for lifting heavy loads and depositing them at some distance from their original position. The two terms are relatively interchangeable, and to further confuse matters, a 'derrick crane' is one whose radius can be altered.

Cranes are poorly represented in maritime preservation because of the difficulties inherent in their size and because they are often modernised by flourishing ports, and quickly demolished by failing ones. Where large cranes survive, it is often their landscape value rather than their historical significance that wins the preservation case. Maritime museums care for relatively few cranes.

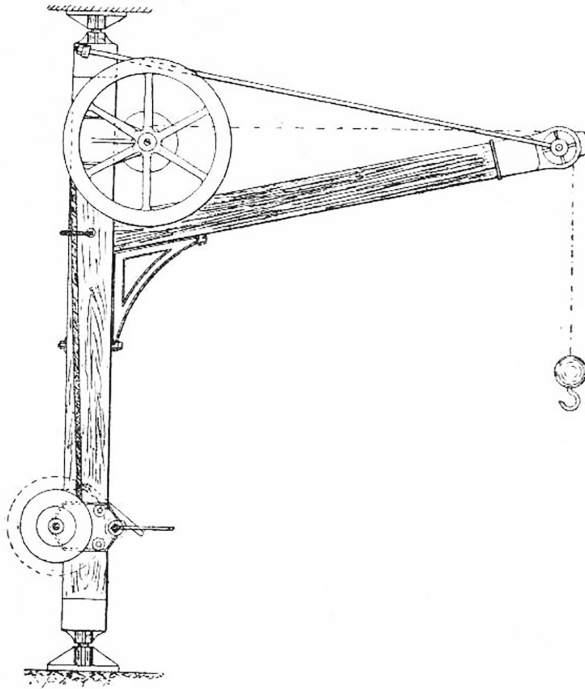
CARGO HANDLING CRANES

Lifting devices to move cargo to and from ships' holds have always been indispensable aboard ship and in ports. Derricks could be fashioned relatively easily with booms and masts aboard ship, sufficing for most loading and unloading except the heaviest cargoes. To tackle these, larger ports provided treadwheel cranes from as early as Roman times. Once common, only two are known to survive today, in Harwich (originally used as a shipyard crane) and on the River Wey near Guildford.



Treadmill Crane
from *Construction of Cranes and Machinery* (1850),
by Joseph Glynn p.27

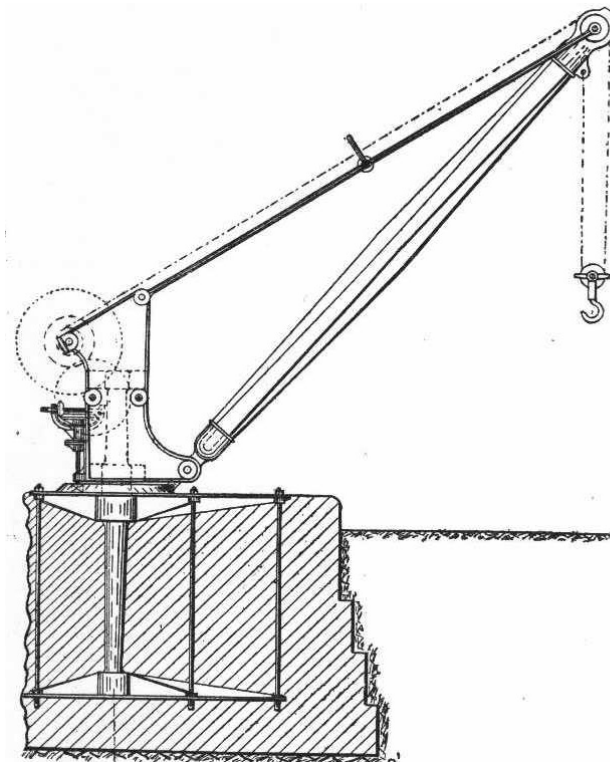
Simple gallows cranes, sometimes with a stepped-down pulley arrangement to give mechanical advantage (known as whip cranes), were the most common type of crane to be found in ports of the time.



Gallows Crane

from Notes on the Construction of Cranes and Lifting Machinery (1899) Edward Marks p.36 & p.56

At the beginning of the 19th century, iron increasingly began to replace timber in some parts of the construction of cranes. The new material facilitated the construction of gearing and allowed parts to be produced in large numbers, making the machines cheaper. Geared hand cranes with iron-stayed wooden jibs, followed by all-iron hand cranes, were common by the mid century.

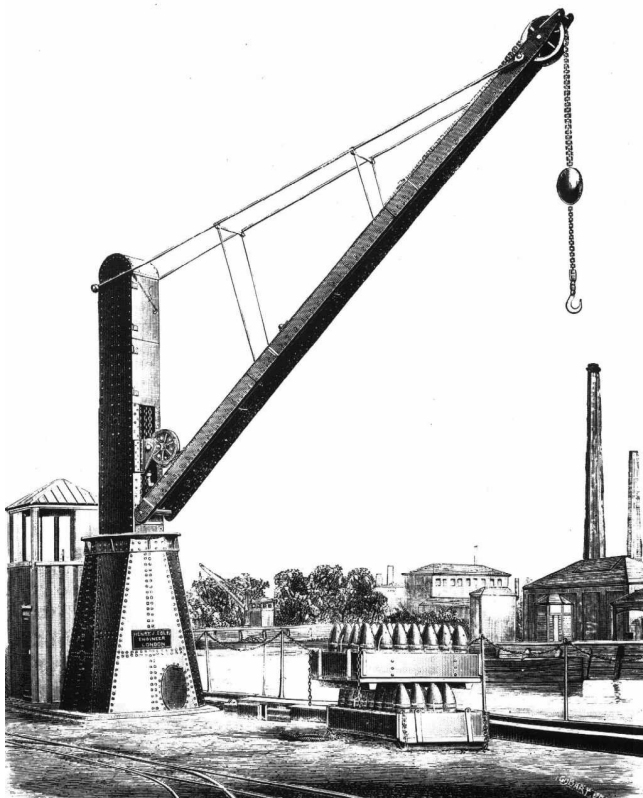


Geared Hand Crane

from Notes on the Construction of Cranes and Lifting Machinery (1899) Edward Marks, p.36 & p.56

Alternatives to manpower were also sought. Although water power was applied to some inland cranes, a source was seldom available at ports. Similarly, although steam was earlier applied to heavy lift cranes in docks and locomotive steam cranes became a common sight at ports with railway sidings, steam did not offer the speed necessary for loading and unloading steam and motor ships. A heavy lift steam crane survives at Bristol.

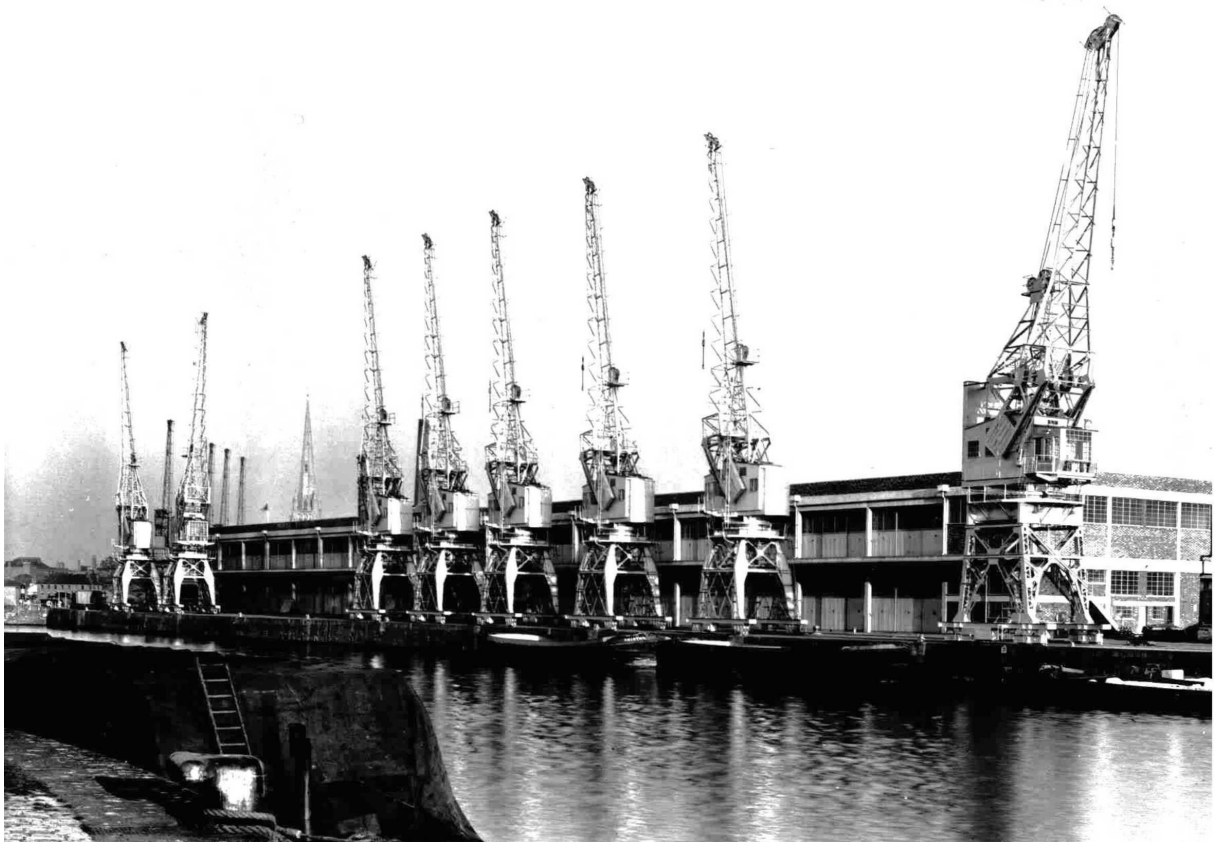
The hydraulic crane was the principal solution to quick cargo handling in the mid 19th century, and remained the main type until the early 20th century. Armstrong first produced them in 1847 and had made 1200 by 1855. Their installation could be combined with the control of bridges, lock gates and other machinery and contrivances on a port-wide system. Very few survive.



Hydraulic Crane

from Notes on the Construction of Cranes and Lifting Machinery (1899), Edward Mark, p.56

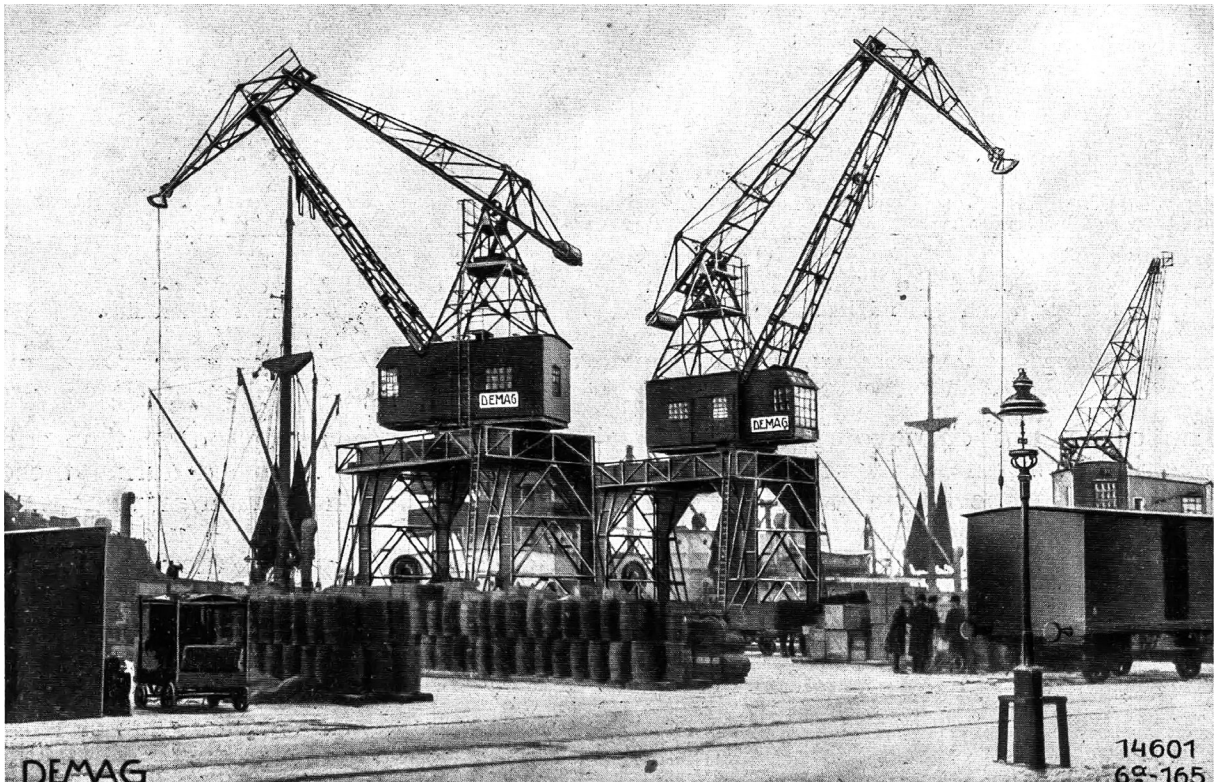
The successor to hydraulic power was electricity. Electric cranes were first introduced at Southampton in 1893, but their almost universal adoption after the 1920s followed the development of the level-luffing variety. These cranes allow the load to remain at the same height when the jib is moved in and out, significantly increasing their speed of operation. Two common types evolved; the Toplis version has a mast behind the jib from which the hoist rope extends.



Toplis type level luffing cranes

© Bristol Museums Galleries & Archives

The Babcock & Wilcox design has a short articulated section at the end of the jib which mirrors the movement of the main jib (in Bristol, these are known as ‘flip-flop’ cranes).



Babcock and Wilcox Level Luffing Cranes

advert from *The Engineer's Handbook*, 1931

Where dockside cranes are still employed, both remain the common designs.

Similar designs of crane were used in both shipyard and cargo applications until the 1850s. The types diverged after this as dockside cranes developed for speed of loading, usually with quite low weight capacity. Shipyards needed heavy load ranges and height, resulting in designs such as the hammerhead or giant cranes, of which good examples survive in Glasgow.



*Hammerhead Crane, Cammel
Laird shipyard, Glasgow
from Stothert & Pitt Electric Crane
Catalogue No 12 (1913) p.68*

Other similar types survive elsewhere, still in use. Fairbairn cranes, like the Bristol example, were commonly supplied to fitting-out berths and to naval gun installation wharves, powered by steam or later by electricity.

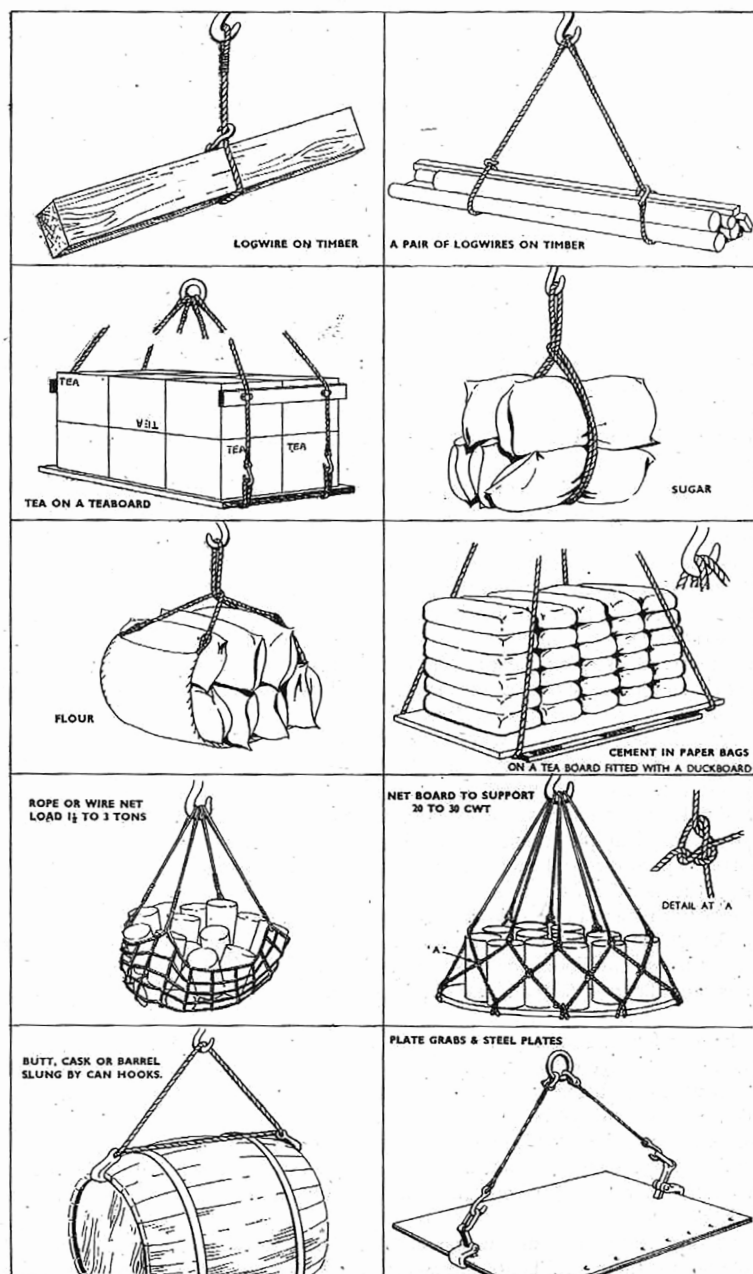
CRANES AND DERRICKS ABOARD SHIP

For cargo vessels, shipboard cranes allowed freight to be loaded or removed at will rather than being dependent upon port authorities. Freight derricks on steam and motor vessels were a development of masts and booms used for these purposes on sailing ships. Powered winches close by provided the lift. The type and arrangement of the derricks aboard a vessel can give additional clues to its age and intended cargo. See Mike Stammers' article 'Deck Fittings & Deckhouses' in this publication for a fuller explanation.

HANDLING EQUIPMENT

Although cranes will be outside the scope of most museums to collect, there remains a wide range of cargo handling equipment used with them. Simple endless rope slings served to handle sacks and similar loads which could be bundled together. Nets were a development of this and could cope with a wider range of goods, particularly articles that would not compress slightly to make them secure inside a simple sling; frozen meat carcasses are an example. Tea or net boards were used where boxed or paper-sacked goods were common. Special slings and chains were developed to handle barrels, timber

and other commodities. Colourful and occasionally distinctly local names were often given to these bits of tackle; a 'snotter', for instance, is a rope sling with an eye at each end.



Methods of slinging cargo
from *The Manual of Seamanship*, 1951,
HMSO

Once landed on the quay, a whole variety of wheeled trucks was used to move cargo onward. Sack trucks in a bewildering variety of styles and sizes, trolleys, special purpose carts and, in some ports, sledges, all played their part. Other tools of note include the universally-used hook, in all its varieties, and special shovels for grain and powdered bulk ores. Each port will have its own range.

The almost ubiquitous adoption of palletisation, containers and the fork-lift truck has seen the demise and disappearance of the older forms of handling gear. These smaller items of gear are a fruitful area for collecting.

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HJ Sheryn, An Illustrated History of Cranes, Ian Allan 2000

Admiralty, Manual of Seamanship, many editions

Trade catalogues for suppliers of slings, trucks and tools, such as Slingsby and Davey

2 DOCK STRUCTURES

BY DR ADRIAN JARVIS, CURATOR OF PORT HISTORY,
MERSEYSIDE MARITIME MUSEUM



Liverpool Pier Head from the Mersey Ferry. The building on the right is the Dock Offices.

© Adrian Jarvis

Old port sites may contain a variety of artefacts, but much of their engineering is either too large to remove or buried deep in the ground. This thumbnail guide in the form of a glossary is intended to help identify and to an extent appraise, the fixed structures of such sites. Ports, however, fall into a number of different categories and the nature of their structures will vary accordingly. Fishing ports, for example, do not need great depths of water for deep vessels, but do need maximum freedom for vessels to come and go regardless of the state of the tide, which may in fact only be achievable by building quite deep. Some trades, such as oil or bulk grain importing, can make do with surprisingly modest structures because the weight of their cargo or of machinery to handle it never bears on the quayside. What follows, therefore, is intended to relate to a 'highest common factor' in ports that were designed for general trading in a variety of inward and outward goods. This is not just a matter of size: in relation to its objectives in 1880, the modest canal port of Ellesmere Port, bankrolled by the London & North Western Railway Company, was probably better designed and equipped than the Port of Bristol.



The basin of Ellesmere Port in the foreground with the lower basin below the locks. The river level is indicated by the lighthouse in the distance.

© Adrian Jarvis



The port of Bristol has always been constrained by its site up a river which is not navigable at low tide. This shows the 19th-century Cumberland Basin which forms the main entrance to the Floating Harbour.

© Brian Lavery



© Brian Lavery

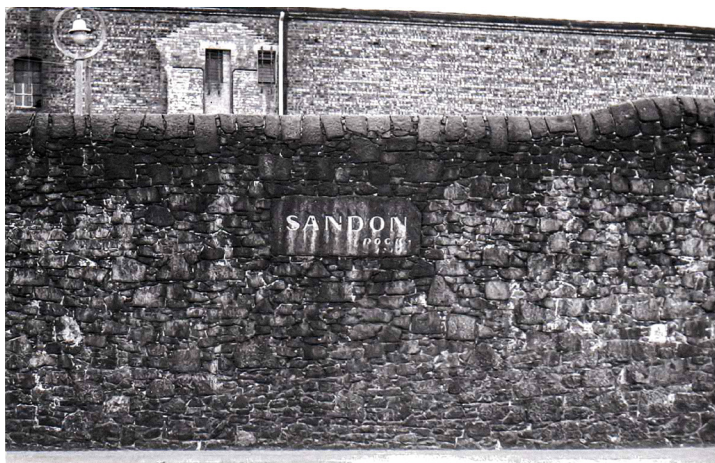


© Brian Lavery



Southampton is a very mixed port, with facilities for general cargo, containers, cruise ships and oil, as well as ferries.

© Brian Lavery



Dock estates often had walls about 16ft high to control thieves and smugglers, but some, like this example at Sandon Dock in Liverpool, added a sense of mystery too.

© Adrian Jarvis



Albert Dock in Liverpool was derelict from 1972 to 1983. The site had many interesting features including the cast iron double leaf swing bridge in the middle ground, which needed subtlety in its restoration.

© Adrian Jarvis

SAFETY NOTE:

It is important to remember that old port sites often have machinery pits dotted about them.

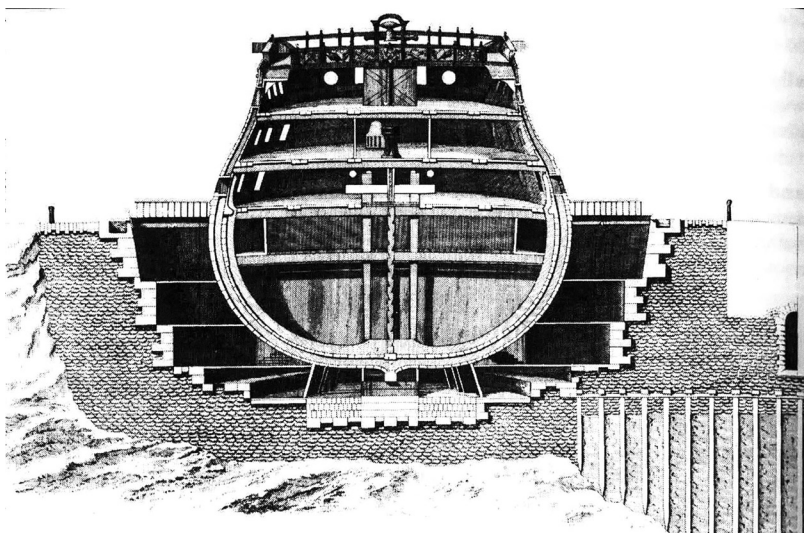
Investigation or recording requires caution: for example, never walk through puddles or over old bits of plywood lying on the ground, which might conceal a 40ft deep penstock shaft or similar. Other obvious hazards include entering buildings with unsound floors or roofs (a hard hat is not sufficient protection, although it helps) and puncture injuries from walking on sharp bits of metal – always wear safety boots.

Just as the best advice for avoiding an accident is to be somewhere else, remember that most dock structures belong or have belonged to some large bureaucratic organisation, be it a single-purpose port authority, a railway company or a local authority. Most of these bodies leave extensive archives and it is worth spending time checking that it really is necessary to get cold and wet to recover/record the object of your attention.

THE WATER REGIME

DRY DOCK

Strictly, this is a basin with retaining walls but no means of impounding water, and which therefore dries out at low water. In numerical terms, these were much the commonest type, but they were generally small. For the modern use of the term, see *graving dock*.



Section of a warship in a graving dock
from 'Encyclopédie, ou dictionnaire raisonné des sciences, des arts et des métiers' by Denis Diderot



A topographical model of Chatham Dockyard c 1774, showing four empty dry docks (known as graving docks in commercial ports) to the left, with two building slips showing ships in different stages of construction.

SLR2151 © National Maritime Museum, Greenwich, London

GRAVING DOCK

A dock with outward facing gates, and which can be drained for ship painting or repair: the oldest surviving commercial example (1765) is in Liverpool. They became very numerous in the late 19th century. Early examples drained by gravity; steam pumps were added at sites with low tidal range and elsewhere as depths increased. Other essential features were: a line of blocks of adjustable height and sufficient strength to support the keel of the vessel or vessels; numerous bollards to hold the vessel(s) in position during docking; stepped sides ('altar courses') to rest the shores on; penstocks.



Herculaneum Dock, Liverpool. There are four graving docks to the left, while in the middle is a lifting dock with heavy lift cranes for fitting engines, propeller shafts, etc. Just visible in the left background is the pump house.

© Adrian Jarvis

HALF TIDE DOCK

A basin with one pair of inward facing gates, and storm gates facing outwards. Such docks worked by levelling with the tide and opening the gates about half way up the flow tide, closing them when the ebb reaches the same point. (The timing depends on the depth of the dock and the height of the tide.) Half tide docks could also be used as giant entrance locks for fully impounded docks within a second pair of single gates.

WET DOCK

Also known as fully impounded, this is a dock which has two pairs of inward facing gates between itself and tidal waters. This may be achieved by an entrance lock or by having a passage gate leading from a half tide dock, which is closed when the half tide gates are open. Earliest examples date from the late 18th century, and they were virtually universal after 1900 for docks in major ports, though many old installations served into the 1960s or even longer. In exceptional cases all three types may be found side by side at the same entrance/passage to optimise the use of the passage by a variety of types of vessel.

LOCK

This is a masonry chamber with inward facing gates at each end, allowing vessels to come and go at a wider range of states of the tide than would otherwise be possible. Fully locked entrances first appeared in canal ports, but by the early 19th century were found in major ports.



A typical river or canal lock at Stratford upon Avon. In this case the gates are operated by hand. The ones nearest the observer are open, the others are closed.

© Brian Lavery

ARTIFICIAL IMPOUNDING

As the tides dropped from spring to neap, the level in wet docks gradually fell, and pumping in tidal water helped maintain the dock's capacity. There are occasional examples of these powered by waterwheels in the early 19th century, and steam from 1860s. During the late 19th century some huge examples were installed, lifting hundreds of tons of water per minute through each pump. Some modern ones (e.g. Birkenhead) are still in use: they are normally only found in large ports.

PENSTOCKS

These are control 'valves' for use in gates or culverts to allow water to pass through or not, as desired. Typically they consisted of a flat iron casting with brass facing strips, which bore down on a hard wooden seating around the hole that they controlled, sealed there when in the closed position by the differential water pressure. Various lifting methods were used, but the most common type used large square form screw threads, turned with a giant 'key' by up to four men. Increased size in later years led to the adoption of direct coupled hydraulic rams.

SLUICES

Sluices are culverts designed to release impounded water at low tide, hopefully removing silt from around entrances in the process. They may be fed from working docks or from backwater reservoirs – non navigable docks, which fill at high water. The latter were fairly common in small ports, especially at tidal docks. Sluicing culverts may be huge, with cross-sectional areas of 100 square foot or more.

MASONRY

RETAINING WALLS

A hole in the ground with vertical sides will have its sides fall in until they reach their angle of repose: preventing that is the role of the retaining wall. The first docks had timber ‘walls’ with ground ties behind them, but Liverpool’s first dock (opened 1715) had brick ‘gravity’ walls with a slight batter (a slope that recedes from bottom to top) and with stone copings. At the beginning of the 19th century both Jessop and Rennie adopted the stone ‘banana wall’, with a very pronounced curved batter but from the 1830s onwards, straight stone walls with a small batter predominated, though cast iron sheet piling with ground anchors was occasionally used. In the 1860s concrete, both as mass concrete and laid in large pre cast blocks, came back into favour (the ancient Romans had used mass concrete), but these were gravity structures, not to be confused with the first of the modern ferro concrete ‘strength structures’ which did not appear until the beginning of the 20th century.



Some of the stonework on the Great Britain dry dock in Bristol.

© Brian Lavery, with permission of ss Great Britain Trust

GROUND SURFACES

Long runner stones for wheeled vehicles have been used since ancient times and continued to be laid until the age of the motor vehicle. Setts (small rectangular stone paving blocks) were used to provide grip for the back edge of draught horses’ shoes. Where neither attribute was necessary (for vehicles or horses) it was not uncommon to use beach cobbles, which were cheaper. If, of course, they were someone else’s unwanted ballast they were cheaper still. Wood blocks were laid where the sound of cart horse shoes and cart wheels might disturb the deliberations of important people. Hot rolled asphalt and similar surfaces were originally confined to sheds, where they provided low rolling resistance for porters’ trucks, only becoming widespread outdoors in the twentieth century.

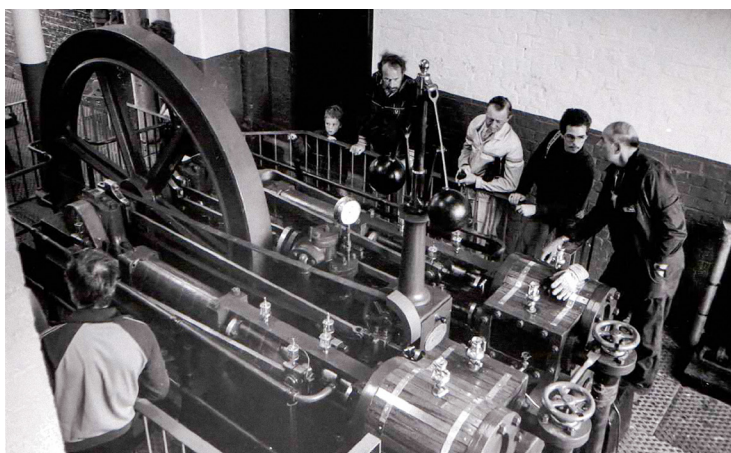
A note on types of stone

The general rule was the pragmatic one of using whatever was cheap at the time and reasonably suitable. Good quality sandstone was often favoured for its ease of working, but it was easily damaged by abrasion, so granite copings might be used even where granite was expensive. Almost anything went in the 'backing' or rubble fill in the retaining walls, sometimes stone from the excavation of the the dock itself. Setts were sometimes of granite, but igneous inclusions from limestone areas were also favoured. Common bricks were used, particularly in canal or railway ports where they might be available as a cheap back cargo but high grade engineering bricks such as 'Dudley Blues' were preferred, and brick paviors may be found for the same reason. Rubble fill was also a useful way of getting rid of stray boulders from the arisings (waste products from the excavations): now they were dignified by the name of 'plums' because they went in the rubble fill 'pudding'.

INFRASTRUCTURE

HYDRAULIC PUMPING STATIONS

Initially, hydraulic power for cranes was provided by static head, whether natural (as at Liverpool) or artificial (as at Grimsby). The invention of the accumulator (automobile storage battery) enabled the building, from the early 1850s onwards, of high pressure (usually about 750 lb/in²) pumping systems. Whatever their architectural style, they are normally recognisable by their squat accumulator towers. By 1900 all medium and large size ports, and even a few small ones, had hydraulic systems working – among other things – cranes, capstans, gate engines, penstocks and movable bridges.



Horizontal hydraulic supply pump. This Armstrong design appears in a huge variety of shapes and sizes from about 1870.

© Adrian Jarvis



The distinctive keyhole-shaped fit of a hydraulic capstan of c 1880. Note the excellent granite masonry.

© Adrian Jarvis



A dockside capstan in Liverpool

© Brian Lavery



Hydraulic centre-point swing bridge across the Manchester Ship Canal. The tower on the left houses the accumulator.

© Adrian Jarvis

HYDRAULIC MAINS

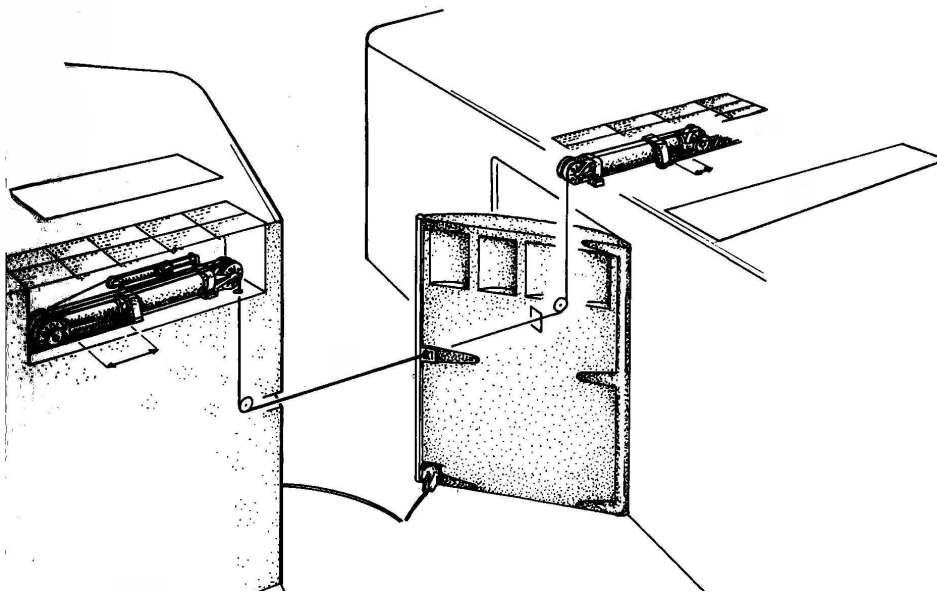
These distributed water to the appliances, and can normally be recognised by their distinctive joints, with oval flanges and two square headed bolts. Some systems used return mains, often with ordinary threaded joints, to recycle the water; others let it run to waste.

DOCK GATES

Most docks have mitre gates, invented in the late fifteenth century, and used from the earliest English docks to the present day. They are fitted ‘mitre inwards’ to retain water, but because they drift open if the level outside exceeds that inside, in half tide entrances they normally have a pair of ‘storm gates’ outside them, facing outwards. Other forms of gate, including rising flap, rolling caisson and radial sector have the advantage of not requiring storm gates but have rarely proved successful in the long term. Iron gates appeared in the 1840s, but never completely superseded wood (especially greenheart) before being themselves superseded by steel.

GATE ENGINES

Early examples of these tend to be reversible, with one engine per gate, often operating in the vertical plane worked by handspikes. (The word engine was used in its archaic sense meaning the outcome of ingenuity. It does not necessarily mean a prime mover.) Later practice was to use horizontal drums with four engines, one to open and one to close each gate. In the 1850s the size and weight of gates rocketed, making hand operation both slow and expensive and hence hydraulic power desirable. At first these worked with rotative hydraulic motors pulling on chains much like those of handgear, but giant versions of a warehouse ‘jigger’ (two per gate) laid on their sides in a pit gradually supplanted them. In the 1880s we find the first direct acting hydraulic engines, with a double-acting hydraulic cylinder coupled to the gate. Many modern gates still work in this manner, using dedicated hydraulic ‘power packs’ instead of mains power.



Hydraulic dock gates

from Brysson Cunningham, *Dock Engineering*, London, 1906

SHIP CAISSONS

These are buoyant structures constructed to fit precisely in a ‘groove’ at a dock entrance when placed in position and sunk: the entrance is opened by pumping out the caisson and moving it aside. They were more favoured for graving docks than others.



The caisson in the dock where the Great Britain is preserved in Bristol

© Brian Lavery, with permission of ss Great Britain Trust



Modern installations in the Port of Liverpool

© Brian Lavery

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Brysson Cunningham, *Dock Engineering*, London, 1906

F. M. G. Du Plat Taylor, *Docks, Wharves and Piers*, London, 1928

L. F. Vernon Harcourt, *Harbours and Docks*, London 1885

For some useful printed papers and extensive further references, see:

A. Jarvis (editor), *Port & Harbour Engineering* (Volume 6 in *Studies in the History of Civil Engineering*), Aldershot, 1998

3 MARITIME DOCUMENTS

BY BRIAN LAVERY, CURATOR EMERITUS,
NATIONAL MARITIME MUSEUM

Ship operation has always needed a good deal of paperwork in modern times, indeed one essential qualification of an officer or a naval warrant officer was the ability to read and write and keep accounts. Around 1800 a naval captain had to produce 25 different books and forms before he could claim his pay. Some were quite simple such as the 'Certificate of no. backstays shifted or top-masts lost'. Others, such as the log book and muster books which had to be kept up during the voyage, were far more complex and informative.

Merchant ship masters and officers had to keep log books for navigational purposes, and to let the owners know what they were doing. There was increasing safety regulation throughout the 19th century, which led to certificates, surveys and so on. But not all maritime documentation was retained. Some, such as naval logs and muster books, were regarded as highly important and were stored through the centuries. Minor or personal documents were often thrown away when they were no longer needed, and only rare examples survive. These are the kinds of items which might be found in small museum collections, or brought in by members of the public.

This chapter deals with documents which are specific to ship operation and shipboard life. There are many others in maritime collections related to naval strategy and administration, biography, commercial operations, port history and so on.

ROYAL NAVY DOCUMENTS

The Royal Navy had a central administration – the Admiralty in Whitehall – until 1964, when it was taken over by the Ministry of Defence, so unlike the merchant marine most of its important records were left to a single source, and many have been preserved. The main body is in the National Archives at Kew, with other collections, including lieutenants' logs, in the Caird Library and Archive at the National Maritime Museum.

NAVY LISTS

Lists of naval officers were published occasionally from 1719 onwards. ***Steel's Navy List*** began in 1782 and in 1814 it was superseded by the official *Navy List*. This included a list of officers according to seniority, indices, and lists of ships and their officers, including warrant officers such as pursers and boatswains. Unofficial lists included Lean's, which was published from 1881 onwards, and which gave a few details of officers' careers.

390. CHAPMAN, C. G., Mid. of "Sultan" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star); M.V.O., 12th August, 1904.
391. EYRE, F. G., Mid. of "Roadster" during Zulu war, 1879 (Zulu Medal).
- 391A. GAUNT, E. F. A., First Lieutenant of "Narcissus" in 1866, when Captain Lang was drowned at Grosvenor Bay. On this occasion the Commander reported that "the manner in which Lieutenant Gaunt handled the cutter when the galleys were lost saved five lives, with less skilful handling the cutter would also probably have swamped"; as Commander was Commissioner for Wei-hai-Wei, and Administrator of Liu-kung-tao, from 1st September, 1896, to 1st October, 1899; in July, 1900, became Commissioner and Superintending Transport Officer at Wei-hai-Wei; mentioned in General Gaselee's despatches of May, 1901, and Superintending Transport Officer and German Commanders-in-Chief for his services during the Boxer outbreak; for his work in China during both these periods, Commander Gaunt received frequent acknowledgments from the Admiralty; C.M.G., 26th June, 1902, for services in China; December 6th, 1896, commanded landing party at Durbo, Somaliland, avenging death of Italian Lieutenant; severely wounded; vote of thanks Italian Chamber of Deputies; Italian Medal "For valor."
392. DE HONSTR, S. V. Y., Lieutenant, in command of No. 32 torpedo boat; was run down and sunk in Argosfeli Bay, Cephalonia, during night manoeuvres by a first-class boat of the attacking force, two men being drowned (October, 1887); Sen. Lieut. of "Archer," landed in command of a party for protection of British Legation at Sual during the war in Korea; present when palace was taken and King made prisoner by the Japanese forces (July and August, 1894); with boats of "Archer" rescued, after two days' search, Captain and part of crew of Chinese cruiser "Kuang Yi," destroyed to avoid capture in Prince Jerome Gulf. Thanks of Chinese Government for this service; Lieut.-Commander of "Plover," North Borneo, served in two expeditions against Si Lal, a proscribed rebel, resulting in his stockade being taken, and himself and followers killed or captured, January, 1898; received thanks of Colonial Office for services rendered while with the special commission for the newly-acquired territory near Hong Kong, August, 1898; Commander of "Monarch" during the war in South Africa; landed after Graspan to join the Naval Brigade; present at battle of Magersfontein and subsequent operations under Lord Roberts, including taking of Pretoria (severely wounded); twice mentioned in despatches (South Africa Medal, Cape Colony, Paardeberg, Driefontein, and Johannesburg Clasp). Specially promoted Captain for services during South African war (Gazette, 8th November, 1900); (P.W.).
393. HORVAY, R. S. P., Mid. of the "Alexandra" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
394. KIRK, M. E. F., Mid. of "Inconstant" during Egyptian war, 1882 (Egyptian Medal, Khedive's Bronze Star). *Vide* Royal Humane Society's Medal.
395. CLARKE, H. J. L., Mid. of "Swiftsure" in 1885. During the Russian war served in command and navigated a torpedo boat from Valparaiso to Vancouver; received the thanks of the Admiralty, and was specially promoted to the rank of Lieutenant on passing examinations (three first classes); Lieutenant in "Ranger," East Indies, 1890; landed in command of Naval Brigade sent with Somali Punitive Expedition; received the thanks of Indian Government and Admiralty; mentioned in despatches; Lieutenant in "Philomel," East Coast of Africa, 1892-4; successfully employed in the suppression of the slave trade; received the Star of Zanzibar, and class, from the Sultan; present at the shelling and taking of Brohmé, and operations against Chief Nambu, Benin River, 1894 (Medal and Brohmé Clasp).
396. LEWES, P. Y., Second Lieutenant of "Blanche," and at the time in command, landed at Kismayu, Zanzibar, in command of 40 men, volunteers, from that ship, and acted against the Somalis for the murder of s.s. "Kania" in the Juba River who were in the greatest danger; as his force of 40 men were exposed to the attack of 150 rifles and 600 spearmen, the expedition was one of great danger; he captured a fort and struck a decisive blow against the enemy by the destruction of the village of Magarela, up the Juba River, and encouraged the Englishmen, August, 1893; Lieut. Lewes's prompt action in this matter calls for the highest praise, and will in all probability render a larger punitive expedition unnecessary; D.S.O. for this service (General Africa Medal, Juba River, 1893, Clasp); promoted to Commander for services during the Mussulman outbreak at Candia on 6th September, 1898.
397. HOOD, Hon. H. L. A., Mid. of "Collops" at Apia, Samoa, 16th and 17th March, 1889, in a "terrible hurricane which caused disaster unprecedented since the introduction of steam."—*Vide* Captain Kane's report. The Lords of the Admiralty expressed their high approval of the conduct of the officers and men. In passing for Lieut. took the highest number on record, viz., 4,308 out of a possible 4,600 marks—promoted to Lieut.; mentioned in despatches by the Sirdar for service with the gunboats employed on the Nile during the operations of 1898 in the Soudan, including the battles of Atbara and Khartoum (Medal); promoted to Commander, and awarded the 4th Class of the Order of Medjidie.
398. BEATTY, D., Lieutenant; employed on the Nile, in the Soudan, in co-operation with the Egyptian Army under the Sirdar, Sir H. Kitchener, K.C.B.; rendered excellent service in getting the gunboats over the cataract; second in command of the flotilla at the forcing of the Dervishes batteries at Hafr, and exposed to a heavy fire. Took command of the flotilla on Commander Colville being wounded, and fought the gunboats in front of the enemies' batteries most persistently and successfully, eventually bombarding their position at Dongola and dismounting their guns; mentioned in despatches; D.S.O. for this service; mentioned in despatches by the Sirdar for service with the gunboats employed on the Nile during the operations of 1898 in the Soudan, including the battles of Atbara and Khartoum (Medal); promoted to Commander, and awarded the 4th Class of the Order of the Medjidie; as Commander of the "Barfleur" showed exceptional tenacity in endeavouring, with 200 blue-jackets, to capture two Chinese guns that caused considerable trouble to the forces and inhabitants at Tien-tsin, June, 1900. He managed to get close to the guns but a heavy fire therefrom necessitated withdrawing his force. Although twice wounded, he still led his men in the attack; promoted to Captain, November, 1900, for these services.
399. STILEMAN, H. H., Sub. Lieut. of "Salamis" during Egyptian war, 1882 (Egyptian Medal, Khedive's Bronze Star).
401. FYLER, H. A. S., First Lieut. of "Thesens"; served in the punitive naval expedition commanded by Rear-Admiral Rawson, C.B., and landed from the Squadron to punish the King of Benin for the massacre of the political expedition, 1897, ending in the capture of Benin City, 18th February, 1897; mentioned in despatches (General Africa Medal, Benin Clasp).
403. CHRISTIAN, C. A., Mid. of "Tourmaline" during Egyptian war, 1882 (Egyptian Medal, Khedive's Bronze Star).
404. PEARCE, H. L. D., Mid. of "Superb" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
405. LLOYD, P. A. I., Mid. of "Carysfort" during Egyptian war 1882 (Egyptian Medal, Khedive's Bronze Star).
406. HAYES-SADLER, A., Mid. of the "Sultan" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
- 406A. PHILLIMORE, R. F., Commander of "Goliath" during China War of 1900 (Medal); Commander of the "Mohawk" during the operations in Somaliland in 1904; commanded machine guns of Naval Brigade at capture of Illig (Medal).
407. DA COSTA, H. C. C., Mid. of the "Superb" at the bombardment of Alexandria, 11th July, 1882, and landed with the Naval Brigade at that place from 15th to 30th July, and again from 2nd to 15th August (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
408. BOOTHBY, W. O., Mid. of the "Superb" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star); Commander of "Endymion" during

A page from Lean's Navy List and Naval Recorder of 1905. It includes an entry for David Beatty, later to gain fame as commander of the battlecruiser fleet at Jutland in 1916.

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398. BEATTY, D., Lieutenant; employed on the Nile, in the Soudan, in co-operation with the Egyptian Army under the Sirdar, Sir H. Kitchener, K.C.B.; rendered excellent service in getting the gunboats over the cataract; second in command of the flotilla at the forcing of the Dervishes batteries at Hafr, and exposed to a heavy fire. Took command of the flotilla on Commander Colville being wounded, and fought the gunboats in front of the enemies' batteries most persistently and successfully, eventually bombarding their position at Dongola and dismounting their guns; mentioned in despatches; D.S.O. for this service; mentioned in despatches by the Sirdar for service with the gunboats employed on the Nile during the operations of 1898 in the Soudan, including the battles of Atbara and Khartoum (Medal); promoted to Commander, and awarded the 4th Class of the Order of the Medjidie; as Commander of the "Barfleur" showed exceptional tenacity in endeavouring, with 200 blue-jackets, to capture two Chinese guns that caused considerable trouble to the forces and inhabitants at Tien-tsin, June, 1900. He managed to get close to the guns but a heavy fire therefrom necessitated withdrawing his force. Although twice wounded, he still led his men in the attack; promoted to Captain, November, 1900, for these services.

LOG BOOKS

The main purpose of a log book is navigational, to record the data used to calculate the position of the ship. It may also contain other information, for example stores and important passengers taken on board, punishments in naval ships, etc. It is divided into columns recording different aspects of the navigation. Until about 1805 the ship's day usually began at noon when the officers took a sight of the sun at noon; this can often cause confusion when reading logbooks, as a land-based day goes from midnight to midnight, but afloat, from noon to noon.

Adjacent pages from the log book of HMS Surprise, 1799

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Day of the week	Day of the month	Wind direction	Course steered	Latitude	Longitude	Distance sailed	Bearings etc from objects on shore
Monday	9	SE					
Monday	10	SE		18° 28'			The N.E. point of the Island of Jamaica 10 leagues
Tuesday	11	SE		18° 22'			The N.E. point of Jamaica 15 N 10 leagues
Wednesday	12	SE		18° 16'			Point of view of N.E. 6.7 leagues
Thursday	13	SE		18° 29'			Point of view of N.E. 8 leagues
Friday	14	SE		18° 11'			The extreme of Tobago 8.6 N 8 leagues
Saturday	15	SE					
Sunday	16			19° 43'			The land of Tobago 6.7 leagues
Monday	17			19° 40'			Point of view of N.E. 12 leagues

Remarks &c. H. M. Ship *Surprise*.

P.M. Fresh breezes & clear. Received 2 men from the
Hospital. A.M. Light breezes & cloudy. at 7 weighed
& made sail out of the Harbour. Pursued
Commander Rodell, & three ketches with 12 boats
for neglect of duty. At noon fresh gales.

P.M. Light breezes & cloudy. H. occasionally hasting
to the E. and. A.M. S. breezes & cloudy. at 1 Departed
this life Beryⁿ Thim by *Marian*. Committed
the body to the Deep. Strange sail in sight.

P.M. Light breezes & clear. at 6 spoke the *Benson* from
Liverpool. & spoke 15 men from her. A.M. Fresh
breezes & cloudy. H. occasionally

P.M. Moderate & clear. A.M. Light breezes & strange
sail in sight at noon.

P.M. Light airs & clear. A.M. D. wind. H. occasionally

P.M. Light airs & clear. A.M. D. wind. at 1 Departed
this life Robt Jefferson *Lamar*. Committed the
body to the Deep. at 4 Departed this life M^r Isaac
Vickey, Boutswain. Committed the body to the Deep.

Throughout Light airs & clear. carried sail accordingly.

P.M. Fresh breezes & cloudy. A.M. D. wind. at 11 showed
our double point to a ship of War. & made her
signal to come within hail.

P.M. Fresh breezes & fair. at 1 spoke H. M. S. *Lark*. A.M.
D. breezes & cloudy. at 9 spoke the Brig *Europe* from
Norfolk bound to Jamaica. Departed this life J. M. C.
Pattel Esq. Committed the body to the Deep.

Remarks page

Weighing
anchor

Flogging

Burial at sea

Ship sighted

Weather
conditions

Ship sighted

Another death

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H.M.S. "Thunder" Friday 1 st day of August 1913															
From The shore, To Manzaneros, or At															
Hours	Patent Log	Distance Run		Standard Compass Courses	Deviation of Standard Compass	Revolutions per Minute	Wind		Weather	State of the Sea	Height of Barometer and Attached Thermometer	Temperature			REMARKS
		Knots	Tenths				Direction	Force				Air	Wat Bulb	Sea	
															Hands at night before start ship darkened 1.0 1.3 knots

Details of the column headings

H.M.S. "Thunder" "Friday 15 th day of August 1912														
From The Horn or At														
Hours	Patient Log	Diameter Run	Standard Compass	Magnetic Compass	Deviation per Minute	Wind Direction	Wind Force	Weather	State of Sea	Height of Barometer and Attached Thermometer	Temperature Air	Water	Sun	REMARKS
1	207.0	13 0	N 12 W 1 E		189									Hands at angle before station 1.0 15 knots 1.10 % N 56 W
2	227.1	11 4	N 56 W 4 E		198									3.8 14 knots 3.22 13 knots
3	235.0	13 5	..		198									
4	244.7	13 5	..		195	N 10 E	1	bc	1	30.28	57	55	55	4.14 % S 56 E 10 knots 4.18 % S 5 E 4.23 % S 54 E 4.30 % N E 4.57 % N 10 W 5.2 8 knots 5.30 % at present quarters 5.43 % N 13 E Speed as regt. 6.30 % S 6 W 7.34 % N 14 N 7.47 % N E 1/2 N 7.50 8 knots
5	259.5	12 5	N 10 E		163									8.24 14 knots 9.0 Divisions. Prayers Physical drill. 9.37 % N 14 N 9.37 % North 9.51 % N 14 N Speed as regt. 10.30 % at present quarters 10.50 Course & speed as regt. Chasing line & Indefatigable. Chasing Hands employed as regt.
6	270.5	11 0	N 10 E		158									
7	284.9	12 5	S 45 W		218									
8	294.3	2 0	N 10 W N 43 E		147	N 10 E	2	bc	1	30.33	58	56	55	12.0
9	306.0	12 5	..		180									
10	320.1	11 0	N 10 E		203									
11	333.1	13 0	as regt		191									
12	349.3	16 0	as regt		233	N 10 E	2	bc	1	30.33	58	55	56	12.0
<p>Distance run through the water Variation allowed Current in 24 hours Course and Distance made good Latitude Longitude</p> <p>317.3 15° W Tidal an 11° W, 22.4 D.R. — D.R. —</p> <p>Obs. 55.55 N Obs. 1.24 E</p> <p>Time Between Fixtures Newbiggin 10.0 S 66.0 108</p>														
<p>Number on Deck List Fresh Fuel Received Vegetables Received Bread Received Water Received Water Distilled Water Expended Fuel expended for all purposes Fuel consumed</p> <p>7 16 21 62</p> <p>Coal — 241.0 Oil — 617.0</p>														
<p>1.0 0.15 Course East 10.0 knots 1.0 Course and speed as regt. Chasing line & Indefatigable. 2.0 at present quarters 1.47 Course Chasing 1.58 14 knots 2.18 % N 12 E N Hands made and amended clothes.</p>														
<p>4.2 Quarters. 5.8 % 16 points to Starboard 4.23 11 knots Formed single line 5.17 14 knots ahead. Blue Battle Fleet in sight 5.47 % S 53 W 5.50 % S 50 W Carried out War tactical Exercise. 6.12 % S 17 W 11 knots 6.23 % S 12 W 6.44 % S 22 6.47 14 knots. Hands made and amended clothes. 9.0 13 1/2 knots Handled out of line 9.37 16 knots 10.0 18 knots. Proceeding independently. Swift in company 2nd sea boat's crew.</p>														
<p>2.13 5 12 5 .. 182 N 10 E 1 bc 1 30.34 61 57 53 8 2.27 6 14 0 .. 201 2.43 0 14 5 .. 212 2.54 6 17 5 .. 257 2.77 4 18 0 .. 264 N 10 W 1 bc 1 30.32 64 61 57 54 12.0</p>														

[illegible]

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MUSTER BOOKS

The purser of each Royal Navy ship had to keep a record of the men on board, including their date of entry to the ship, their rating, the amount paid to them, clothing and tobacco issued and even in some periods treatment for venereal diseases. The Navy Board also kept more or less the same information in the ships' pay books. Each muster or pay book contains several lists. The first and by far the largest is the general one of the officers and crew. There are separate lists for boys of different classes, for marines and for supernumeraries of different types, according to whether they are borne for victuals only, for reduced victuals, or for wages and victuals. The general section usually starts with the first officers appointed to the ship, and also the 'widows' men', fictitious seaman who were borne at the rate of one per hundred man with their wages going to relief funds for naval widows. Seamen gradually begin to appear in greater numbers, often drafted in from receiving ships or other vessels. After that every officer and man is recorded from the time of joining the ship.

The book consists of a series of double-page spreads divided into columns. The first one has the man's number from the date of entry – he would keep this for his whole time on board, apart from any time he might have served as a supernumerary or boy. The next column contains the date of entry, and 'appearance' means the date on which he actually appeared on board. This was often left blank as being identical to the previous column. Then came the man's name, usually forename followed by surname. The next column was to indicate whether he was 'prest or not' or similar form of words – the actual information given here varied in nature and quality and was not always reliable. The next column, from 1764 onwards, gave the man's age on joining the ship, followed by the date and place of birth. The column on 'quality' referred to his rating and might record changes, either up or down, during the period of that muster. The column on discharges usually included D if discharged to another ship; Ds if sent to sick quarters; R if he was believed to have deserted; and the callous DD for discharged dead. The date of discharge was in the next column, and the reason was given. It might be promotion, 'unserviceable' on medical survey, or turning over to another, named, ship. The opposite page of the muster book includes details of various deductions from the man's wages including slop clothes, trusses for ruptures, buying of dead men's clothes, hammocks and wages remitted to family ashore.

A double page from the muster book of HMS Surprise

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Bounty paid.	N ^o .	Entry.	Year	Appear- ance.	Whence and whether Press or not.	Place and County where born.	N ^o . and Letter of Tickets.	MENS NAMES.	Qualities	D. D. or R.	Time of Discharge
	98	1 Nov 1799	1800			London	19	James Kelly	Man	24th Nov	
	99	"	"			Abouen	19	William Bonner	ora	22 5 Jan	
	100	"	"			Scotland	31	Jas Whitehead	ale	22 16 March	
	101	"	"			Dublin	25	Wm Connolly	ora	27 Jan	
	103	"	"			McKinnon	7 May 1799	Robert Pigot	ora	23 Jan	
	105	"	"			Walsena	24	Math Linger	ora		
	107	"	"			Exeter	24	John Waldron	ora	29 Jan	
	113	"	"			Jr Warrant	7	James Chaplin	ora	24 Nov	
	114	"	"			Leek	10	Rich ^d Clarke	ora	24 Nov	
5 Feb	115	"	"			Abouen	44	John Hayes	ora		
5 Feb	116	"	"			Glasgow	28	Jas Gallsworthy	ora		
5 Feb	121	"	"			Plymouth	27	James Mann	ora	26 Jan	
	122	"	"			Reading	25	John Dick	ora		
5 Feb	130	"	"			Newport	26	Thos Baylstone	ora	26 Jan	
5 Feb	131	"	"			Do	22	Thos Baylstone	ora	26 Jan	
	132	"	"			Jr Warrant	11 Dec 1799	William Benson	ora	23 Jan	
5 Feb	134	"	"			Swansea	22	Leon Backe	ora		
5 Feb	135	"	"			London	20	Chas Leake	ora		
	136	"	"			Stirling	44	John Campbell	ora	24 Nov	97
	137	"	"			Christiansburg	23	John Pishell	ora	23 May	98

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SERVICE RECORDS

From 1853 onwards, seamen normally entered the navy as boys and signed on to serve ten or later twelve years after the age of 18. The service records of individuals are held in the National Archives and can mostly be accessed online. Stokers entered as adults, also for twelve years in normal times. During times of expansion, for example in the years before the First World War, men might be entered for five years with the fleet and seven in the reserve.

10 Rows 6-55
H.M.S. *Waterloo*
March 2nd 1854

10001

When Men or Boys enter for Continuous and General Service, (C.S.) Commanding Officers are immediately to fill up this Form and transmit it to the Accountant General of the Navy.

Christian and Surname in full *Richard Gates*
Where Born *Dover Kent*
Date of Birth *Oct 23rd 1835*
Description Height *5' 8"* Complexion *Fair*
Weight 150 lbs Hair *Brown* Eyes *Blue*
Marks *None*

Ship in which he is entered *'Waterloo'*
Date of Entry in Do. *March 2nd 1854*
Ratings in Do. *Blacksmith's Mate*
Date of Volunteering for Continuous and General Service *March 2nd 1854*
Period for which he has Volunteered *Ten Years*
Date of Badges
Date of Certificates, or Class as Seaman Gunner...
Number of Register Ticket.....
Former Service stating the names of the Ships, and the dates, whether in the Royal Navy or the Merchant Service.....

CERTIFICATE FOR MEN.

Date 185

This is to certify, that we have examined the before-mentioned person as to his fitness for Her Majesty's Navy, and we find as follows:—He is of perfectly sound and healthy constitution, free from all physical malformation, active, and intelligent; and we consider him in all respects fit for Her Majesty's Service.

Captain or Commander.
Two Medical Officers.

I do hereby agree to serve honestly and faithfully in the Royal Navy for the Term of years continuous and general service, provided my service should be so long required; as witness my hand this day of 185

Man's Signature or Mark.
Witness present

CERTIFICATE FOR BOYS.

Date *March 4* 1854

This is to Certify, that we have examined the before-mentioned Boy as to his fitness for Her Majesty's Navy, and we find as follows:—He is a well grown, stout lad; of perfectly sound and healthy constitution, free from all physical malformation, and intelligent, and we consider him fit in all respects for Her Majesty's Service.

The consent of his parents or friends has been obtained in writing, and they are willing and desirous that the boy should be entered for 10 years continuous and general service from the age of 18, in addition to whatever periods may be necessary till he attains that age; and the boy himself is willing and desirous to enter the Royal Navy under these conditions, as attested by his signature attached hereto.

Boy's Signature or Mark.
Captain or Commander.
Two Medical Officers.
Commanding Officer.

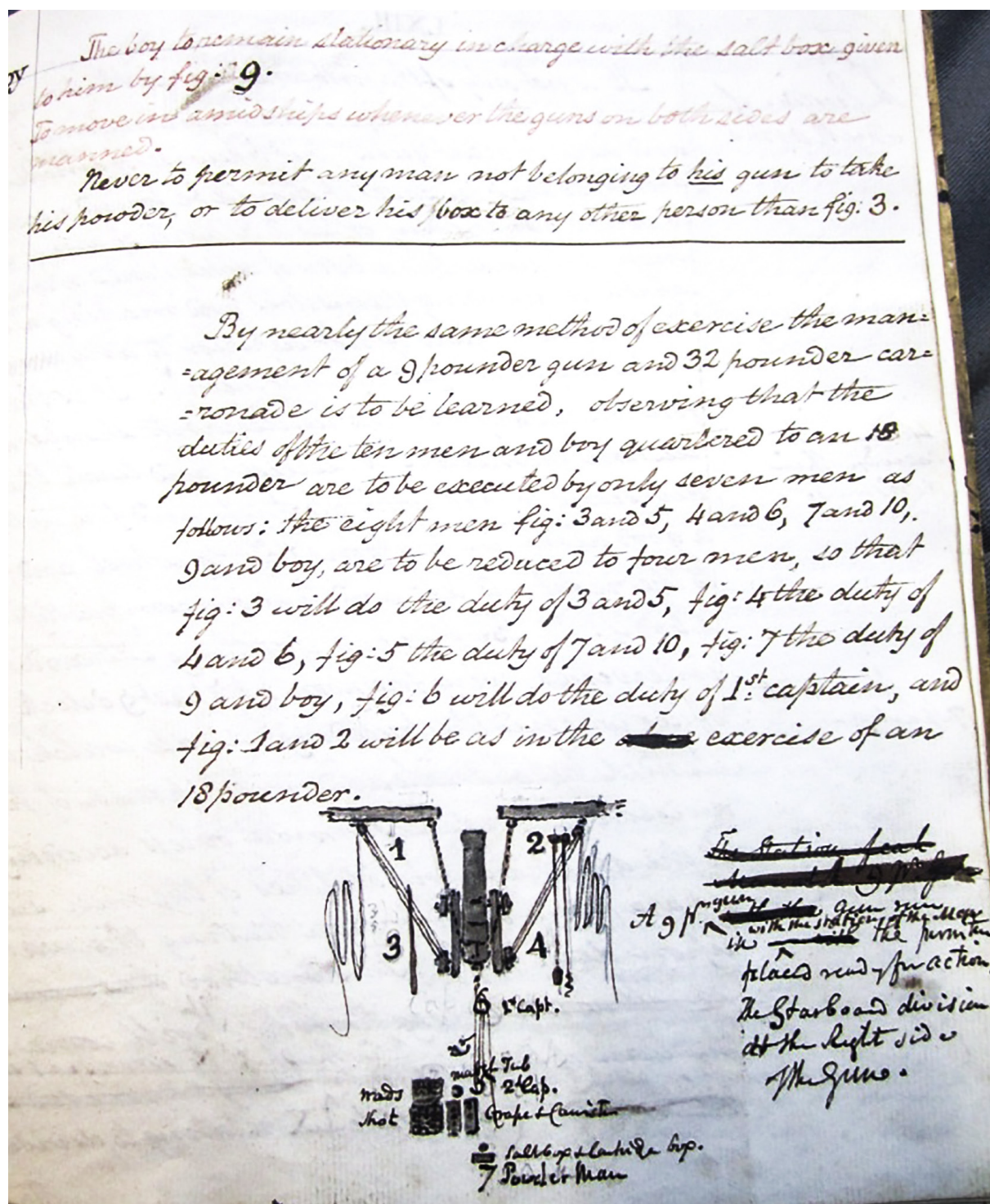
N.B.—The date of Entry for Continuous and General Service is to be noted against the Men and Boys' Names in Red Ink, in the Column for that purpose on the Ship's Books; and the letters C.S. are to be placed immediately under their Ratings on the Ship's Books and on all Pay Documents.

The entry for Richard Gates, 1854

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CAPTAINS' ORDER BOOKS

There was no obligation for a captain to produce a set of standing orders for his officers and crew, but many did around 1800; though only limited numbers have survived, as they were not sent in to any official body. Often they give much detail on how the crew lived, or was supposed to live.

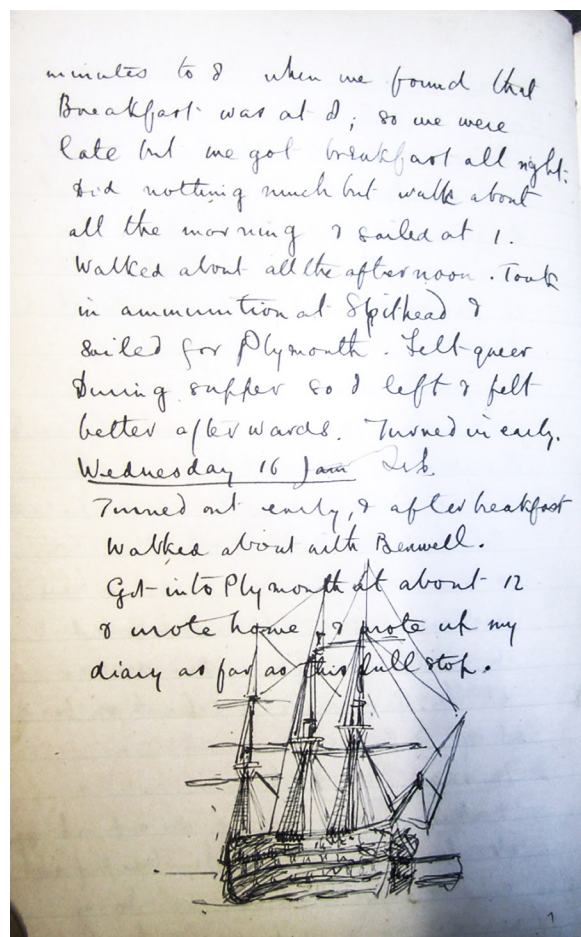
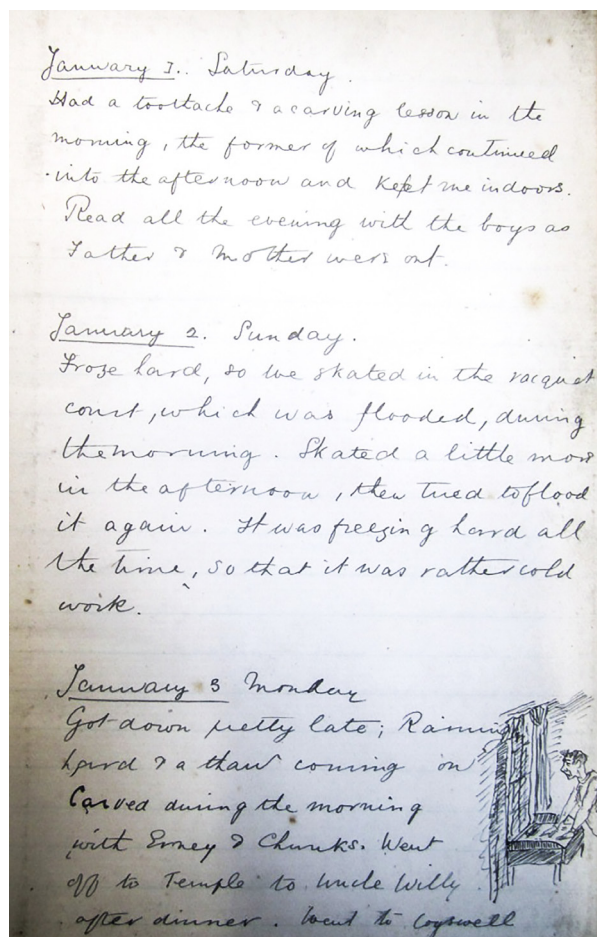


A page from Captain Riou's order book for the frigate Amazon. He was killed in the ship at the Battle of Copenhagen under Nelson in 1801. RUSI/NM/235/ER/3/11

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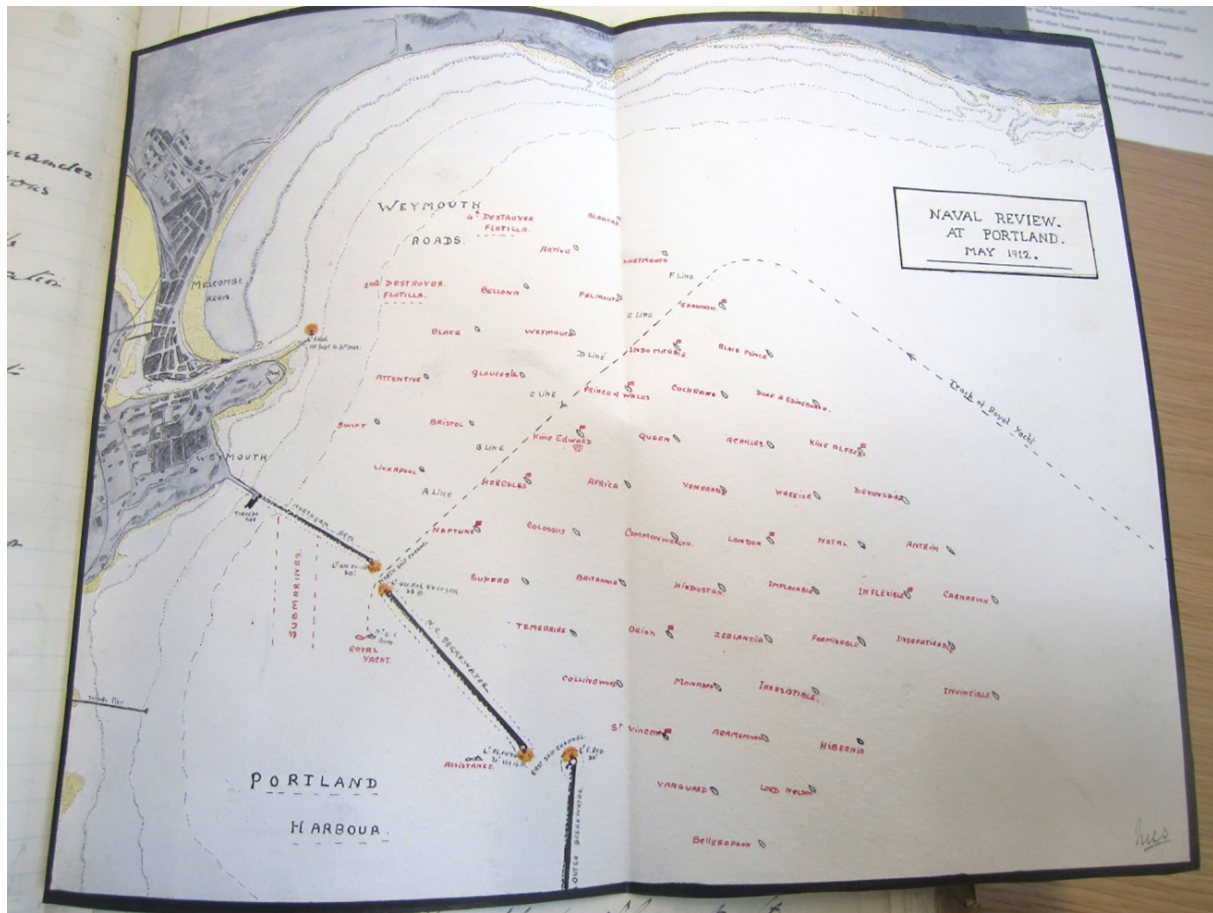
MIDSHIPMEN'S JOURNALS

From the 18th century until the 1950s, midshipmen were expected to keep illustrated journals of their sea time and often they produced works of considerable artistic skill, or with intimate detail of shipboard life. Many of these are still in private hands.



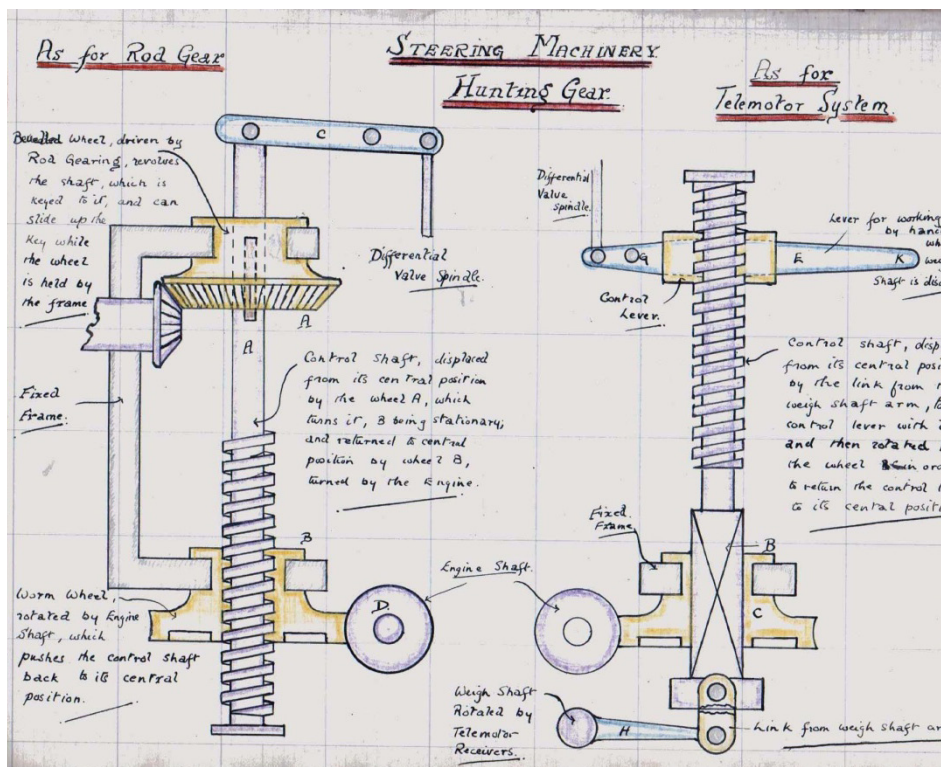
Herbert Richmond's journal on board HMS Winchester in 1886 is more personal than most.

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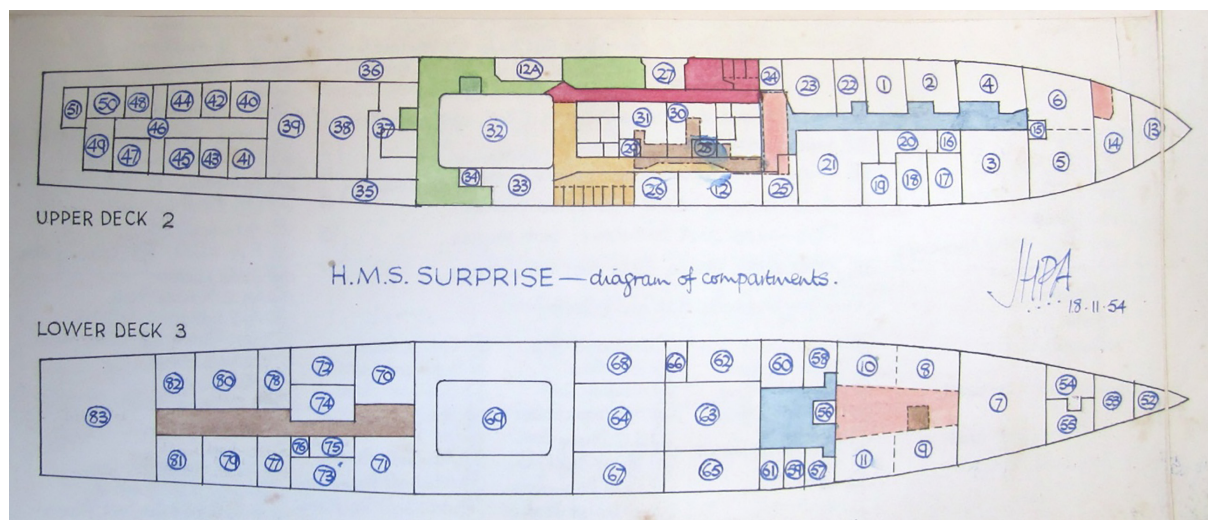
The journal of Midshipman W S Mann on the battlecruiser Invincible from 1911–12 includes a diagram of the fleet review at Portland.

JOD/193/1 © National Maritime Museum, Greenwich, London



From the engineering notes kept by R A P Mountfield, a special entry cadet, c 1928.

© Brian Lavery



HMS Surprise as Royal Yacht before the Britannia was completed. 41 is the Queen's cabin, 45 is the Duke of Edinburgh's. From the journal kept by Midshipman J H P Allen, 1953–55.

JOD/223/1 © National Maritime Museum, Greenwich, London

WARRANT OFFICERS' ACCOUNTS

All warrant officers – the gunner, carpenter and boatswain in the days of sail – were expected to keep detailed accounts of the stores under their charge and send them to the Navy Board. Sometimes these give valuable information on life on the ship.

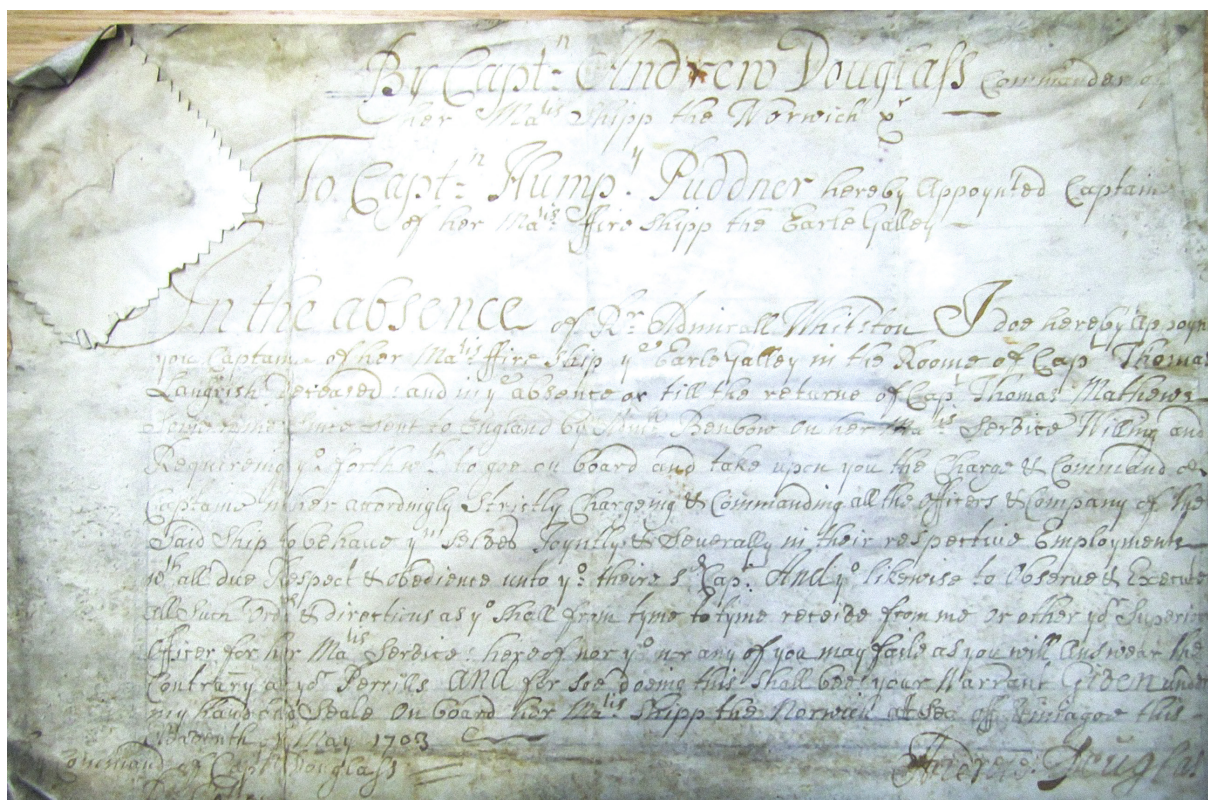
Majesty's Ship the <i>Revenge</i> Robert Mearns Esq ^r Commander.			
Day of the Month	For what Use expended, with the Occasion of Extraordinary Accidents and Conversions	Species.	Number or Quantity in Words.
1805 Month, October			
10 th	To the repairing the Pumpes Shutter	Board Iron	Forty five feet
	To Coasting Suttles & Store Room Doors former	Hinges Suttles	Ten pairs
	Knock		
	To the Diffrent Small Deal Tables former	"	Five "
	Knock		
11 th	To painting the Masts & Rigging	Paint White	Forty four "
17 th		" yellow	One Hundred 50.0
		Oil Linseed	Eleven gallons
		Brushes	Five 8.0
	To the repairing the Chain pumps	Wells & Suttles	Four "
		Canvas Linches	
20 th		Four Locks	Four "
		Tables Deal Small / Eight	" "
		" School	One "
24 th	Five overboard clearing ship for action	Washed W ^o Case	Five "
		Shcep pens	One "
		Witch post	One "
		Swamp	One "
		Robert Stone	One "
		" Castbridge	One "
	Shot away by the Enemy and have over board	Three Booms	Five "
	to clear the wreck	Two Paulings	One "
		Furniture main	One "
		Table sail yard	
		D ^o fore	One "
		Cross Jack yard	One "
		Topmast St ^o	One "
		Port beam	One "

The carpenter's accounts of the 74-gun *Revenge* in 1805, including lists of stores thrown overboard and damage done during the Battle of Trafalgar.

ADL/D/9 © National Maritime Museum, Greenwich, London

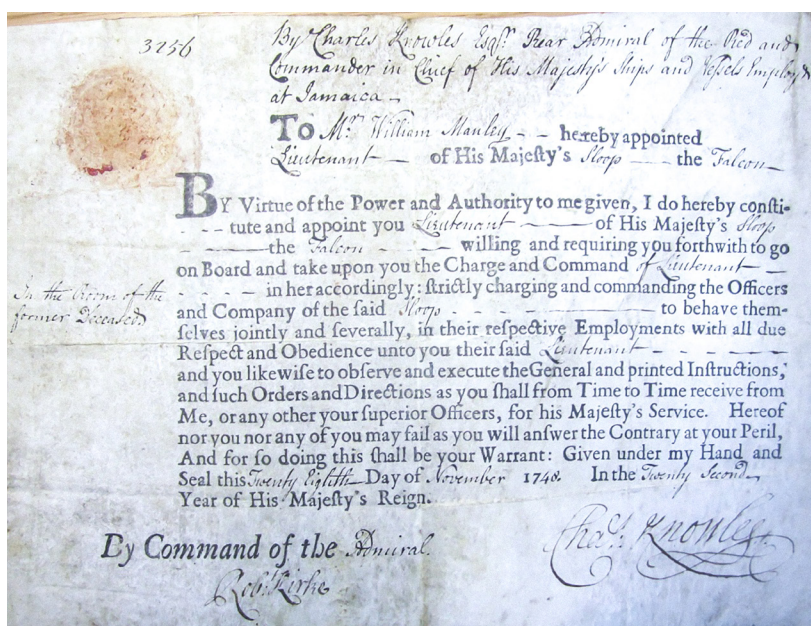
COMMISSIONS

Every lieutenant, commander, captain or admiral was issued with a commission signed by some of the Lords of the Admiralty, or by the commander-in-chief if he was promoted to fill a vacancy on a foreign station. A separate commission was issued for each promotion, even including promotion, for example, from third to second lieutenant on the same ship.



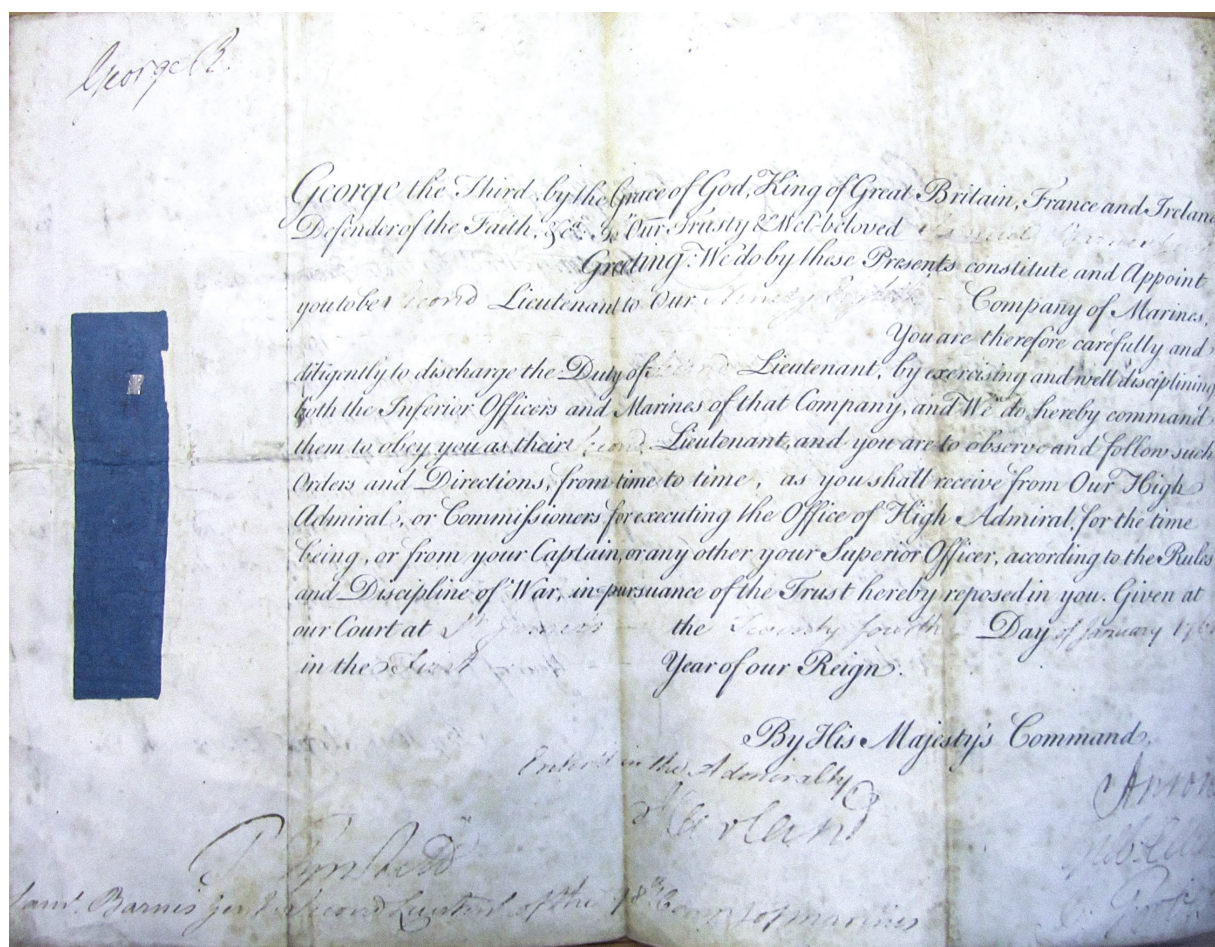
A manuscript commission of 1703

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This one was issued by Admiral Sir Charles Knowles on the Jamaica Station in 1748.

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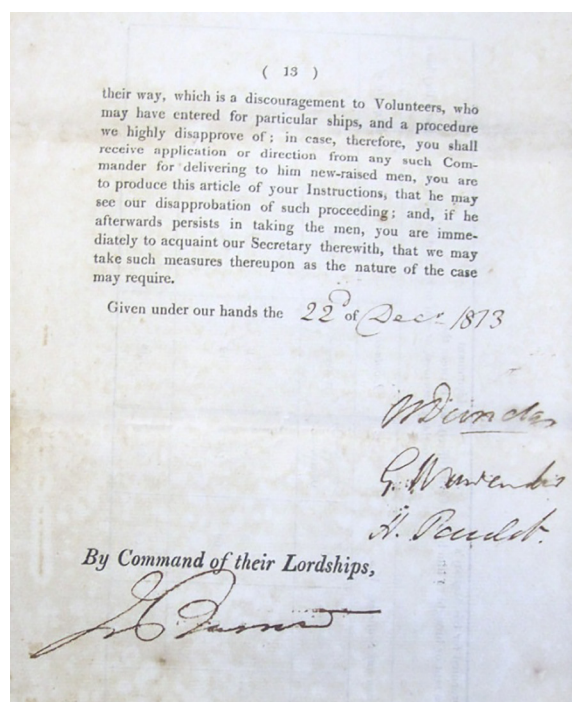
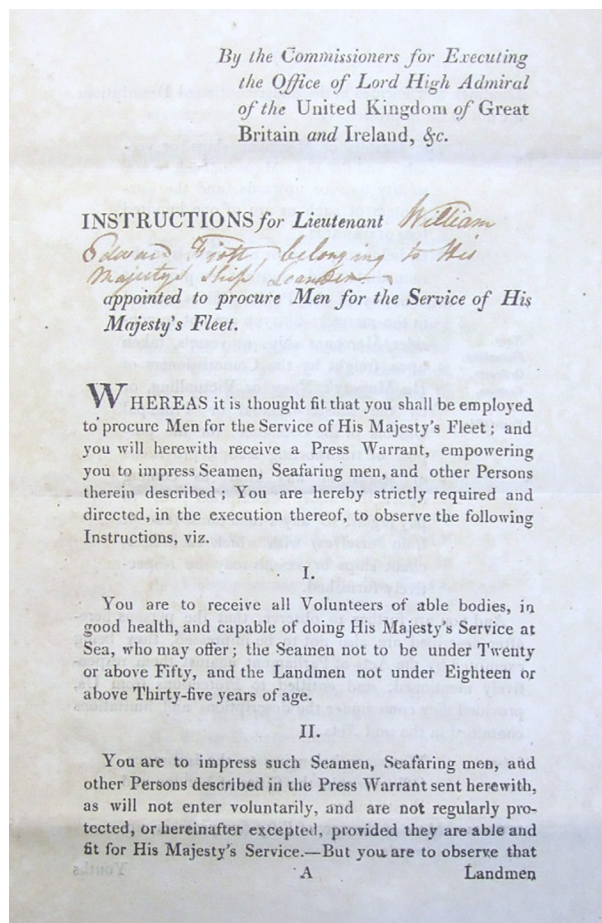


The standard form of a commission around 1800, with the official seal protected by blue paper.

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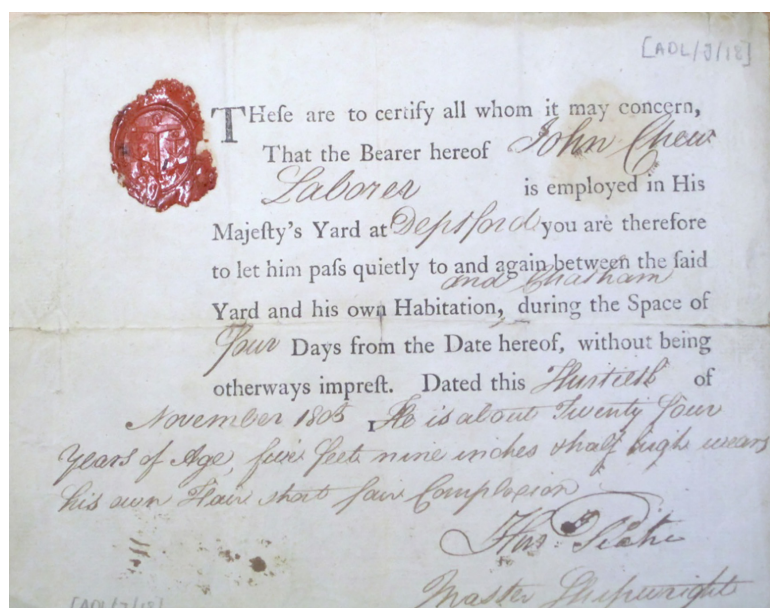
THE PRESS GANG

Contrary to popular myth, the press gang was only expected to take experienced sailors into the navy, finding them both afloat and ashore. The officer in charge of the gang needed an official press warrant signed by the Lords of the Admiralty.



The first and last pages of 13-page instructions to an officer for pressing in 1813.

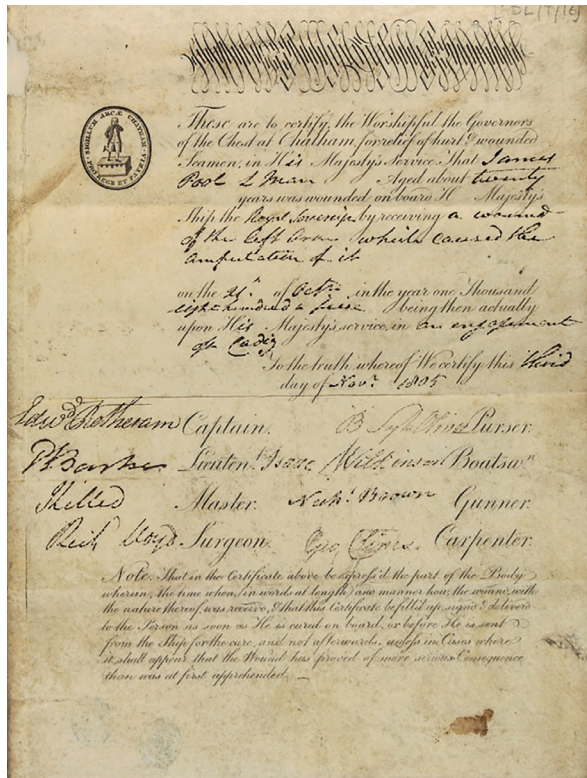
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A 'protection' issued to a dockyard worker to prevent his being pressed into the navy. As usual it includes a description of the man to prevent it being transferred to another.

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OTHER DOCUMENTS



This 'smart ticket' was issued to seaman James Pool who was suffering from wounds after Trafalgar.

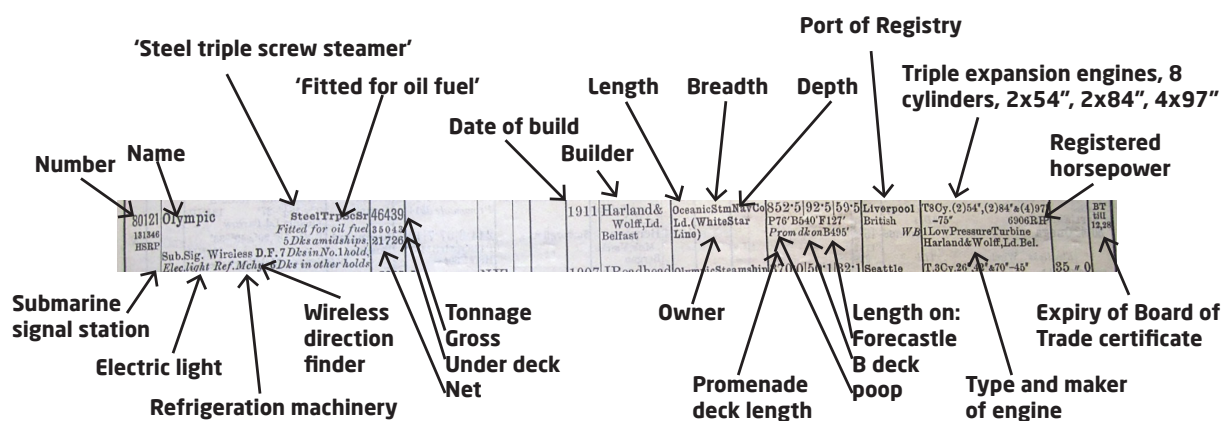
ADL/T/16 © National Maritime Museum, Greenwich, London

Strictly speaking the term 'merchant navy' should not be used before 1918, when it was conferred as a result of services in the First World War. Before that it was usually known as the merchant marine or the merchant service. It is naturally a much more disjointed service than the Royal Navy, consisting of hundreds of different companies.

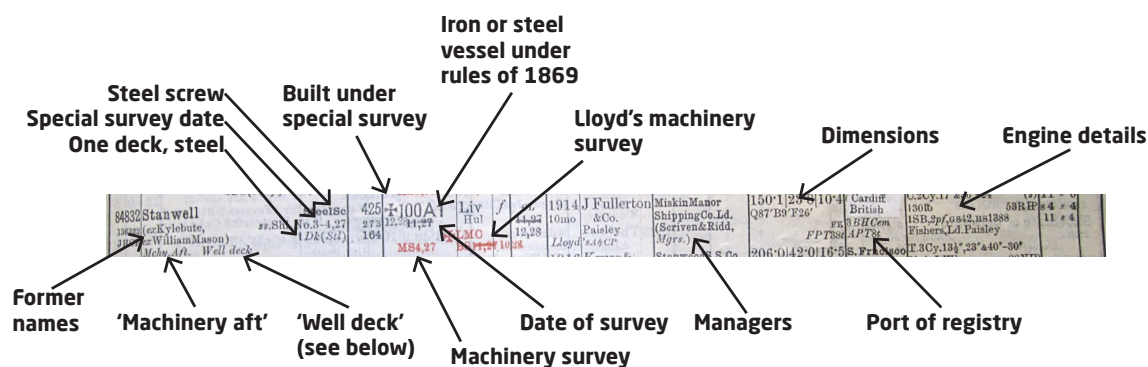
Until the middle of the 19th century merchant shipping was regulated by the Navigation Acts, which decreed that British goods should be carried in British ships. After that regulation was increasingly about safety, with major Acts of Parliament in 1854 and 1894.

Lloyd's Register has been produced since 1760 and gives details of all the ships registered with them as A1 – sound in hull and fittings.

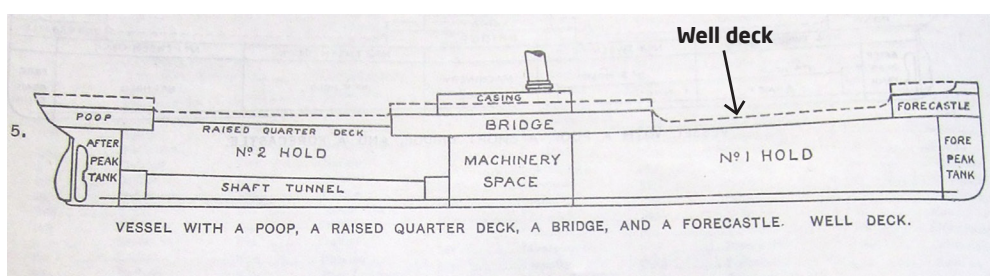
[illegible]



The details of the passenger liner *Olympic* from Lloyd's Register



The registry of a more commonplace vessel, the collier *Stanwell*



The layout of a welldecker, one of many types described in the Register

1801-1802										
326	Fortuna	Bg	Lyderston	160	Norwy	79	L. Neilson	12	Lh Nrwyl	
7	S	M. Martin	296	D.P.	Green&C	14	Ya Coast	E 1	E 1	
8	G	Cow Muller	141	For'gn	89	Capt.	10	Du Str'ts	E 1	
9	Bg	A. Nesse	226	Norwy	82	Foyne&C	12	Co Nrwyl	L 1	
330	S	W. Ram	221	Finlnd	94	Capt.	13	DuS Ubs	A 1	
1	Bg	J. Remer	100	St Jhns	Marsh&C	10	Lo Chpst.	E 1		
2	S	J. Resse	199	Swedn	P.H. Witt	13	Lo Altna	I. 1		
3	Bg	G. Rigg	234	Sndlnd	97	J. Wilson	13	NcLond.	A 1	
4	Bg	J. Roloffe	140	For'gn	Foreign	12	Lo Calais	E 1		
5	G	Schicklde	125	Stralsd	99	Foreign	11	Li Wismr	A 1	
6	Dr	J. Schultze	58	Eindn	88	Foreign	8	Lo Dant	E 1	
7	Dr	G. J. Smit	80	Hollnd	97	Foreign	8	Lo Emdn	A 1	
8	S	Stephensn	400	DP.	98	Addingt	17	Lo Riga	E 1	
9	G	Stungroft	268	Bremn	80	Foreign	11	Li Bremn	L 1	
340	S	J. Tidsman	250	Danish	80	Smith&C	14	Lo Konin	E 1	
1	Dr	H. Todd	110	Swedn	91	Foreign	11	Lo Calais	E 1	
2	G	H. Ustadt	58	Norwy	80	J. Beer	7	Lh Nrwyl	L 1	
3	Sr	J. Warner	81	Dutch	T. Bridges	9	Ya Hmbr	E 1		
4	Dr	Ziedeman	150	Crnst	99	Goodbidge	9	Lo Baltic	A 1	
5	Fortune	B	J. Barnes	201	Whitv	97	R. Askew	13	Li Jamai	A 1
6	Bg	W. Barton	102	Livrl	80	Capt.	10	Lo Limrk	E 1	
7	S	Harlerow	492	F.P.	00	Capt. & Co	16	Lo SFish.	A 1	
8	Sp	J. Lowe	52	River	80	M. Mearn	8	Lh Stktn	E 1	
9	S	M'Cichen	221	Prussia	97	Fuze&Co.	14	Lo Operto	A 1	
350	Bg	A. Martin	63	Abrdn	93	R. Gibbon	8	Lh Abdn	A 1	

1801-1802										
351	Fortune	Bg	S. Nettles	76	Scot'd	84	M'Guire	9	Co Lsbn	
2	Bg	Oliphant	143	Scot'd	96	Capt.	12	Du Ross	A 1	
3	S	J. Ramsay	283	Chestr	99	Huthens	15	Gr Jamai	A 1	
4	Bg	Ray	100	St Jhns	Burke	10	Lo Irelnd	E 2		
5	Sp	G. Ross	68	Petrhd	98	J. Skelton	9	Lo Derry	A 1	
6	Bg	J. Smith	203	Dysart	84	Fleming	14	Gr Virgin	E 1	
7	S	Snowden	296	D.P.	Humble	16	Li Baltic	E 1		
8	S	Stephenson	360	D.P.	98	Eddingt	14	Lo Riga	E 1	
9	Bg	C. Thistle	86	Wells	99	T. Herwood	9	Nc Coast	A 1	
360	Bg	Wiseman	150	Scot'd	97	Capt.	11	Lo Dublin	A 1	
1	's Increase	W. Walton	113	Arndel	50	G. Rey	11	Sd Coast	L 1	
2	Foster	Sp	T. Beatley	70	Sciby	85	P. Denton	9	Lh Lond.	E 1
3	Fountain	S	B. Baxter	317	Whitby	78	Hogg&Co.	15	Li Grnd	E 1
4	Sw	S. Beck	202	Lynn	52	Hogg&Co.	13	Ly Meml	E 1	
5	Bg	J. Gibson	129	Sndrid	00	Binkinsop	11	Sd Londn	A 1	
6	Bg	Nickersn	86	Yrmth	86	J. Warner	9	Lo Hmbr	E 2	
7	Bg	Pastell	113	Lwestff	96	Capt.	10	Ya Baltic	A 1	
8	Four Brothers	W. Borde	80	Prussia	96	Capt.	6	Lo Emdn	A 1	
9	Dr	J. Brams	50	Prussia	96	Capt.	6	Lo Amstr	A 1	
370	Sk	S. Geerts	110	Dutch	86	Bowermn	9	Lo Emdn	E 1	
1	G	R. Johnson	118	Dutch	84	De Boer	9	Lo Antw.	E 1	
2	S	M. Krutze	400	Norwy	60	N.B. Aall	15	Ph Nrwyl	L 1	
3	Sw	T. Postgate	176	NBrns	01	F. Clarke	12	Nc Lond.	E 1	
4	Dr	W. Rubin	42	Dutch	94	Foreign	5	Lo Brmn	A 1	
375	H	D. Shuil	148	Prussia	90	D. Noemas	9	Lh Riga	A 1	

A double page from the 1802 New Register Book of Shipping

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LLOYD'S LIST

LLOYD'S LIST.

No. 9021.]

LONDON, TUESDAY, FEBRUARY 7, 1843.

Subscription £2. per Annum, in London, paid in advance.
A postage of 1d. each upon Lists sent into the Country.

High Water at London Bridge to-morrow
WIND THIS DAY AT NOON NNE
Morning 8 min. past 7
Afternoon 50 min. past 7

Foreign Papers and Shipping Lists received this day.

Port Adelaide	27 June	Boulogne	6 Feb.
Manila	10 Oct.	Dunkirk	4
Singapore Papers	10 Nov.	Ostend	4
Madras	24 Dec.	Antwerp	4
Bombay	31	Ditto Papers	4
Ditto Papers	2 Jan.	Flushing	4
St. Helena	24 Dec.	Rotterdam	3
Alexandria	23 Jan.	Amsterdam	3
Smirna	19	Bremen	3
Odessa	23	Cuxhaven	4
Constantinople	17	Hamburg	3
Patras	24	Ditto Papers	3
Trieste	28	Elsinore	31 Jan.
Malta	28	Copenhagen	31
Genoa	31	Stettin	1 Feb.
Valencia	25	Memel	29 Jan.
Paris Paper	5 Feb.		

LONDON, February 6.—Entered Inwards.

TRINIDAD DE CUBA	Alice Brown	Palmer	B 172 KD	Herring
ST. JOHN, N.B.	St. Martin's	Vaughan	B 572 Coml D	Ryan
LIMERICK	Juliet	Spence	B 178 Union Tr	Ogilby
WATERFORD	Alexander	Nicholls	B 177 Pen Wf	Brenan
	Liverpool	Stagg	B 115 CSWf	Williams

February 7.

MAURITIUS	Mary Stuart	Bloom	B—KD	Cookes
	Nautilus	Thomas	B—LD	Cannon
JAMAICA	Ida	Passmore	B—WID	Smith
ST. MARY'S, Gambia	Africanus	Isemonger	B—LD	Norman
ST. MICHAEL'S	Torch	Clark	B—Nich. Wf	Adam
TERCEIRA	Comet	Bell	B—Fresh Wf	Morice
	Sultan	Barrow	B—Fresh Wf	Rogers
ODESSA	Hope	Guthrie	B—LD	Hodgson
KERTCH	Chamcock	Pong	B—Coming up	Ogilby
HARLINGEN	Monarch	Manning	B—Brewers Qy	Schenk

Entered Outwards, February 6.

SYDNEY, N.S.W.	Cleveland	Morley	B 385 LD	Marshall
MADRAS	Ann	Price	B 665 EID	Lawson
MAURITIUS	Lady Emma	Wilkinson	Entd. 2 Dec. Buckland, Master	
RIO JANEIRO	Urania	Stratford	B 173 LD	Leach
BERBICE	Cameron	Young	B 255 WID	Alves
TRINIDAD	Leguan	Brown	B 349 WID	Alves
JAMAICA	Ocean	Foreman		
CAPE COAST CASTLE	Osborne	Stanfield	B 197—	Hutton
ALEXANDRIA	Rachel	Hamon	B 186 KD	Griffiths
CONSTANTINOPLE	City of the Sultan	Baker	B 216 LD	Wilkin
GIBALTAR & Barcelona	Mary	Lancaster	B 68—	Edwards
DUNKIRK	Pers-e-verance	Arnold	B 70 Hdn	Carey
STETTIN	Ayton	Poad	B 132 WID	Castendiecks

Cleared Outwards, February 6.

WELLINGTON, Nelson, &c. Tyne	Robertson	B 427 LD	Marshall	
MACAO, Whampoa, &c. Zenobia	Beckman	S 391 WID	Lindsay	
ALEXANDRIA	Unique	Clark	B 156 KD	Jackson
MOBILE	Hercules	Postill	B 857	Ryan
ST. JOHN, N.B.	Elizabeth	Simson	B 418	Page
SIERRA LEONE	Vibilia	Burton	B 369	Lachlan

IN BALLAST.

GRAVESEND	arrived from	6 Venezuela (s)	Hambro
7 Mary Stuart, Bloom	Mauritius		
Nautilus, Thomas	d°		
Ida, Passmore	Jamaica		
Africanus, Isemonger	Gambia		
Torch, Clark	St. Michael's		
Comet, Bell	Terceira		
Sultan, Barrow	d°		
Chamcock, Pong	Kertch		
Hope, Guthrie	Odessa		
Monarch, Manning	Harlingen		
Columbine (s)	Rotterdam		

1

2

GRAVESEND	sailed for	6 Fanny, Andrew	Sydney
Thos. Rickinson, Newby	Mauritius		
SHEERNES	arrived from	6 Wellington, Brown	Odessa
with loss of main-mast—and			
proceeded to Standgate Creek			
Off the NORTH FORELAND	arr. fr.	6 Shannon (s)	Dublin
Venus			Shields
for Weymouth—with loss of			
top-sail, and other damage			

RAMSGATE	3	arrived from
6 Shamrock, Murray	Youghal	
Nautilus, Groombridge	Sunderland	
for Bordeaux—with bows stove,		
having been in contact		
6 Manhattan, Wetherall	New York	
Ellen, Mauger	Terceira	
Foske Helene, Post	Genoa	
Teeg, Gousward	Lisbon	
Edward, Brandhoff	Rochefort	
Wm. Hambley, Stafford	Guernsey	

DEAL	arrived from the River & sailed for
4 & 5. James Orr, Martin	Venice
Susan, Collings	St. Michael's
6 John Brown, Thornhill	Bcmby
Brunette, Couzens	Ceylon
Ione, Moffatt	Mauritius
Imperador, Silly	Rio Janeiro
Thyatira, Ramsey	Demerara
Crusader, Martin	Barbadoes
Osbert, Dalrymple	Dominica
Enchantress, Bissett	Nassau
Mozambique, Betts	St. John, N.B.
Perthshire, Risk	d°
Sir Walter Scott, Wright	d°
Vulture, Gilbert	Newfoundland
Jane, Lee	Gambia
Lightning, LeSeuer	Malta
Rapid, Mathias	d°
Emilia, Gorordo	Cadiz
Anne, Dryborough	Oporto
Wind—6, a.m. NNW, moderate,	
p.m. NNE, fresh	

DOVER	arrived from
6 Charleston, Cattermole	Havana
for Bremen	
Off DOVER	arrived from
6 Hersey, Easterby	China
Mars, Roper	Calcutta
and supplied with an anchor	
Mary Taylor, Virtu	Demerara
Waban, Bartlett	New York
for Hambro	
Maid of Mona, Punchard	Amsterdam
for Constantinople	

RYE	arrived from
5 Brisk, Gregory	Hambro
NEWHAVEN	sailed for
5 Elida, Jewell	Cadiz

PORTSMOUTH	arrived from
6 Anne Milne, Thoms	London
for Bombay	
Toronto, Griswold	d°
and sailed for New York	

6 Caroline, Beck	Rio Janeiro
Michael, Christopher	Trinidad
Maria & Louisa, Raupack	LaGuayra
H.M. Str. Gorgon	d°
Julie Marie, Bartels	Constantinople
Pestonjee Bomanjee (tpt.)	Corfu
Rosanna, Watson	Marseilles
Alert, Duff	d°
Louise, Geelts	St. Ubes
Boykett, Reed	Bordeaux
Native, White	Limerick
Marwood, Stott	Liverpool

COWES	sailed for
6 Maryland, Smith	New Orleans
Chenango, Snow	St. Ubes
YARMOUTH (I. of W.)	arrived from
6 Patty, Loudon	Newcastle
for Charente	

5 John Souchay, Williams	Liverpool
--------------------------	-----------

PORTLAND ROADS	sailed for
5 Elizabeth, M'Laren	Barcelona

DARTMOUTH	4	sailed for
6 Helena, Tiedeman	Port-au-Prince	
Idosbeten, Lind	Marseilles	
Friedrick, Beck	Bordeaux	
Concord, Reeves	Gloster	
PLYMOUTH	arrived from	
5 Tiger (s)	London	
for Cork		
Royal William (s)	Dublin	
Duke of Cambridge (s)	Cork	
Severn (s)	d°	
all for London		

FALMOUTH	arrived from
5 Iberia (s) Wilson	Southampton
for Vigo, &c.	

5 Zenith, Jamie	sailed for
Caroline, Deane	Senegal
Superb, Mann	Jamaica
Catherine Elizabeth, Merritt	Trinidad

Snelheid, Klamp	St. Vincent's
Messenger, M'Kandy	Surinam
Royal William, Miller	New Orleans
Stad Barth, Suhr	Constantinople
Cts. of Durham, Richardson	Ancona
Diadem, Iron	Genoa
Earl Grey, Fish	Naples
Watermillcock, Corner	Cette
Poniatowski, Peneare	d°
Belen y Luisa, Guibeloando	Alicant
Protheroe, Rolfe	Seville
Vicen, Austin	Bordeaux
Duke of Cornwall (s)	Dublin
6 Industrie, Saville	Monte Video
Wind—6, NNE, fresh breezes	

GUERNSEY	arrived from
31 Union, Moore	Cette

JERSEY	arrived from
31 Tiphys, Vincent	Messina

BRISTOL	sailed for
6 Lucy, Cherry	Antigua
Fanny, Robe	Barbadoes
Albion, Hicks	Mobile
Lady Mansell	St. Michael's

MILFORD	sailed for
5 Earl of Zetland, Watson	Antwerp
Sidney, M'Kinley	London

STUDWELL ROADS	sailed for
5 The outward-bound	

HOLYHEAD	arrived from
6 Patriot, Polack	Liverpool

for Antwerp	
Charles, Rickman	d°
for Holstein	

LIVERPOOL	sailed for
6 Denison, Ryrie	Antigua
Medford, Wilber	New Orleans
Nonantum, King	d°
Oswego, Wood	d°
Sharon, Purenton	d°
Clara, Penhallow	Mobile
Albion, Moran	Savannah
Merchant, Jordan	d°
Columbo, Eldridge	d°
Grace Brown, Myers	Baltimore
Eli Whitney, Harding	Boston
Sanders, Bulley	Constantinople
Jane, Carwithen	Malta
Annie, Potter	Gibraltar

Wind—6, NNE, moderate	
-----------------------	--

WHITEHAVEN	sailed for
5 Lady Shaw Stewart, Wise	Antigua

CLYDE	sailed for
3 Calypso, Brown	Trinidad
Packet, Burns	d°
Essequibo, Mercer	d°
Caroline, Crawford	Mobile

Lloyd's List was published weekly from 1734. Later published daily, it has now passed 60,000 editions and is one of the oldest newspapers in the world. It gives details of shipping movements, as well as general shipping news.

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Vessels on Shore.
Three Sisters, Johnson; Tarter, Forrester; Savanna Le Mar, Jenkins; Ether, Robinson, and dismasted; Jett, Gibson; Two Brothers, O'Brien, and dismasted; Fox, Jones; Sally, Green; Sophia, Hartwell; Fox, Lowrie; Providence, Jones; Three Friends, Watt; Grand Folie, Le Feux; Success, Bontin; Two Friends, Lowring; St. Croix Packet, Campbell, and dismasted; Craighorn, Kingdon; Ledman and Juno, Smith.

Vessels dismasted.
Flora Man of War; Thiney Packet, Wolf; Maria, Jones; Martha, Boyle; Garnet, Harbour; Two Brothers, Brathwait; Nancy, Waddington; Dragon, Stonehouse; Betty, Little; Fort Augusta, Williams; and Durand, Marchant: Two Vessels unknown, said to be dashed to pieces on the Rocks near Fort Small, and most of the People perished. The Portland Planter, Hawes, is dashed to pieces at the Mouth of P. L. Garden River.

The Lively, Brine, arrived in the Creek from Leghorn, spoke the *Coming Polly*, Gill, from London for Philadelphia, in Lat. 40. 32. Lon. 15, all well.

GRAVESEND — arrived from
4 Nesbitt, McAllister Granada
Constant Trader, Wright Rotterdam
K. George, Dixon Rotterdam
Hope & Anker, Holt Norway
Gerret Wynolds, Folken

Friesland
De Santerretta, Silver Lisbon
Two Brothers, Fendon Harling
Britannia, Standbank Dunkirk
Hertiginnan, Hilman Sweden
5 Neptune, Johnson Ostend
Loyal Jane, Halfpight Dunkirk
Gottenburg, Anderlon

Gottenburg
16 Union, Sharley Amsterdam
Beckford, Calver Naples
Friendship, Milford Virginia
Thames, Linder Hamburg
7 Manifest, Gardner Memel
Antelope, Winter ditto
Charlotte, Giddy Rotterdam
Young Peter, Defreeze Embden

Sailed for
5 Newport Merch. Martin Dunkirk
HULL — arrived from
Hambro' Merchant, Atkinson

Sailed for
3 Friendship, Tewal Koningburg
Friendship, Anker Amsterdam

WHITBY — arrived from
2 Albion, Willis Memel
Whitby Pgt. Atkinson Norway
Esley, Tesdal Dantzick

Sailed for
Eagle, Allison Memel
St. Mary's Planter, Sorey London

OF WHITBY — arrived from
Friendship, Farndle Archangel
Christopher, Fotherly ditto

BRISTOL — arrived from
Pitt, Stevenson Petersburg
Gratis, Berg Norway

LEVERPOOL — arrived from
Olive Branch, Cuthbertson Petersburg
Antigallican, Parkes Churcheon
Off Humber — arrived from
Fame, Vasey Archangel
FALMOUTH — arrived from
Commodore, Hood Dunkirk
PLYMOUTH — arrived from
5 Young Handler, Gereets Curacao

Two Brothers, Silbot Dram
Ellen Chritiana, Nals ditto
Druid M. W. a Cruise
St. Dominico, Petrina Zant
Friendship, Gover Dublia

DAKTMOUTH — arrived from
4 Elizabeth, Smal Bourdeaux
COWES — arrived from
6 Love, Benn East Florida

PORTSMOUTH — arrived from
6 Friendship, Fleck Petersburg
Longfound, Longfound
Fredrick Cutter, Straker Dover
Jonge Vow Maria, De Bruin

Bellifarius, Mayor Mulquito Shore
Friendship, Lawton Ancona
Wind East

DOWNES — arrived from
None Sailed for
6 Assistance, Welsh Jamaica

Remain for
7 John and Jane, Atkinson Memel

WINDS at D E A L
5 ESE 6 NE by E 7 ENE

CLYDE — arrived from
23 Matty, Hunter London
25 Bonny, Freebairn Belfast

27 Jenny, Gray Londonderry
Lady Charlotte, Marcer Memel
Satisfaction, Burr Jamaica
Jenny, Muir ditto

Sailed for
22 Nicholas & Ann, Falkenberg Norway
23 Peggy, M'Robb Londonderry

24 Betty, Smith ditto
25 Young Wallace, — N. Carolina
Jamaica, Crawford Rotterdam
27 Nancy, Stevenson Zetland
Jeanie, M'Gill Virginia

28 Bell, Cathcart N. foudland
Nancy, Young ditto
Swallow, Robertson Halifax

LEITH — arrived from
Deepbay Planter, Houzel Archangel
Spring, Gronvil Petersburg
With Damage

Irish & Foreign Ports
BELFAST — arrived from
Yarmouth, Swinburn Omega

OMEGA — arrived from
North Star, Finlay London

PETERSBURG — arrived from
Nottingham, Holland Hull
St. SEBASTIAN — arrived from
Good-Intent, Goodfire London

ELLSWORE — arrived from
22 Sept. Concord, Chester Hull
Jane & Mary, Ramer Narva
Scotts Tarvet, Chiene Memel
—, Adix ditto
Sally, Hume ditto
Sally, Major ditto
Hope, Steele ditto
Chritiana, Byres ditto
Mary, Wright Dundee
Catharine & Peggy, Steward Dantzick

Betty, Orway ditto
Maria, Crowden ditto
Endeavour, Richardson ditto
Europa, Joap ditto
Juno, Womes ditto

—, Gardner Portsmouth
Nelly, Webber Monrovia
Belmouth Castle, Stobby Perth
Lively, Wilkinsoa Whiby ditto
Fortitude, King Dublin

—, Zadrak Borothonnefs
Margaret, Stonehouse Grangemouth
Nancy, Bonner Kinkardy
Molly, Miller ditto
Jane & Janet, Miller ditto
Happy Return, Inglis Koningburg

John, Rawfon Shields
Friendship, Thompson Pillaw
Industry, Syme Dantzick
Mary & Michael, Pendleton Memel

23 Isabella, Mirtill Leith
Eliza, Samfon ditto
Ann, Kidd ditto
John & Thomas, Hugh Kinkardy ditto
Venus, Ramfay ditto
Lord Mulgrave, Easterby Plymouth

Peggy & Eliz. Izat Pillaw
Ahol, Cable Koningburg
Hercules, Gregg Dundee
William & Christian, Lyl ditto
Maria, Henry Borothonnefs

Peggy, Ormond ditto
John & Cath. Dingwall ditto
Kingdon, Martin Hull
Mailboom, Lazenby ditto
Diana, Scott ditto

—, Nordstrom ditto
Two Friends, Ramford Dunbar
Robert & Eliz. Forster ditto
John & Amity, Rawfon London

John & Aire ditto
Hope, Aire ditto
Profect, Lawfon ditto
Hardwick, Thompson ditto
—, Schwell ditto

Union, Thompson ditto
Minerva, Jubb ditto
Betsey, Reeve ditto
Eagle, Smith ditto
Hannah, Ayrfon ditto

Thamer, Roberts Newcastle
Sally, Hodges Memel
William, Willis Kirkaldy
Good-Intent, Peterson Zerickzee

Queen, Jebb Leverpool
Queen, Jee Ely
Jenny, Thompson Dover
Elizabeth, Fity Londonderry

—, Damitz Bristol
Betsey, Walker Shields
Prudent, Oxley Hull
Nicolas and Jane, Calloway Hull

Otterburn, Stamp Leverpool
Mercey, Bird ditto

Robert and Margaret, Brown
John, Jamefon Dublin
Aurora, Dixon ditto
Commerce, Strong Petersburg
Peggy, Swa ditto
Elizabeth, Walton Maryport
Adventure, Thompson Leith
Anna Concordia, Cloudion ditto
Adventure, Lundon ditto
Friendship, Smit Scarborough
Friends, Jones Lancaster
Vine, Harding Dantzick
William and James, Sands

Harry, Watson Leith
—, Pool ditto
—, Raich Borothonnefs
—, Green ditto

26 Diana, Sebastian ditto
Peggy, Evans Leith
Liberty, Black Petersburg
Fortune, Bogg ditto
Tea, Clarize ditto
Minerva, Maxwell ditto
Friendship, Spink ditto
—, Dedrick Arbroath
Catharine, Wickerman ditto
Experiment, Gibbon Memel

27 William, Miller Fredericksh
Sally, Crafs Petersburg
Firm, Bone ditto
Triton, Plasket ditto
John, Hearn Memel
Loyalty, Jackson ditto
Wolffington, Gray ditto
Content, Charter ditto
—, Gardner ditto
Patience, Finlay ditto
Welcome, Cowham ditto
Friends, Gibbon Dantzick
Elizabeth, Henderson Leith

28 Changeable, Barker Men
Brilliant, Watkins ditto
Two Brothers, Challen ditto
Sisters Gowland London
Liberty, Beck ditto
Fancy, Forster ditto
Advice, Broderick Petersburg
Speedwell, Machan ditto
K. Gustaf, Swainston Liverpool
Happy Janet, Banks Dunbar

HAVRE DE GRACE — arrived from
Isabella, Coffin Tensiffe

JAMAICA — arrived from
Harriot & Louisa, Hayman London

NEWFOUNDLAND — arrived from
Polly, Bloomfield Pool
Hope, Bloomfield ditto
Hannah & Susan, Goodrich Dantzick

Good-Intent, Cole Port Rofeway
Island of St. John's — arrived from
Mediator, Adey London & Pool
On the Coast of LABRADOR and
discharged — arrived from

Regulator, Benett London
Charlotte, Blackstone ditto
Mary, Athwick ditto
Providence, Clark Dantzick
Sally, Smith ditto
Hunter, Hine Leith

St. LUCIA — arrived from
Cavendish, Thornborough Lancaster

CHARLESTON — arrived from
Charleitos, Hail Leverpool

CERTIFICATES OF REGISTRY

British ships had to be registered by a customs officer at a particular port, initially to conform with the Navigation Acts. They usually bore the name of the port on the stern.

Form No. 9.

REGISTERED BY
H. M. CUSTOMS
WITH THE CONSENT
OF THE
BOARD OF TRADE

CERTIFICATE OF BRITISH REGISTRY.
PARTICULARS OF SHIP.

Official Number	Name of Ship	No., Date, and Port of Registry	No., Date, and Port of previous Registry (if any)				
110967	Hibernia	27-1899					
Whether British or Foreign built	Whether a sailing or steam ship, and if a steam ship how propelled	Where built	When built	Name and Address of Builders			
British	Steam	Wood Kent	1899	Wood Kent			
Number of Decks...	Length from forepart of stem, under the bowsprit, to the aft side of the head of the stern post ...	FEET	INCHES				
Number of Masts ...	Length at quarter of depth from top of weather deck at side amidships to bottom of keel ...						
Rigged ...	Main breadth to outside of plank ...						
Stern ...	Depth in hold from tonnage deck to ceiling at amidships ...						
Build ...	Depth in hold from upper deck to ceiling at amidships, in the case of three decks and upwards ...						
Galleries ...	Depth from top of beam amidships to top of keel ...						
Head ...	Depth from top of deck at side amidships to bottom of keel ...						
Framework and description of vessel ...	Round of beam ...						
Number of Bulkheads ...	Length of engine room (if any) ...						
Number of water ballast tanks and their capacity in tons ...							
PARTICULARS OF DISPLACEMENT.							
Total to quarter the depth from weather deck at side amidships to bottom of keel ... tons							
PARTICULARS OF ENGINES (if any).							
No. of Engines	Description	Whether British or Foreign made	When made	Name and Address of Makers	No. of and Diameter of Cylinders	Length of Stroke	No. of Revs. per Hour
	Engines						
	Boilers						
PARTICULARS OF TONNAGE.					DEDUCTION ALLOWED.		
GROSS TONNAGE.					No. of Tons		
Under Tonnage Deck ...					On account of space required for propelling power ...		
Closed-in spaces above the Tonnage Deck (if any) ...					On account of spaces occupied by Steam or Apparatus, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew ...		
Space or spaces between Decks ...					These spaces are the following, viz.:-		
Poop ...					Five cancel		
Forecastle ...					5.40		
Round House ...							
Other closed-in spaces, if any, as follows:-							
Excess Ballast ...							
Spaces for Machinery and Light and Air, under sec. 78 (2) of the Merchant Shipping Act, 1894, if required.					Deductions under sec. 78 of the Merchant Shipping Act, 1894, as follows:-		
Gross Tonnage ...					Cubic Metres		
Deductions, as per contra ...					5.20		
Registered Tonnage ...					Total ...		
I, the undersigned Registrar of Shipping at the Port of ... hereby certify that the Ship, the Description of which is prefixed to this my Certificate, has been duly surveyed, and that the above Description is true; that ... whose Certificate of Competency or Service is No. ... is the Master of the said Ship; and that the Name, Residence, and Description of the Owner, and Number of Sixty-fourth Shares held by ... are as follows:-							
Name, Residence, and Occupation of the Owner						Number of Sixty-fourth Shares	
The Wood Kent ...						at	
Dated at ... the ... Day of ...						One thousand eight hundred and ...	
						Registrar of Shipping	

NOTE—The only spaces above the Upper Deck not included in the cubical contents forming the Ship's registered tonnage are:-

This is the certificate of the Hibernia of 1899, showing details of the ship.

AML/L/1 © National Maritime Museum, Greenwich, London

LOG BOOKS

Merchant ship masters usually kept navigational log books, but their survival is a matter of chance as they were not collected centrally.

Hour	Course	Wind	Remarks
2	4	SW	Light breezes as per Log, close weather, begin to be sensible of a change of climate; at 6 PM haled down of steering sails. At 4 AM saw a large ship to the forward
4	3	SW	hauled up to get to windward, being apprehensive of the Barbary cruisers at 11 passed her about 2 miles distance; she hoisted first a french Jack at the Mizzen peak
6	3	SW	but when we showed our Ensign; they hoisted a French Ensign at the Staff. Along NW shells
8	3	SW	
10	3	SW	
12	2	SW	
2	3	SW	
4	3	SW	
6	3	SW	
8	3	SW	
10	3	SW	
12	2	SW	

On board the Duke of Argyle from Liverpool
 Wednesday. 13th September 1750
 Course $3^{\circ} 8' N$
 Distance --- 75
 Diff Lat. --- 74
 Departure --- 10
 Mer. Dist. --- 281
 At Suns setting {

Len. Dist. --- 39-15	
Suns Dec --- 29	
Lat. $38^{\circ} 46'$	
Diff Long. --- 13	
Longitude --- $17^{\circ} 43'$	
Magnetical Ampl. $12^{\circ} W$	Variation $12^{\circ} W$
True Amplitude none	

Friday 14th September
 Very fine weather, light breezes as per Log, & towards noon pretty fresh, smooth water. This morning haled

This log book was kept by John Newton, then a slave ship captain and later a leading campaigner for the abolition of slavery, off the coast of Africa in 1750.

© National Maritime Museum, Greenwich, London

The 'Official' log book was decreed by law and had to be produced for the Board of Trade. It was more concerned with the welfare of the crew than with navigation.

63557 Cutty Sark

REGISTERED BY THE BOARD OF TRADE, MAY 1867, IN PURSUANCE OF 17 & 18 VICT. C. 104.

(O) **OFFICIAL LOG BOOK. No. 4.**

FOR
EITHER FOREIGN-GOING OR HOME TRADE SHIP.

Name of Ship.	Official Number.	Port of Registry.	Registered Tonnage.	Name of Master.	No. of his Certificate (if any).
Cutty Sark 63557	London 921	George Moorhead.	16005		

Date of Commencement of the Voyage February 14th 1870.

Nature of the Voyage or Employment Opina.

Delivered to the Shipping Master of the Port of Londoo - Poplar the 18th day of October 1870.

Signed George Moorhead Shipping Master.

NOTE.—The above Entries are to be filled up by the Master, and the Log Book is to be delivered to the Shipping Master 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" and within twenty-one days after the 30th of June and the 31st of December respectively in every year in the case of a "Home Trade Ship."—See 296.

LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
1867.

In this example, the captain of the Cutty Sark records the finding of a stowaway on board and his failure to fulfil his promise to work his passage.

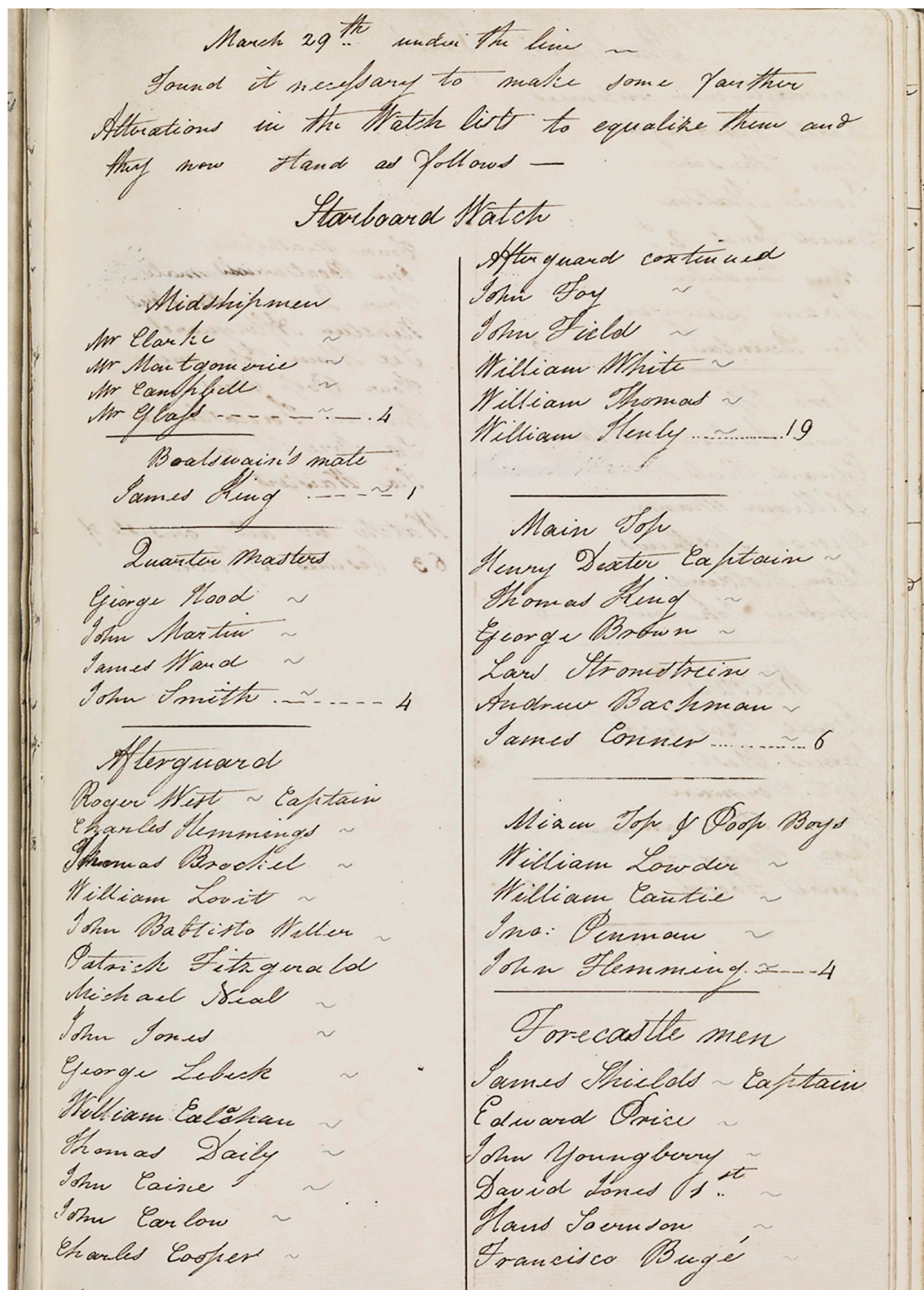
Shanghai towards London. 27

Date of the Occurrence entered, with Day and Hour.	Place of the Occurrence, or Situation by Latitude and Longitude at Sea.	Entries required by Act of Parliament.	Amount of any Fine or Forfeiture inflicted.
			£ s. d.
August 20 th	Lat. 25.22 N Long. 51.52 E	Henry King, Stowaway, who on making his appearance on Deck after the ship left Port said that he was willing to work, but it seems from his conduct, that work and him does not agree.	
<p>This morning about 5.15 a.m., the wind became strong consequently the vessel had to be hauled about to trim the sails to the wind, but in the middle of the work he went away and sat, or lay, down in some place out of the way, and upon the second officer calling him to his work, he answered, that he was not going to work any more, that he was not going to pull and haul Ropes about the Decks, he therefore knocked off accordingly, but this is not the first time that he has absented himself from his work, for he has on several occasions been found asleep when it was his watch on Deck when work was being done. Now this Man has been treated in every respect the same</p>			

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 who enter Her 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.

D 2

CREW AGREEMENTS



Crew lists are occasionally found attached to the logs of ships, like this example from the East Indiaman Bombay in 1815.
 HMN/87 © National Maritime Museum, Greenwich, London

These documents were introduced in 1835, and were basically a standardized employment contract

between a ship's master and his crew. By the middle of the 19th century these documents became more detailed and included details on the vessel, the planned voyage, amount and standards of victuals for the crew, as well as a list of all the crew members who had 'signed on' for that particular voyage. Details listed for each person included names, age, place of birth, that person's job on board the ship, the previous vessel served in, date and place of joining and leaving the ship, and details of wages.

12-1 (1st CREW LIST) NO LOG, NOT RETURNED AFTER 7 YEARS. IF NO DEATH, INTERVENTION, or Alteration in this Agreement will be void unless attested by some Superintendent of a Mercantile Marine Office, Officer of Customs, Consul, or Vice-Consul, to be made with the consent of the persons interested.

Eng. 1. **AGREEMENT AND ACCOUNT OF CREW.** 37
FOREIGN-GOING SHIP.

ISSUED BY THE BOARD OF TRADE, Dec. 1889, In pursuance of the Mercantile Marine Acts, 1855 to 1880.

17 JUN 92

NAME OF SHIP. *Bromdale* Official No. *9856* Port of Registry. *Merdeen* Port No. and Date of Register. *10 1891* Registered Tonnage. Gross. *1902* Net. *1849* Nominal Horse Power of Engines (if any).

REGISTERED MANAGING OWNER. Name. *Donaldson Bros & Co* Address. *Merdeen* (State No. of House, Street, and Town.) No. of Seamen for whom accommodation is certified (30 & 31 Vic. c. 124.) FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 18.

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar or other antiscorbutics in any case required by 20th and 31st Vic., c. 124, s. 4.

	Bread lb.	Beef lb.	Pork lb.	Tinned Meats lb.	Soup and Bouilli pint.	Pres- erved Fruit lb.	Com- pressed or Pre- served Veget- ables lb.	Flour lb.	Peas lb.	Rice lb.	Tea oz.	Coffee oz.	Sugar lb.	Alcohol oz.	Water etc.
Sunday ...	12	14						12	13	14	1/2				3
Monday ...	12	14						12	13	14	1/2				3
Tuesday ...	12	14						12	13	14	1/2				3
Wednesday ...	12	14						12	13	14	1/2				3
Thursday ...	12	14						12	13	14	1/2				3
Friday ...	12	14						12	13	14	1/2				3
Saturday ...	12	14						12	13	14	1/2				3

Note.—In any case an equal quantity of Fresh Meat or Fresh Vegetables may, at the option of the Master, be served out in lieu of the Salted or Tinned Meats or Preserved or Compressed Vegetables named in the above scale.

SUBSTITUTES
AT THE MASTER'S OPTION. NO SPIRITS ALLOWED.

The several Persons whose names are hereto subscribed, and whose descriptions are contained on the other side or sides, and of whom 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 *Sydney N.S.W.* to *60 degrees North and 60 degrees South Latitude*, and from as may be required until the ship returns to a final port of discharge in the United Kingdom.

Probable period of engagement *2 years*

from 1st 4 inclusive

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 above Scale. 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 if any Person enters himself as qualified for a duty which he proves incompetent to perform, his Wages shall be reduced in proportion to his incompetency: And it is also agreed, That the Regulations authorized by the Board of Trade, which are printed herein and numbered 1 to 4, 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 the Seamen shall receive the advances of wages entered herein against their names: And it is also agreed, That

The said Master shall be entitled to deduct from the wages of the said Crew respectively the following amounts, viz.:—for not joining at the time specified in Column 10, two days' pay, or any expenses which have been properly incurred in hiring a substitute—and for absence from the Ship at any time without leave, a sum not exceeding two weeks' pay: and it is hereby mutually agreed, that any dispute arising on the subject of these deductions shall be settled by the Superintendent of a Mercantile Marine Office, Consular Officer, or Shipping Master abroad, and that his decision shall be final.

Should any of the crew fail to be on board sober at the time stated in this agreement, substitutes may be engaged at once.

In Witness whereof the said Parties have subscribed their Names on the other Side or Sides hereof on the days against their respective Signatures mentioned.

Signed by *James H. Andrew* Master,
on the *24th* day of *June* 1891.

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 Account of Crew, &c.
<i>26/6/91</i>	<i>Glasgow</i>	<i>1892</i>	<i>London</i>	<i>1.6.92</i>	<i>James H. Andrew</i>

1 Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that cannot be done, the general nature and probable length of the Voyage is to be stated.
2 Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the last page hereof, which the parties agree to adopt.
3 Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.

This Form must not be unaltered. 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 whom signatures are provided on the Form, an additional Form Eng. 1 should be obtained and used.

7600-12-90

Sixteen Pages.

PARTICULARS OF ENGAGEMENT.

Name of

Reference No.	SIGNATURES OF CREW.	Year of birth.	Town or County where born.	If in the Reserve, No. of Commission or R. V. 2.	Ship in which he last served, and Year of Discharge therefrom.		Date and Place of signing this Agreement.		In what capacity engaged, and if Master, Mate, or Engineer, No. of Certificate.	Time of discharge, or on board.
					Year.	State Name and Official No. or Port she belonged to.	Date.	Place.		
1	<i>E. H. Andrew</i>	30	Penzance		'91	Derwent	24 June	G'gow	Master	
2	<i>William Barrow</i>	43	Adeen			Cof Delhi	24		o.c. 04549	
3	<i>Henry Charles Hamand</i>	22	Devon			East Lothian	24		nl. 023959	
4	<i>William Hunter</i>	20	Dundee			Maulesden	24		2nd do	
5	<i>Matthew Knowles</i>	34	Partick		'84	Cof Florence	24		3rd do	
6	<i>Thomas Colton</i>	23	Penzance			First ship	24		Capt'n	
7	<i>John Frew</i>	36	Saltcoats		'91	Ruthwell	24		Sails	
8	<i>James Saltbath</i>	28	Belfast			Alcester	24		Cook	
9	<i>John McDonald</i>	29	Str'way			Coxon	24		np Bosn	
10	<i>John Matheson</i>	36	Skyl			Kingdom of Sweden	24		np AB	
11	<i>Rod McRae</i>	42	Shropshire			Garnet Hill	24		np AB	
12	<i>Wm. T. Currie</i>	33	Fleetwood			Amarynthia	24		np AB	
13	<i>John Paterson</i>	20	Peterhead			Netherby	24		np AB	
14	<i>Jas D. Steven</i>	24	Lanark			Empire	24		np AB	
15	<i>George J. Laing</i>	20	Adeen			Damascus	24		np AB	
16	<i>P. W. L. Lorne</i>	21	Harris			Napavina	24		np AB	
17	<i>Jas. Murray</i>	22	Montrose			Hibernia	24		np AB	
18	<i>Robert Fiddes</i>	19	Govan			Mt Carmel	24		AB	
19	<i>Jas. Brown</i>	39	G'gow			Scottish Knight	24		np AB	
20	<i>William Thomson</i>	19	do			Primah	24		np AB	

* If any Member of the Crew enters Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Cause of leaving."

* Engineers not employed on the Propelling Engines and Boilers

Ship _____

$$\begin{array}{r} 286373 \frac{16}{3} \\ 19.86400.92 \end{array} \quad \begin{array}{r} 288001 \frac{16}{3} \\ 263 \\ 392 \end{array}$$

PARTICULARS OF DISCHARGE, &c., To be filled in by the Master upon the Discharge, Death or Desertion of any Member of his Crew.					RELEASE (Date M).		Reference No.			
Amount of Wages per Week or Calendar Month.	Advances made in the United Kingdom of not more than One Month's Wages, conditional on going to Sea.	Other Advances, not being conditional on the Seaman's going to Sea from the United Kingdom.	Amount of Weekly or Monthly Allowment.	Signature or Initials of Official before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge.				
11	12	13	14	15	Date. 16	Place. 17	Cause. 18	19	20	21
					16/92	London	Dischd	27/92	H. Andrew	209
8 10.	4 5.		4 5.					2077	William Barran	2
6 .					31/12/91				Henry Charles Hamand	3
3 15.	1 14 6				1/6/92	London	Dischd	2 14.	William Hunter	49
6 .	6 .		3 .					19 86	Kratt. Knowles	82
4 .	4 .							28 10 11	Thomas Colton	90
5 .	5 .		2 10.		2/4/92	Sydney	Dischd	1 18.	John Frew	94
4	4 .				1/6/92	London	Dischd	24 68	James Searwith	85
4	4 .		2 .		16.1.92	Sydney	Deserted	see O.L. p 18.		9
3 10	3 10.				1/6/92	London	Dischd	26 156	Geo. Harrison	10
3 10	3 10.				11/1/92	Sydney	Deserted	see O.L. p 18.		11
3 10	3 10.				2/4/92	Sydney	Failed 15 June			12
3 10	3 10.				1/6/92	London	Dischd	26 611	John Paterson	95
3 10	3 10.				1/6/92	Sydney	Dischd	26 611	John Paterson	9
3 10	3 10.				1/6/92	London	Dischd	24 15 10	George J. Lacey	15
3 10	3 10.				2/4/92	Sydney	Failed 15 June			16
3 10	3 10.				1/6/92	London	Dischd	25 13 10	Geo. Murray	17
3 10	3 10.							26 54	Robt. Phillips	18
1.	3 10.	20 be dischd at Sydney			1/6/92	Sydney	Dischd	26 611	John Paterson	19
1.	3 10.	80 80							W. Thompson	20

should be described as Engine Drivers here and in Dis. 1.
the Ship, thus, "H.M.S. Revenge;" and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

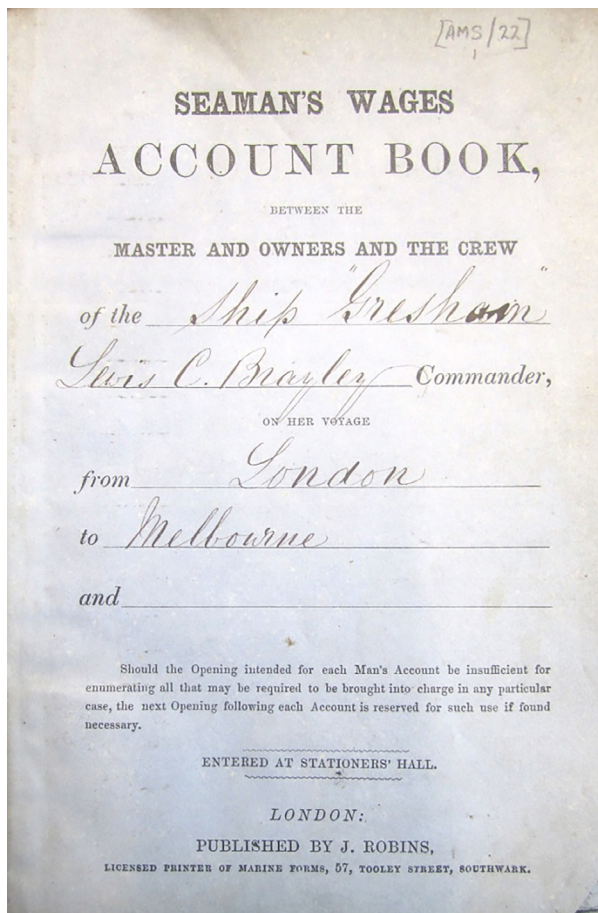
(25252)

Sixteen pages.

This crew agreement is from the Cromdale in 1902, and gives some information on the intended voyage as well as the crew.
AML/S/6/1 © National Maritime Museum, Greenwich, London

ACCOUNTS

Account books were usually kept by the pursers of ships, or by the captain if no purser was appointed. Often they used printed books supplied by chandlers, as in this example. Again, their survival is largely a matter of chance.



The image shows a page from the account book, numbered "65" in the top left corner. The title "David Eagle in Account with the" is written in cursive at the top right. The page is a ledger with columns for "DATE.", "DEBTOR.", and currency in pounds (£), shillings (s.), and pence (d.).

DATE.	DEBTOR.	£	s.	d.
	To Advance	2	10	
	" Payments under Allotment Note			
	@ £ each			
	" Shipping Officer's Fees on Engagement		1	
	" Ditto ditto on Discharge		2	2
	" Fines and Forfeitures	2	10	
	Supplies made during the Voyage, viz.:			
Nov 10/72	Cash in Chittagong 4 2/3		9	
Dec 2/72	Cash in Cochin 15 1/4 2/2	1	13	1/2
	Cash in Chittagong 9 2/3	1		3
	Tobacco 1 2/6 4 2/3		14	6
	Soap 2 1/1		1	1
Apr 5	Cash in Mauritius 12 2/4	2	12	
	do Bumbard 1 68 2/4/4		7	4
	" Total deductions (above) sum	12		4
	" Cash on Discharge, (equal to one-fourth Balance per Contra.)			
	" Total Cash (being residue, paid before Shipping Master.)			

The page ends with a large "£" symbol in the bottom right corner.

AMS/22 © National Maritime Museum, Greenwich, London

INDENTURES

Apprentices were theoretically exempt from the press gang, so apprenticeships were quite common in those days. By the late 19th century, an apprentice was usually learning to be a ship's officer rather than an ordinary seaman.

(I) ORDINARY APPRENTICE'S INDENTURE.

This Indenture, made the Ninth day of December, 1883, between Joseph Stafford Dare aged 15 years, a native of Leicester, in the county of Leicestershire, of the first part, Thomas Challcross & Higham of Leicester, in the county of Leicestershire, of the second part, and Wm Evans of Leicester, in the county of Leicestershire, of the third part, WITNESSETH, That the said Joseph Stafford Dare hereby voluntarily binds himself Apprentice unto the said Thomas Challcross & Higham, his Executors, Administrators, and Assigns, for the term of four years from the date hereof; And the said Apprentice hereby covenants that, during such time, the said Apprentice will faithfully serve his said Master, his Executors, Administrators, and Assigns, and obey his lawful commands, and keep his and their secrets, and will, when required, give to him and them true accounts of his or their goods and money which may be committed to the charge, or come into the hands, of the said Apprentice; and will, in case the said Apprentice enters Her Majesty's Service during the said term, duly account for and pay, or cause to be paid, to his said Master, his Executors, Administrators, or Assigns, all such Wages, Prize Money, and other Moneys as may become payable to the said Apprentice for such service; and that the said Apprentice will not, during the said term, do any damage to his said Master, his Executors, Administrators, or Assigns, nor will he consent to any such damage being done by others, but will, if possible, prevent the same, and give warning thereof; and will not embezzle or waste the Goods of his Master, his Executors, Administrators, or Assigns, nor give or lend the same to others without his or their licence; nor absent himself from his or their service without leave; nor frequent Taverns or Alehouses, unless upon his or their business; nor play at Unlawful Games: IN CONSIDERATION WHEREOF, the said Master hereby covenants with the said Apprentice, that during the said term he, the said Master, his Executors, Administrators, and Assigns, will and shall use all proper means to teach the said Apprentice or cause him to be taught the business of a Seaman, and provide the said Apprentice with sufficient Meat, Drink, Lodging, Washing, Medicine, and Medical and Surgical Assistance, and pay to the said Apprentice the sum of £ 30.0.0 in manner following; (that is to say,) £2 for the first year, £3 for the second year, £5 for the third year, and £10 for the fourth year by the said Apprentice providing for himself all sea-bedding, wearing apparel, and necessaries (except such as are herein-before specially agreed to be provided by the said Master); AND IT IS HEREBY AGREED, that if, at any time during the said term, the said Master, his Executors, Administrators, or Assigns, provide any necessary apparel, or sea-bedding for the said Apprentice, he and they may deduct any sums properly expended thereon by him or them from the sums so agreed to be paid to the said Apprentice as aforesaid: And for the performance of the Agreements herein contained, each of them, the said Thomas Challcross & Higham and Wm Evans doth hereby bind himself, his Heirs, Executors, and Administrators, unto the other of them, his Executors and Administrators, in the penal sum of £ 30.0.0; and for the performance of the covenants on the part of the said Apprentice herein contained, the said Thomas Challcross & Higham, his Executors and Administrators, in the penal sum of £ 30.0.0: Provided, that notwithstanding the penal stipulations herein contained, any Justice or Justices of the Peace may exercise such jurisdiction in respect of the said Apprentice as he or they might have exercised if no such stipulations had been herein contained.

In witness whereof, the said parties have hereunto set their hands and seals, the day and year above written.

Signed, sealed, and delivered, in the presence of

Witness to the signature of Thomas Challcross & Higham
William H. Walsh
Witness to the signature of Wm Evans
W. R. Evans
of 88 London Road, Leicester
Witness to the signature of Wm Evans
Ellen Richards of 102 Market Leicester

Thomas Challcross & Higham (Master).
Joseph Stafford Dare (Apprentice).
Wm Evans (Surety).

NOTE.—This Indenture must be executed in duplicate, both copies must be taken to the Registrar General of Seamen; or if in the Outports to some Shipping Master; one copy will then be retained and recorded, and the other returned to the Master with the necessary indorsement.

Registered at the Port of London this Ninth day of December, 1883.
Signed George W. Evans

I hereby certify the within to be a true copy of the original Indenture deposited on record in this Office.

Dated this 21st day of August, 1883.

Edward Wm Evans
Registrar General.

Office fee 4/-

General Register and Record
Office of Shipping and Seamen
82 Basinghall Street, London, E.C.

ACCU 2
1883

It is to certify that the within named Joseph Stafford Dare has served the full term of his indenture on our vessel "Lureo" and has been released himself from future service and is now a free man ready to promise to be a good officer.

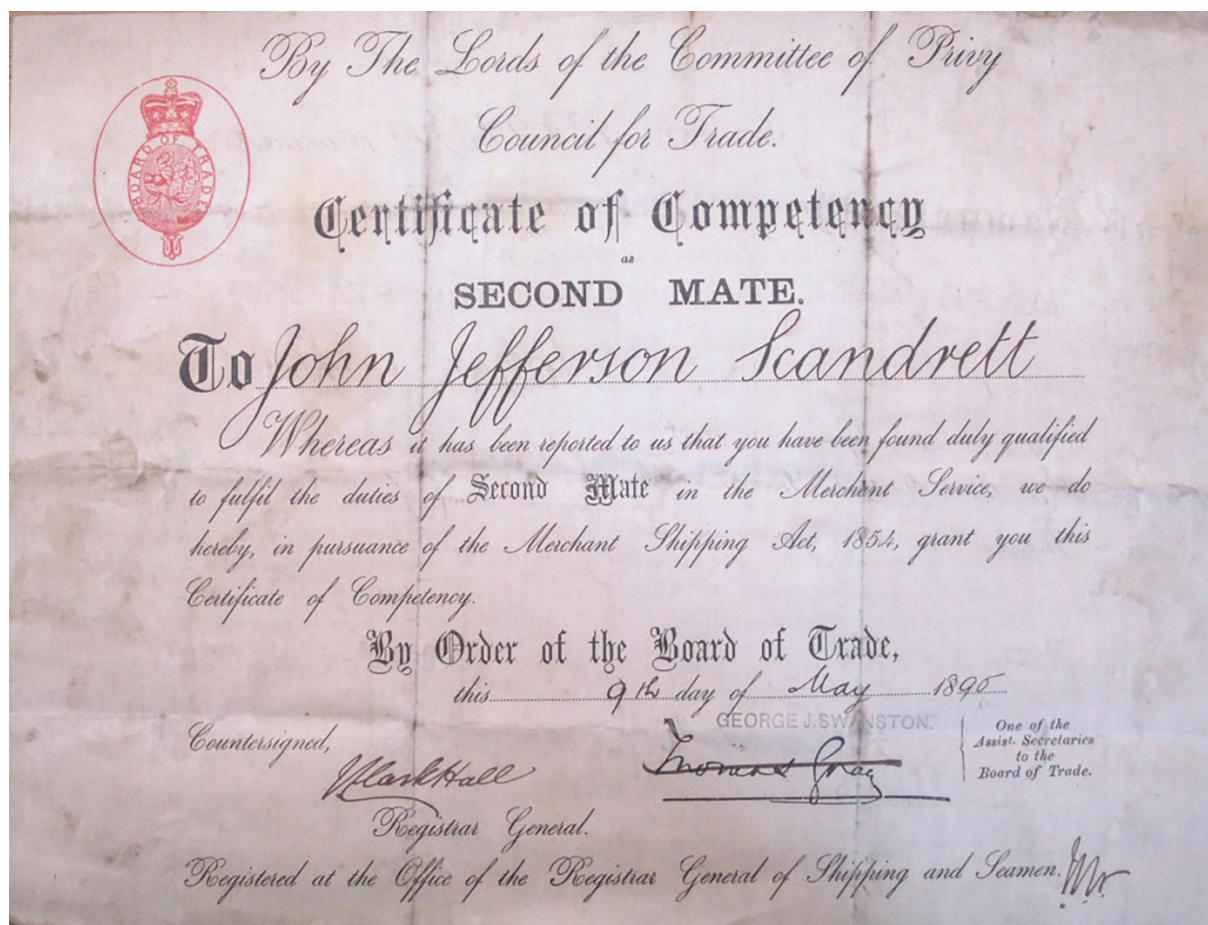
Locust 2 to be 1883
Challcross & Higham

The indenture says a good deal about the boy's conditions of employment, and more details are often noted on the back.

DRE/1 © National Maritime Museum, Greenwich, London

CERTIFICATES OF COMPETENCE

From 1854, officers had to have a certain amount of experience at sea and pass stiff oral examinations to qualify in various grades for certificates of competence – an experience which is described by Joseph Conrad (who underwent such exams to become an officer).

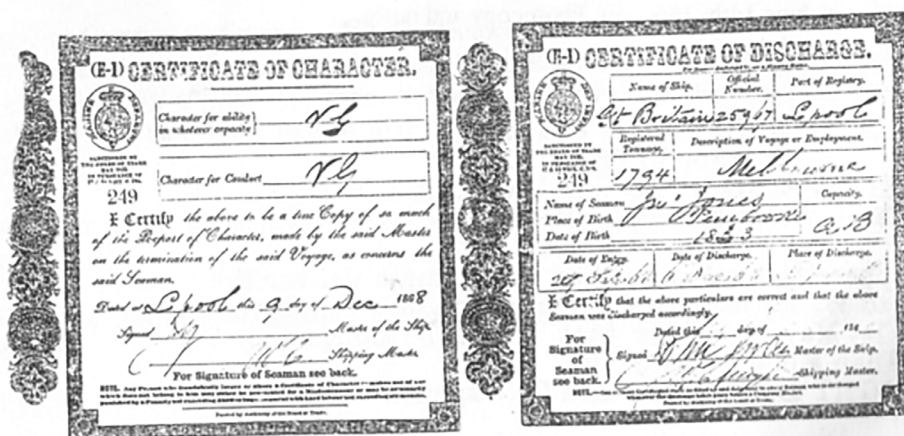


This certificate for a second mate dates from 1895

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DISCHARGE CERTIFICATES

Certificates of Discharge were issued to merchant seamen on the completion of each voyage.



Certificate of Discharge for John Jones on the SS Great Britain

© ss Great Britain Trust



The certificates earned by seaman John Scandrett, kept in a special folder

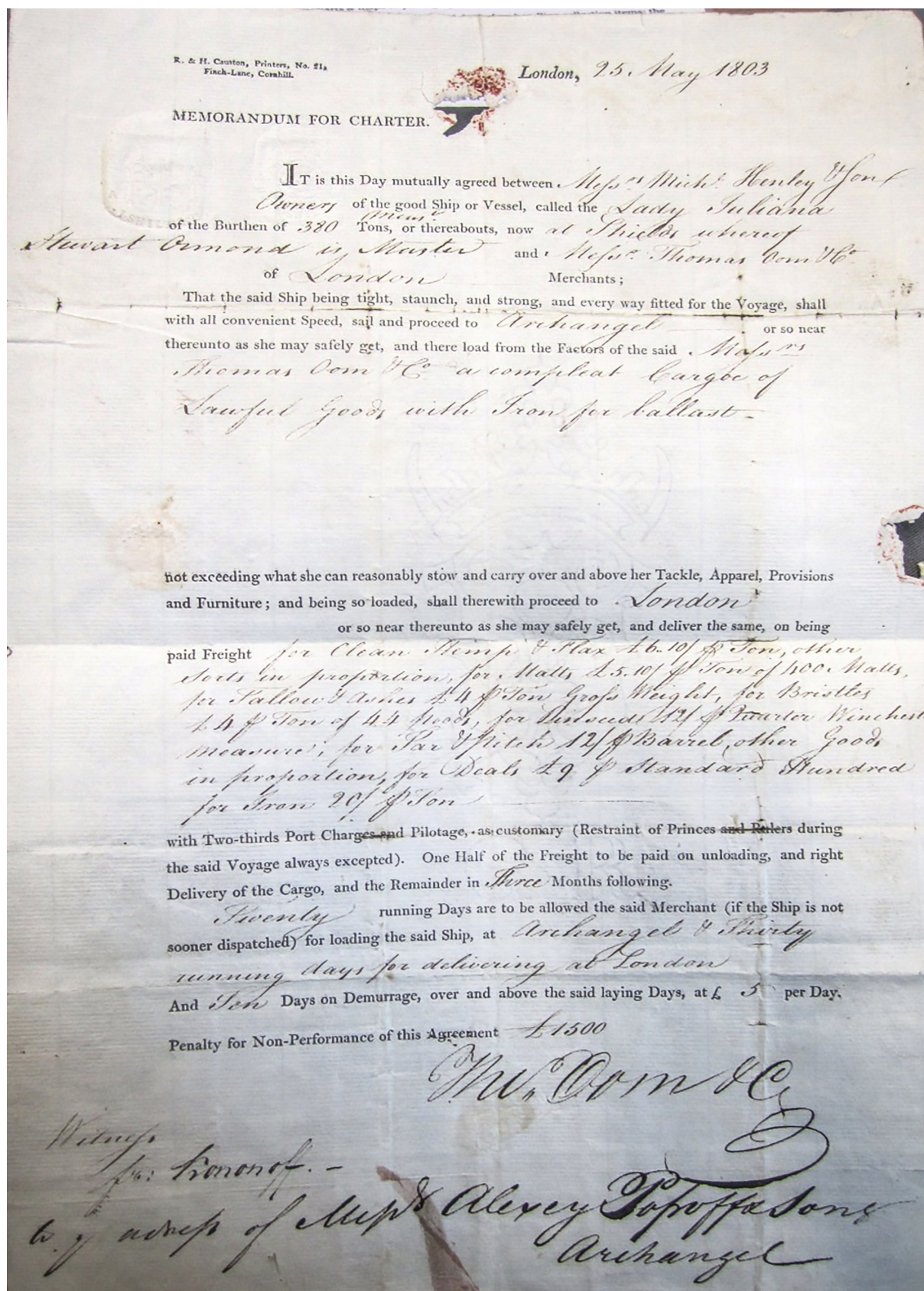
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The captain marked his comments on the back of the certificate. The term 'Decline to Report' was likely to end any prospect of employment on a reputable ship.

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CHARTER AGREEMENTS



A merchant might charter a whole ship for a specific cargo, in which case an agreement like this one of 1803 was signed.
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CARGO DOCUMENTS

A bill of lading was a legal document giving an account of the cargo and as such, under British law, it had to bear an official stamp.



This one was agreed in Archangel and has a Russian stamp.

HNL/77/41 © National Maritime Museum, Greenwich, London

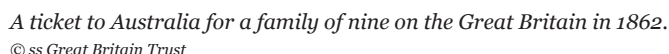
A. True Manifest of the Cargo Loaded in the
 Port of Riga in the Ship Lady Juliana
 British built Admeasure Three Hundred and
 Seventy nine Tons per Register Ralph Chatter Command

42 Forty two Square Mast — M
 1 1/2 One hundred and forty one hand mast M
 262 Two Hundred and Sixty two Pieces of Square Fir Timber M
 3-0-15 Three Hundred and fifteen Deals from ten } 3 Inch
 And under twenty feet in Length
 4 Four fourteen feet Deals } 2 1/2 Inch
 1 One Eighteen feet Do }
 1-26 { Eleven Hundred One Quarter and twenty six Deal Ends
 from four and under eight Feet in Length
 Ten Fathom four foot Lathwood —
 One Do — Six feet Do —
 Two Hundred & Eighty Pickers
 Twelve Double Boats masts under Eight Inches
 Twelve Single Do Do Do Six Do —
 Twenty Timber Ends —
 Ships Use —
 Eighty Fathom 1 1/2 Inch Cable —
 One Bolt of Sail Cloth —
 One Fathom of Fire Wood —
 Ten Gallons of Spirits —
 3 Cart Crankerys —

The cargo manifest is a list of the goods carried.

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In the 19th century passenger tickets were usually large printed sheets. They might be issued by the shipping company itself, or a travel agent.



A ticket for the Titanic, 1912
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