



Section E

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# SHORE SUPPORT

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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.

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# 1 CRANES AND CARGO HANDLING

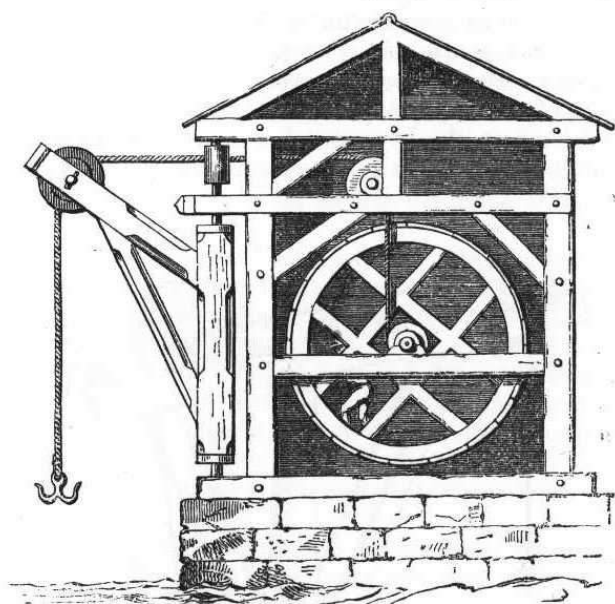
## BY ANDY KING, SENIOR COLLECTIONS OFFICER - INDUSTRIAL AND MARITIME HISTORY, BRISTOL MUSEUMS AND GALLERIES

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.

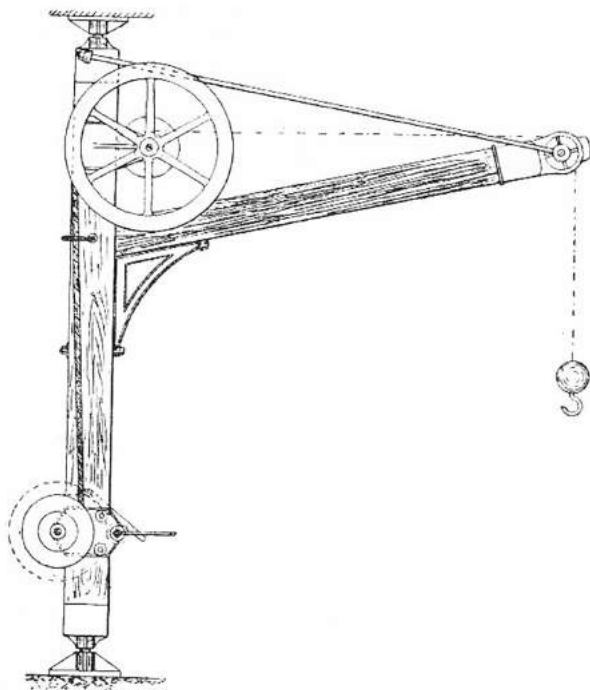
### CARGO HANDLING CRANES

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

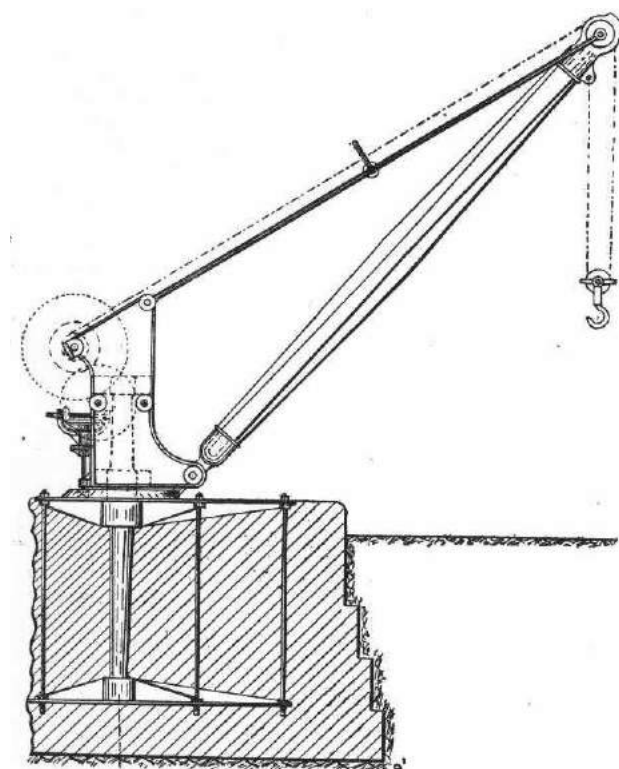
Simple gallows cranes, sometimes with a stepped-down pulley arrangement to give mechanical advantage (known as whip cranes), were the most common type of crane to be found in ports of the time.



*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.

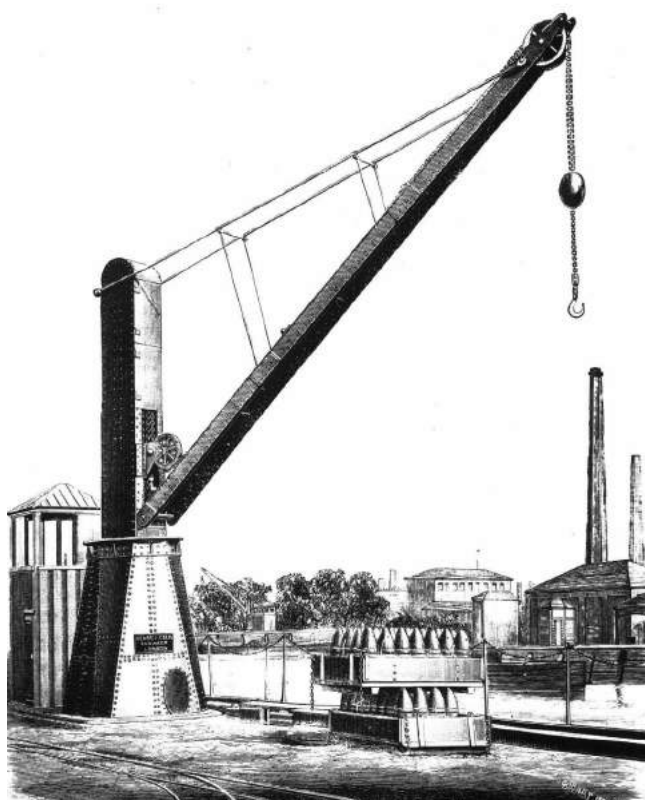


*Geared Hand Crane*

*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*

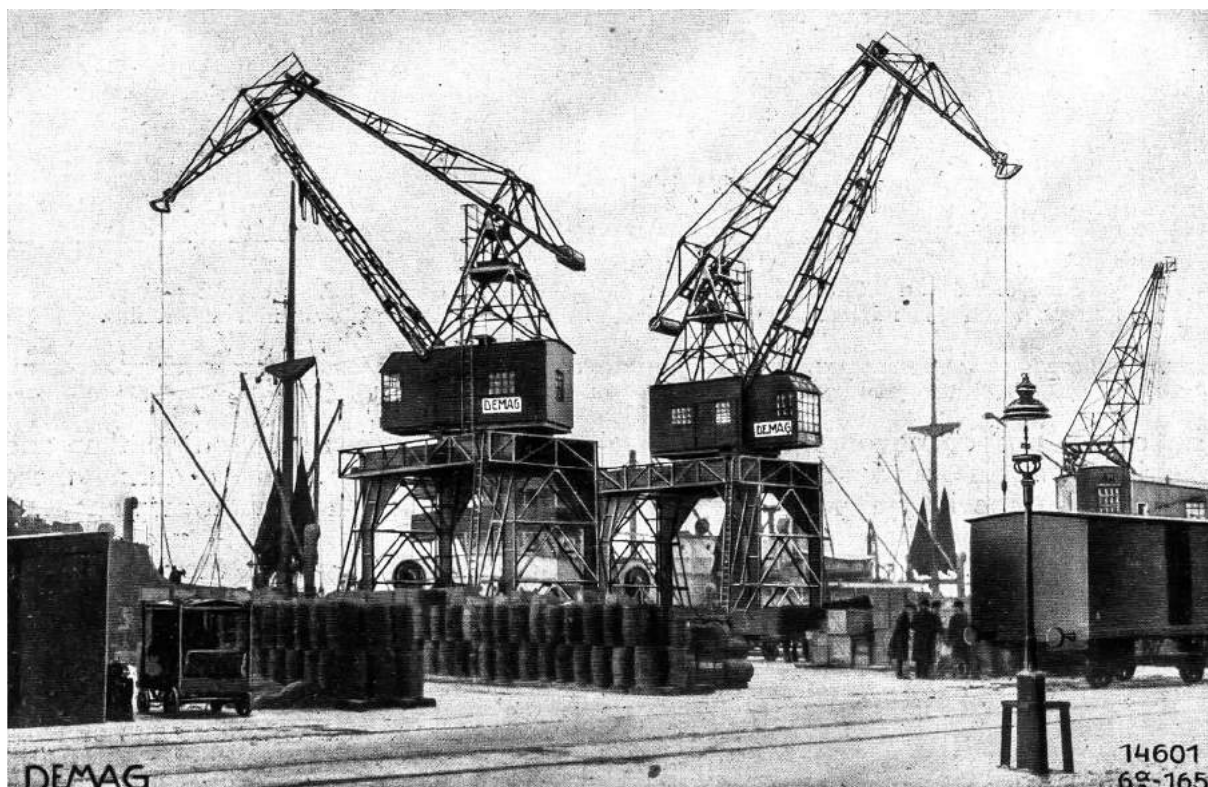
The successor to hydraulic power was electricity. Electric cranes were first introduced at Southampton in 1893, but their almost universal adoption after the 1920s followed the development of the level-luffing variety. These cranes allow the load to remain at the same height when the jib is moved in 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.

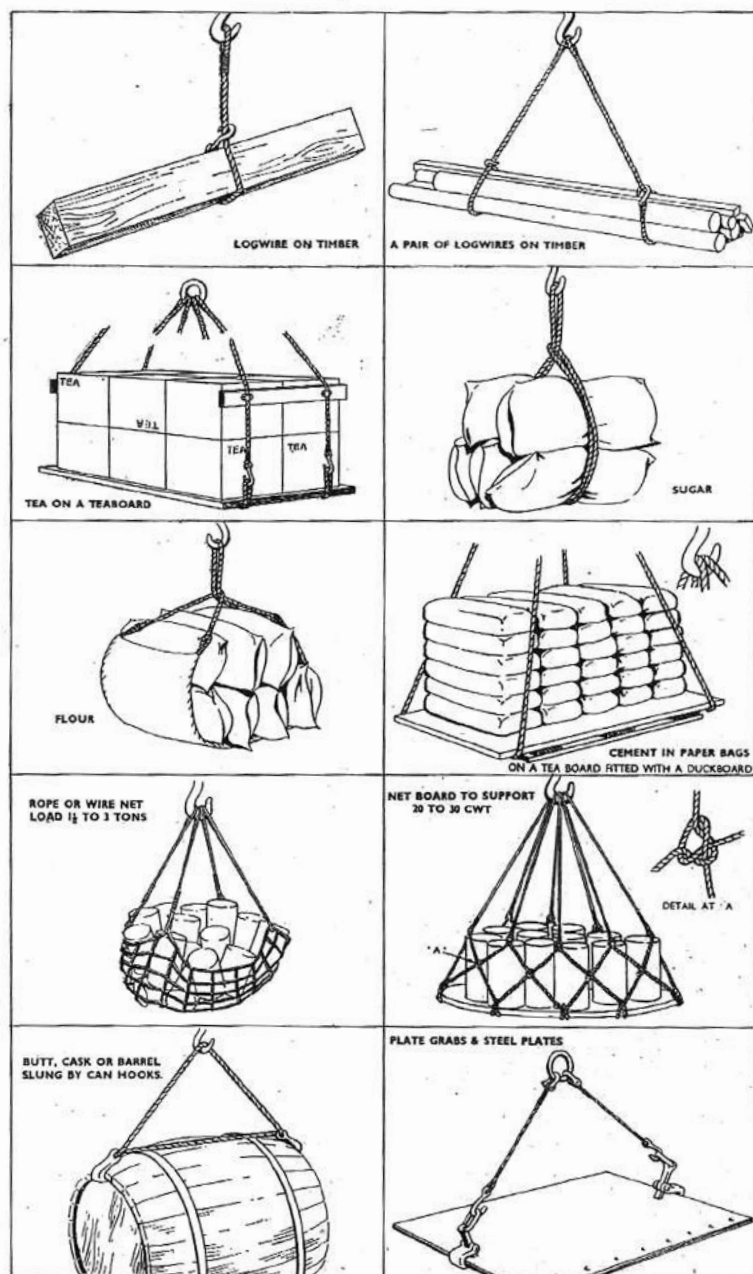
## CRANES AND DERRICKS ABOARD SHIP

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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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:**

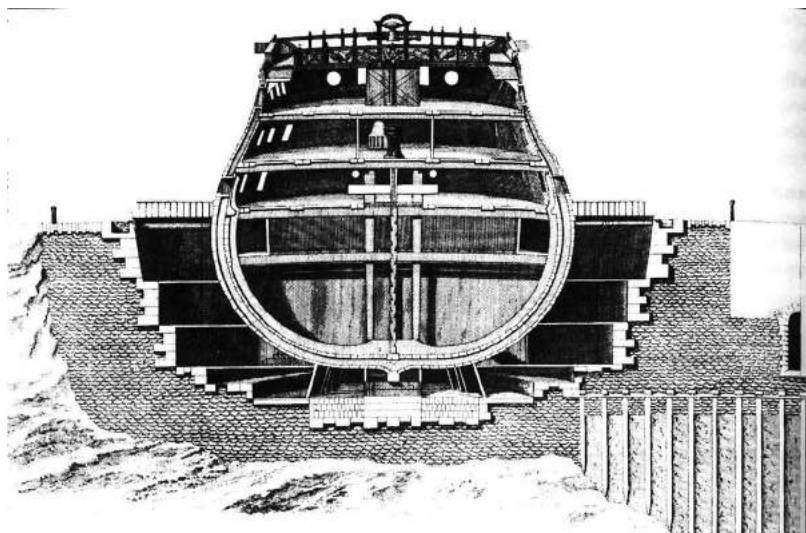
It is important to remember that old port sites often have machinery pits dotted about them. Investigation or recording requires caution: for example, never walk through puddles or over old bits of plywood lying on the ground, which might conceal a 40ft deep penstock shaft or similar. Other obvious hazards 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 draughthorses' 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.

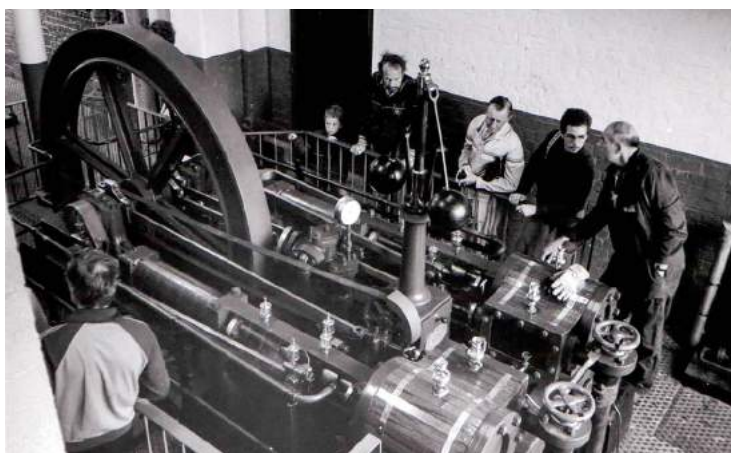
### A note on types of stone

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/in<sup>2</sup>) 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

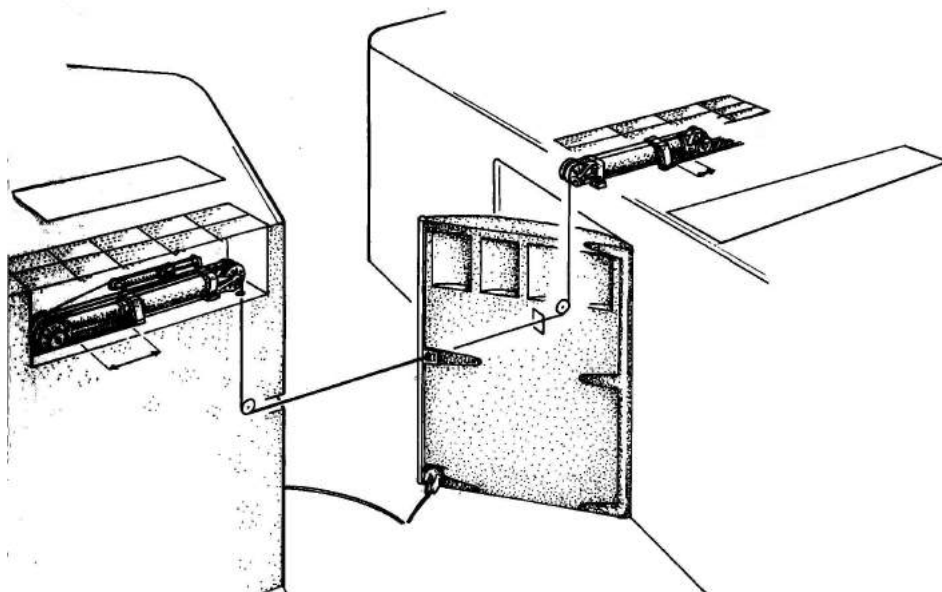
These distributed water to the appliances, and can normally be recognised by their distinctive joints, with oval flanges and two square headed bolts. Some systems used return mains, often with ordinary threaded joints, to recycle the water; others let it run to waste.

## 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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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.

204 THE ROYAL NAVY.		THE ROYAL NAVY.		THE ROYAL NAVY.					
<b>132 CURACOA, 14. S. Corvette.</b> Steel and Iron cased with Wood. 2380 Tons. 2540 H.P. <i>China.</i> Captain... John G. J. Hamner... 8 Nov 84 Lieutenant... Charles W. Ingram... 1 Aug 84 Paymaster... Richard G. Chawler... 8 Dec 83 Chief Eng... Charles E. Stewart... 11 Dec 83 Sub-Lieut... Donald A. Lloyd... 16 Sept 84 Staff Surg... Charles C. Golding... 21 Dec 82 Paymaster... Richard G. Chawler... 8 Dec 83 Chief Eng... Charles E. Stewart... 11 Dec 83	<b>136 DÆDALUS, 13. Drill Ship</b> for Royal Naval Reserve. (See page 254.)	<b>137 DANAE, S. Corvette.</b> 1760 (1287) Tons. 2090 (350) H.P. <i>Portsmouth.</i>	<b>138 DANAE, S. Corvette.</b> 1760 (1287) Tons. 2090 (350) H.P. <i>Portsmouth.</i>	<b>141 DEFENCE, 16. Iron S. Ship.</b> Armour-plated. 6270 (3720) Tons. 2540 (600) H.P. (Ship of First Reserve.) <i>Coast Guard Service, Holyhead.</i> Captain... Andrew J. Kennedy... 8 Aug 84 Commander... William G. C. Forde... 13 Mar 84 Lieutenant... Alfred C. Brown... 13 Aug 84 Amyand Hargrad... 10 Oct 83 Thomas P. Walker... 19 May 84 Robert G. Evershed... 7 Sept 84 Navy Lieut... Richard G. Roe... 21 Sept 83 Capt. Mar... Arthur M. H. Hayes... 1 Oct 83 Lieut. Mar... Fitzroy T. H. South... 11 Jan 83 James M. Ransom... 20 Feb 83 James M. Ransom... 1 Apr 84 Chief Eng... George H. Muley... 10 Nov 83 Paymaster... Horatio W. P. Kooyma... 5 May 84 Surgon... William B. M. Young... 29 Oct 84 Asst. Paym. John Birch... 14 Feb 84 Engineer... Henry A. Madge (temp)... 20 May 83 Asst. Eng... George Bennett... 28 Oct 84 Gunner... Henry Bennett... 15 Nov 84 Boatswain... Jacob Freaily... 15 Sept 82 John R. Laidy... 29 July 83 Frederick W. S. Crocker... 25 Oct 83 Carpoater... George Reed... 25 Aug 83	<b>142 DART, 2. S. Composite Yacht.</b> 470 Tons. 200 H.P. <i>Australia.</i> Lieut. & Com. William W. Moore... 1 May 83 Lieutenant... Charles W. de la P. Beresford... 19 Mar 83 Stuart J. S. C. Messum... 25 Aug 83 (In lieu of a Sub-Lieutenant.) Wiltonage... 16 May 83 (In lieu of a Sub-Lieutenant.) Surgon... Edward W. Luther... 8 June 82 Boatswain... Edward W. Luther... 8 June 82 Commissioned at Portsmouth, 10th Oct. 1882.	<b>143 DART, 2. S. Composite Yacht.</b> 470 Tons. 200 H.P. <i>Australia.</i> Lieut. & Com. William W. Moore... 1 May 83 Lieutenant... Charles W. de la P. Beresford... 19 Mar 83 Stuart J. S. C. Messum... 25 Aug 83 (In lieu of a Sub-Lieutenant.) Wiltonage... 16 May 83 (In lieu of a Sub-Lieutenant.) Surgon... Edward W. Luther... 8 June 82 Boatswain... Edward W. Luther... 8 June 82 Commissioned at Portsmouth, 10th Oct. 1882.	<b>144 DEE, 3. Double S. Iron Gun-Boat.</b> 363 Tons. 330 H.P. <i>Malta.</i> An Engineer Officer is borne in the Fibrous for charge of the machinery of this vessel and that of the 'Don.'	<b>145 DEFENCE, 16. Iron S. Ship.</b> Armour-plated. 6270 (3720) Tons. 2540 (600) H.P. (Ship of First Reserve.) <i>Coast Guard Service, Holyhead.</i> Captain... Andrew J. Kennedy... 8 Aug 84 Commander... William G. C. Forde... 13 Mar 84 Lieutenant... Alfred C. Brown... 13 Aug 84 Amyand Hargrad... 10 Oct 83 Thomas P. Walker... 19 May 84 Robert G. Evershed... 7 Sept 84 Navy Lieut... Richard G. Roe... 21 Sept 83 Capt. Mar... Arthur M. H. Hayes... 1 Oct 83 Lieut. Mar... Fitzroy T. H. South... 11 Jan 83 James M. Ransom... 20 Feb 83 James M. Ransom... 1 Apr 84 Chief Eng... George H. Muley... 10 Nov 83 Paymaster... Horatio W. P. Kooyma... 5 May 84 Surgon... William B. M. Young... 29 Oct 84 Asst. Paym. John Birch... 14 Feb 84 Engineer... Henry A. Madge (temp)... 20 May 83 Asst. Eng... George Bennett... 28 Oct 84 Gunner... Henry Bennett... 15 Nov 84 Boatswain... Jacob Freaily... 15 Sept 82 John R. Laidy... 29 July 83 Frederick W. S. Crocker... 25 Oct 83 Carpoater... George Reed... 25 Aug 83	<b>150 DIAMOND, 12. S. Corvette.</b> 1970 (1405) Tons. 2140 (350) H.P. <i>Australia.</i> Will be re-commissioned on Station on arrival of 'Timor' with new crew. Captain... Alfred T. Dale... 17 Oct 81 Lieutenant... Richard J. Symonds... 21 Oct 81 Richard M. Richardson... 25 Oct 81 Frederick Elliot... 3 May 81 John M. Stokes... 25 Oct 81 William H. Arnold... 25 Oct 81 Chaplain... Rev. John Britton... 12 Dec 84 Navy Lieut... Henry Beaumont... 25 Oct 81 Staff Surg... Paul J. Mould... 21 July 82 Chief Eng... Alexander Purvis... 9 June 82 Sub-Lieut... Richard C. Carew... 25 Oct 81 Surgon... Horatio S. Sparrow... 7 Mar 83 Asst. Paym... Wm. R. Anton... 25 Oct 81 Engineer... John Ripper... 1 Feb 83 Asst. Eng... Henry Wallis... 25 Oct 81 Gunner... Martin Kinsley... 25 Oct 81 Boatswain... George Bostell... 3 May 81 Paymaster... William Mahoney... 25 Oct 81 Carpoater... William Hamilton... 25 June 80 Midshipman... Roger Morris... 27 Oct 81 Commissioned at Sheerness, 25th Oct. 1881. The following Officers have been appointed to this Ship as additional for appointment to her when re-commissioned. Captain... Francis S. Obyton... 5 Nov 84 Lieutenant... James G. Obyton... 21 Oct 84 James G. Obyton... 21 Oct 84 Staff Surg... Francis G. Barr... 21 Oct 84 Asst. Paym... John K. Mosse... 21 Oct 84 Chief Eng... John Marwick... 21 Oct 84 Sub-Lieut... Herbert Fowler... 21 Oct 84 Asst. Paym... Cecil Vivian... 21 Oct 84 Engineer... James J. Stuart... 21 Oct 84 Asst. Eng... Francis T. George... 21 Oct 84 Gunner... Richard P. George... 21 Oct 84 Boatswain... Michael Dudge... 21 Oct 84 Carpoater... Joseph Hallam... 21 Oct 84 Midshipman... Raymond A. L. Deans... 21 Oct 84 Thomas H. Foster... 21 Oct 84 William H. Cowper... 21 Oct 84 Cecil J. L. Leaman... 21 Oct 84 Benjamin S. Guimaraes... 21 Oct 84

Pages from the Navy List of 1884 © National Maritime Museum, Greenwich, London

296 THE ROYAL NAVY.		THE ROYAL NAVY.		THE ROYAL NAVY.	
<b>133 CURLEW, 4. Twin S. Steel Gun and Torpedo Vessel.</b> 785 Tons. 1200 H.P. (Preparing to build at Devonport.)	<b>134 CYCLOPS, 4. Double S. Iron Armour-plated Turret Ship.</b> 3480 (2107) Tons. 1660 (550) H.P. <i>Portsmouth.</i> Chief Com... George J. Hirtell... 21 Apr 83 Staff Com... Charles G. Marcus... 8 Apr 84 Engineer... Peter Murray... 17 Jan 84 Gunner... Thomas Pater... 7 Nov 84 Boatswain... Thomas Murray... 11 Nov 82 Carpoater... William H. Hark... 27 Aug 84 (Borne in 'Asia'.)	<b>135 CYGNET, 4. S. Composite Gun-Boat.</b> 455 Tons. 530 H.P. <i>Mediterranean.</i> Lieut. & Com. Alexander M. Gardiner... 20 May 84 Sub-Lieut... Vernon Wood... 14 Dec 83 (28) Charles A. Radcliffe Surgon... Arthur W. B. Barrett... 4 Jan 85 Asst. Paym... Henry A. Penland... 4 Jan 85 Engineer... George G. Smith... 11 Dec 84 Gunner... Edward Buffett... 29 Aug 84 Recommissioned at Malta, 1st February 1885.	<b>142 DART, 2. S. Composite Yacht.</b> 470 Tons. 200 H.P. <i>Australia.</i> Lieut. & Com. William W. Moore... 1 May 83 Lieutenant... Charles W. de la P. Beresford... 19 Mar 83 Stuart J. S. C. Messum... 25 Aug 83 (In lieu of a Sub-Lieutenant.) Wiltonage... 16 May 83 (In lieu of a Sub-Lieutenant.) Surgon... Edward W. Luther... 8 June 82 Boatswain... Edward W. Luther... 8 June 82 Commissioned at Portsmouth, 10th Oct. 1882.	<b>143 DART, 2. S. Composite Yacht.</b> 470 Tons. 200 H.P. <i>Australia.</i> Lieut. & Com. William W. Moore... 1 May 83 Lieutenant... Charles W. de la P. Beresford... 19 Mar 83 Stuart J. S. C. Messum... 25 Aug 83 (In lieu of a Sub-Lieutenant.) Wiltonage... 16 May 83 (In lieu of a Sub-Lieutenant.) Surgon... Edward W. Luther... 8 June 82 Boatswain... Edward W. Luther... 8 June 82 Commissioned at Portsmouth, 10th Oct. 1882.	<b>144 DEE, 3. Double S. Iron Gun-Boat.</b> 363 Tons. 330 H.P. <i>Malta.</i> An Engineer Officer is borne in the Fibrous for charge of the machinery of this vessel and that of the 'Don.'

The June 1939 Navy List, including the officers of the ill-fated battlecruiser Hood © National Maritime Museum, Greenwich, London

380. 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.
381. FRYER, F. G., Mid. of "Roadice" during Zulu war, 1879 (Zulu Medal).
- 391A. GAUNT, E. F. A., First Lieutenant of "Narcissus" in 1880, when Captain Lang was drowned at Grosvitche 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 Gaunt received the thanks of the Admiralty and Superintendent 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, 1880, commanded landing party at Darfo, Somaliland, avenging death of Italian Lieutenant; severely wounded; vote of thanks Italian Chamber of Deputies; Italian Medal "For valor".
392. DE HORSER, 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 Sval 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, 1888; 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, Dricontein, and Johannesburg Clasp). Specially promoted Captain for services during South African war (Gazette, 6th November, 1900); (P.W.).
393. HORSLEY, R. S. P., Mid. of the "Alexandria" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
394. KERR, 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 "Swithaure" 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 "Euzar," 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 elias, from the Sultan; present at the shelling and taking of Brohmé, and operations against Chief Nanna, Benin River, 1884 (Medal and Brohmé Medal).
396. LEWES, P. V., 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 Mr. Hamilton, an officer of the East African Company, and the relief of two Englishmen on board the s.s. "Konia" 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 Magareda, he captured a fort and struck the Englishmen, August, 1883; 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, 1883, Clasp); promoted to Commander for services during the Mussulman outbreak at Gambia on 6th September, 1888.
397. HOOD, Hon. H. L. A., Mid. of "Calliope" 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 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 Haïr, 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. FLYER, H. A. S., First Lieut. of "Thesens"; served in the punitive naval expedition commanded by Rear-Admiral Hawson, 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, 15th 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, F. A. I., Mid. of "Cryostor" 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).
- 408A. PHYLIMORE, 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 "Eudymion" 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 Haïr, 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
	8 December 1799						
Sunday	9	SE					
		SE					
Monday	10	N		18° 28'			The N.E. part of the Sol. of Jamaica 10 leagues
		SE					
Tuesday	11	SE		18° 22'			The N.E. part of Jamaica 10 leagues
		N					
Wednesday	12	SE		18° 16'			Point of St. Mark 8 N 6 E 7 leagues
		SE					
Thursday	13	SE		18° 29'			Point of St. Mark 8 N 8 E 8 leagues
		N					
Friday	14	SE		18° 11'			The eastern part of Tobago 8 N 8 E 8 leagues
		N					
Saturday	15	N					
Sunday	16			19° 43'			The land of Cumberland Harbour 8 N 6 E 7 leagues
Monday	17			19° 40'			Cape Verde 8 N 6 E 12 leagues

Remarks of the H. M. Ship Surprise.

P.M. Fresh breeze & clear. Received 2 men from the Hospital. AM. Light breeze & cloudy. at 7 weighed anchor & made sail out of the Harbour. Pursued Captain Rodell, & three ketches with 12 boats for my last of duty. At noon fresh gales.

P.M. Light breeze & cloudy. Fr. occasionally fresh to the E. and. AM. S. breeze & cloudy. at 1 Departed this life Bury<sup>n</sup> them by M<sup>r</sup> Morris. Committed the body to the Deep. 14 strange sail in sight.

P.M. Light breeze & clear. at 6 spoke the Benson from Liverpool. & rescued 15 men from her. AM. Fresh breeze & cloudy. Fr. occasionally

P.M. Moderate & clear. AM. Light breeze & strange sail in sight at noon.

P.M. Light air & clear. AM. D. wind. Fr. occasionally.

P.M. Light air & calm. AM. D. wind. at 1 Departed this life 70<sup>th</sup> Jefferson. Committed the body to the Deep. at 4 Departed this life M<sup>r</sup> Isaac Chey, Boutswain. Committed the body to the Deep.

Throughout light air & clear. carried sail accordingly.

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

P.M. Fresh breeze & fair. at 1 spoke H. M. S. Lark. AM. D. breeze & cloudy. at 9 spoke the Brig Europe from Wexford bound to Jamaica. Departed this life M<sup>r</sup> J. M. Pitt. Committed the body to the Deep.

Remarks page

Weighing anchor

Flogging

Burial at sea

Ship sighted

Weather conditions

Ship sighted

Another death

The log of HMS Thunderer during the annual naval manoeuvres of 1913

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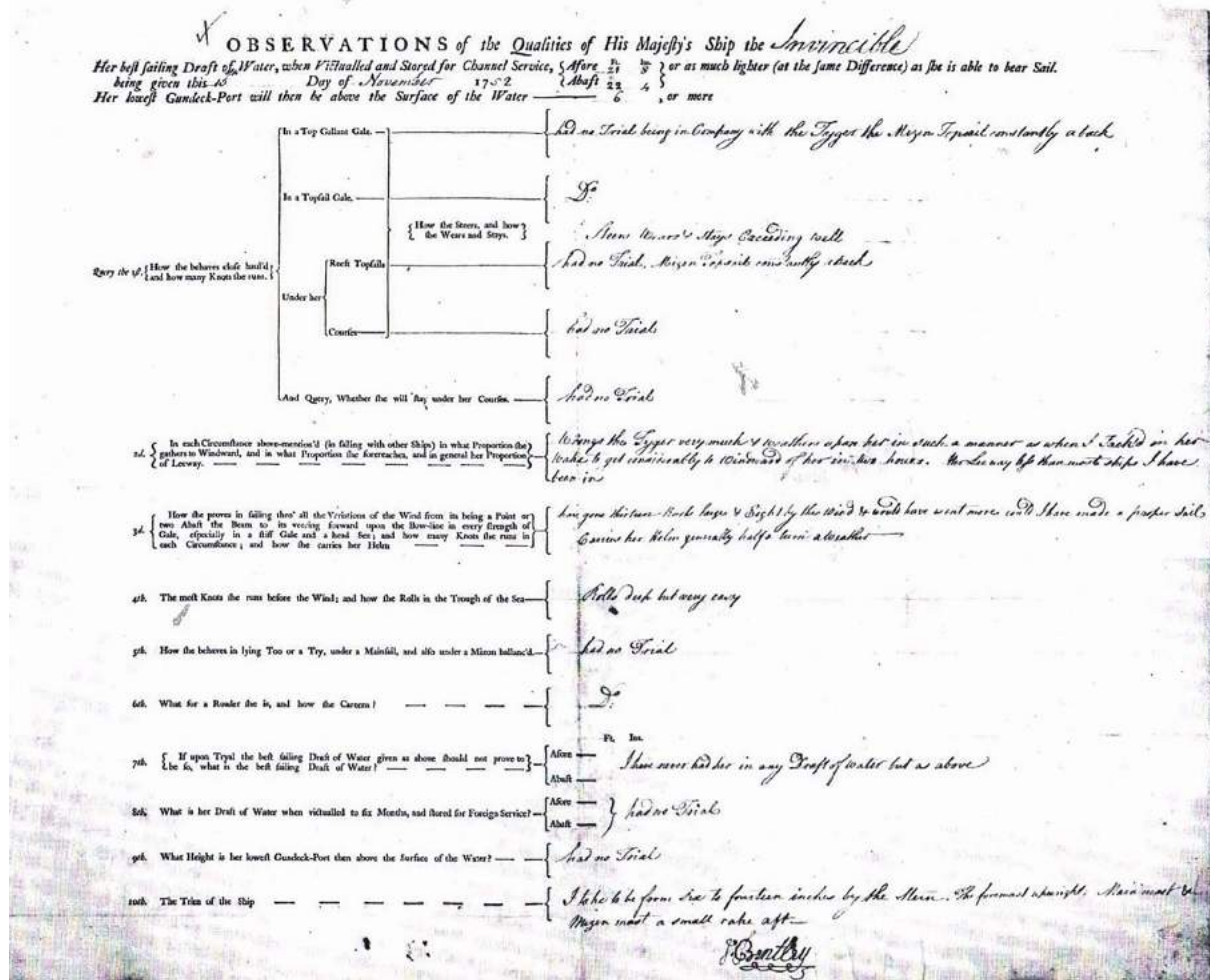
Details of the column headings

Hours	Patent Log	Distance Run	Standard Compass	Wind	Weather	Barometer	REMARKS
13:00	13 0	N 1/2 W 1/2	191				Hands at angle before station ship detached. 1.0 13 1/2 knots 1.10 a.m.
13:30	13 4	N 5/8 W 1/4 E	198				
14:00	13 5	..	199				
14:30	13 5	..	195	N 1/2 W 1/2	bc	30 28 57 55 58	4.4 7 1/2 38 1/2 10 knots 4-18 1/2 SE
15:00	13 5	..	165				4.23 1/2 38 1/2 6 30 1/2 NE
15:30	13 5	..	158				4.57 1/2 40 1/2 40 52 8 knots
16:00	13 5	..	158				5.30 1/2 41 1/2 42 1/2 10 knots
16:30	13 5	..	158				5.43 1/2 41 1/2 42 1/2 10 knots
17:00	13 5	..	158				6.30 1/2 42 1/2 43 1/2 10 knots
17:30	13 5	..	158				7.47 1/2 43 1/2 44 1/2 10 knots
18:00	13 5	..	158				8.24 1/2 44 1/2 45 1/2 10 knots
18:30	13 5	..	158				9.0 1/2 45 1/2 46 1/2 10 knots
19:00	13 5	..	158				9.51 1/2 46 1/2 47 1/2 10 knots
19:30	13 5	..	158				10.30 1/2 47 1/2 48 1/2 10 knots
20:00	13 5	..	158				11.0 1/2 48 1/2 49 1/2 10 knots
20:30	13 5	..	158				12.0 1/2 49 1/2 50 1/2 10 knots
21:00	13 5	..	158				13.0 1/2 50 1/2 51 1/2 10 knots
21:30	13 5	..	158				14.0 1/2 51 1/2 52 1/2 10 knots
22:00	13 5	..	158				15.0 1/2 52 1/2 53 1/2 10 knots
22:30	13 5	..	158				16.0 1/2 53 1/2 54 1/2 10 knots
23:00	13 5	..	158				17.0 1/2 54 1/2 55 1/2 10 knots
23:30	13 5	..	158				18.0 1/2 55 1/2 56 1/2 10 knots
24:00	13 5	..	158				19.0 1/2 56 1/2 57 1/2 10 knots

Position at Noon

Battle practice

SAILING REPORTS



Sailing reports were compiled for individual ships during the 18th century and are mostly held in the National Archives. This one is for the *Invincible*, captured from the French in 1747.  
 © The National Archives

## 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 <sup>o</sup> .	Entry.	Year	Appear- ance.	Whence and whether Prest or not.	Place and County where born.	N <sup>o</sup> . and Letter of tickets.	MENS NAMES.	Qualities	D. D. or R.	Time of Discharge
	98	1. Nov	1799	Pres	James Pres	Woolwich	19	James Kellogg	Man	27/11/1800	
	99	"	"	"	"	Aberdeen	19 AHS 34	William Bonner	Ord	27/5/1800	
	100	"	"	"	"	Yorkland	31/02/1799	Jas Whitehead	Ord	27/11/1800	
	101	"	"	"	"	Dublin	25	Past <sup>r</sup> Connolly	Ord	27/11/1800	
	103	"	"	"	"	McKinnon	7 May 1798	Roger Pigeot	Ord	27/11/1800	
	105	"	"	"	"	Walsena	24	Math Lince	Ord	27/11/1800	
	107	"	"	"	"	Essex	24 AHS 793	John Waldron	Ord	27/11/1800	
	113	"	"	"	"	J <sup>r</sup> Marant	7 JP 977	James Chaplen	Ord	27/11/1800	
	114	"	"	"	"	Leith	10	Rich <sup>d</sup> Clarke	Ord	27/11/1800	
5.5.00	115	"	"	"	"	Aberdeen	44	John Hayes	Ord	27/11/1800	
5.5.00	116	"	"	"	"	Glasgow	28	Jas Gallswirth	Ord	27/11/1800	
5.5.00	121	"	"	"	"	Plymouth	27	James Mann	Ord	27/11/1800	
	122	"	"	"	"	Reading	25	John Dick	Ord	27/11/1800	
5.5.00	131	"	"	"	"	Newport	24	Thos Baylstone	Ord	27/11/1800	
5.5.00	131	"	"	"	"	Doitto	22	Thos Baylstone	Ord	27/11/1800	
	132	"	"	"	"	J <sup>r</sup> Warrant	11 Dec 762 N 921	Wm. Gibson	Ord	27/11/1800	
5.5.00	134	"	"	"	"	Lewison	22	Leon Backe	Ord	27/11/1800	
5.5.00	135	"	"	"	"	London	20	Chas Lisle	Ord	27/11/1800	
	136	"	"	"	"	Stirling	44	John Campbell	Ord	27/11/1800	97
	137	"	"	"	"	Christiansburg	23	John Fishel	Ord	27/11/1800	98

Year	Whither or for what Reason.	Straggling.	Necessaries supplied Marines on Shore	V. needs.	Deaths in Sick Quarters.	Deaths in Men's Quarters.	Wages remitted from Abroad	Date of the Paria Order for allowing Monthly Pay.	To Months Advance	Slops supplied by Navy Board	Beds.	To-bacco.	To whom the Tickets were delivered.	Month
	1177 <i>St. Helena</i>													Oct-Nov 1799
	99 <i>St. Helena</i>							15 May 98 1798		1.0.3			NO	
	99 <i>St. Helena</i>							13 May 98 1798		1.0.5	13	13	NO	
	99 <i>St. Helena</i>							10 July 98 1798		1.0.0				
	98 <i>St. Helena</i>									1.0.0	13	13	abcdfgh.	
	99 <i>St. Helena</i>							15 May 98 1798		1.0.0			NO	
	99 <i>St. Helena</i>									1.0.0			13	
	97 <i>St. Helena</i>									2.4.0	13	13	abcdfgh.	
	98 <i>St. Helena</i>									0.2.3				
	98 <i>St. Helena</i>									0.2.3				
	98 <i>St. Helena</i>									1.0.0	14	14	abcdfgh.	
	98 <i>St. Helena</i>									0.1.0				
	98 <i>St. Helena</i>									2.0.0	13			
	98 <i>St. Helena</i>									1.0.0	13	13	abcdfgh.	
	97 <i>St. Helena</i>									1.0.3			abcdfgh.	
	98 <i>St. Helena</i>									1.0.0			abcdfgh.	

## 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 Rev. 6-55  
 H.M.S. *Waterloo*  
*March 2nd 1854*

10001

MAR 20  
1854

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<sup>r</sup> 23rd 1835*  
 Description ..... Height *5. 8<sup>1</sup>/<sub>2</sub>* Complexion *Fair*  
 Hair *Brown* Eyes *Blue*  
 Marks *None*  
 Weight *150 lbs*

Ship in which he is entered ..... *'Waterloo'*  
 Date of Entry in Do. .... *March 2nd 1854*  
 Ratings in Do. .... *Blacksmith's Mate*  
*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.

*Rich Gates* Boy's Signature or Mark.  
 \_\_\_\_\_ Captain or Commander.  
 \_\_\_\_\_ Two Medical Officers.  
 \_\_\_\_\_ Commanding Officer.

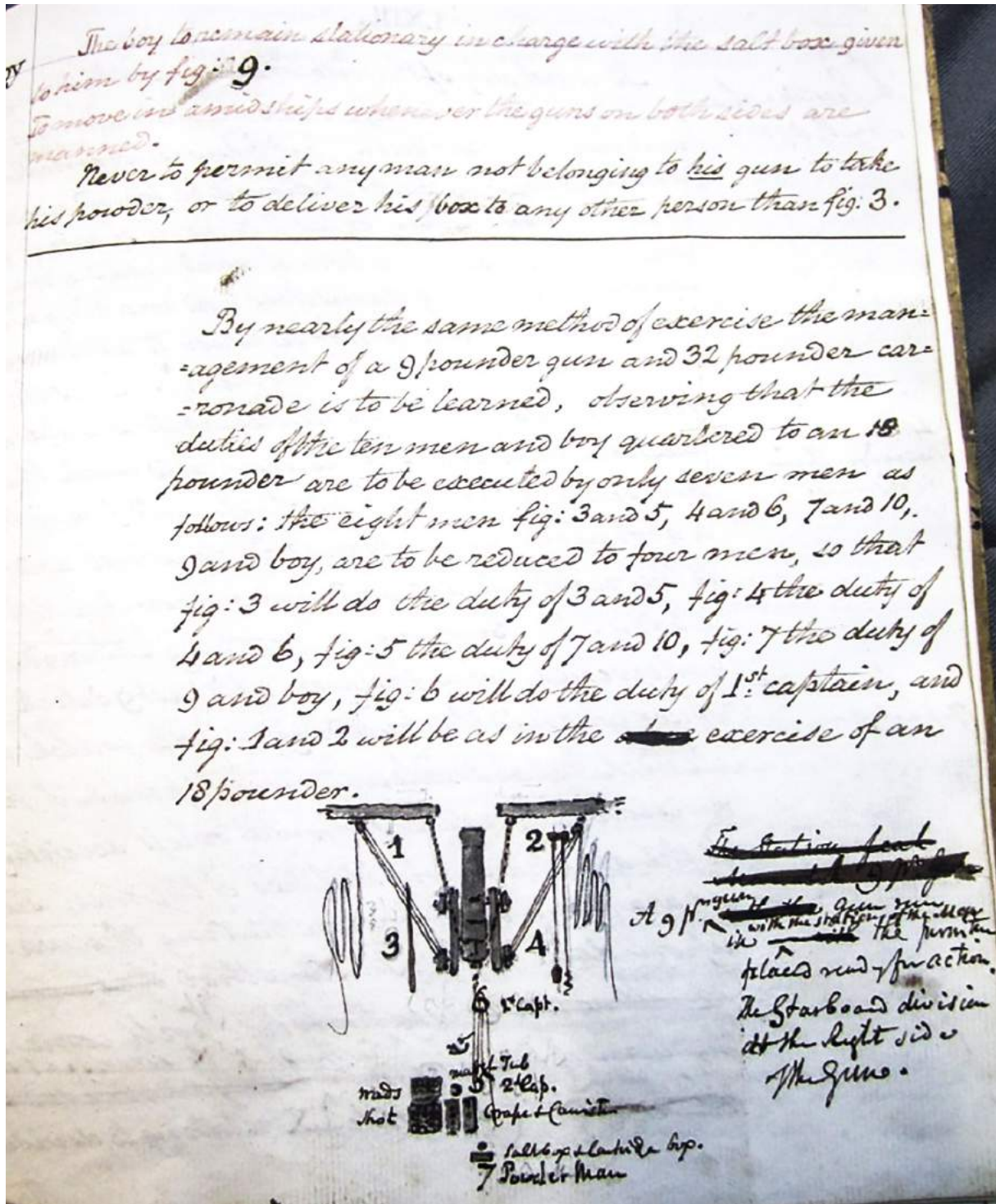
N.B.—The date of Entry for Continuous and General Service is to be noted against the Men and Boys' Names in Red Ink, in the Column for that purpose on the Ship's Books; and the letters C.S. are to be placed immediately under their Ratings on the Ship's Books and on all Pay Documents.

The entry for Richard Gates, 1854  
 © The National Archives



### CAPTAINS' ORDER BOOKS

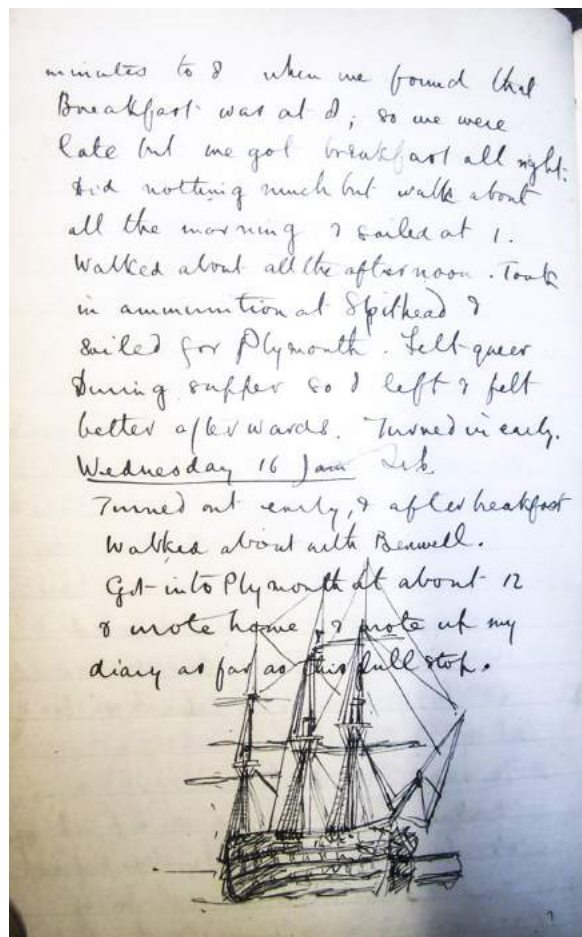
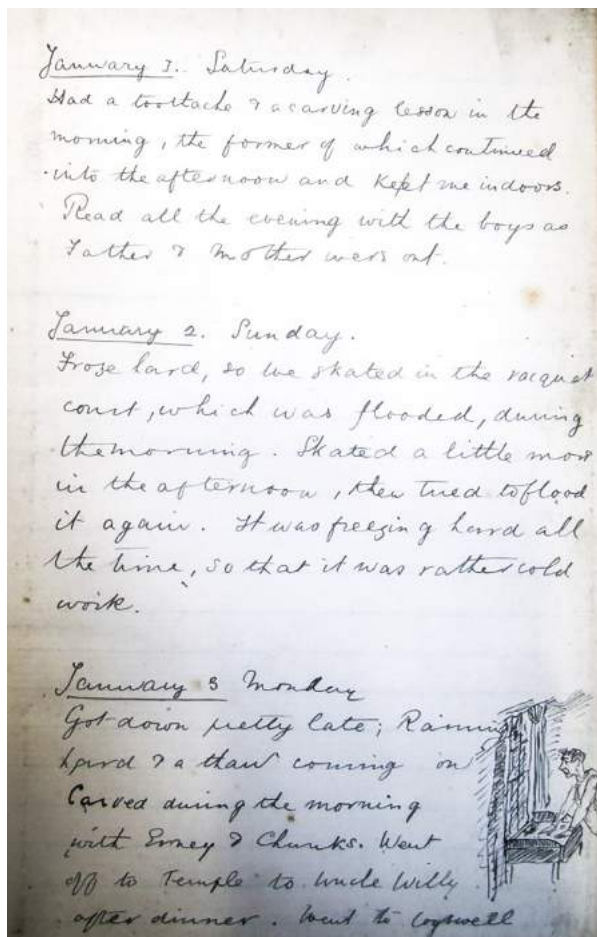
There was no obligation for a captain to produce a set of standing orders for his officers and crew, but many did around 1800; though only limited numbers have survived, as they were not sent in to any official body. Often they give much detail on how the crew lived, or was supposed to live.



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  
© National Maritime Museum, Greenwich, London

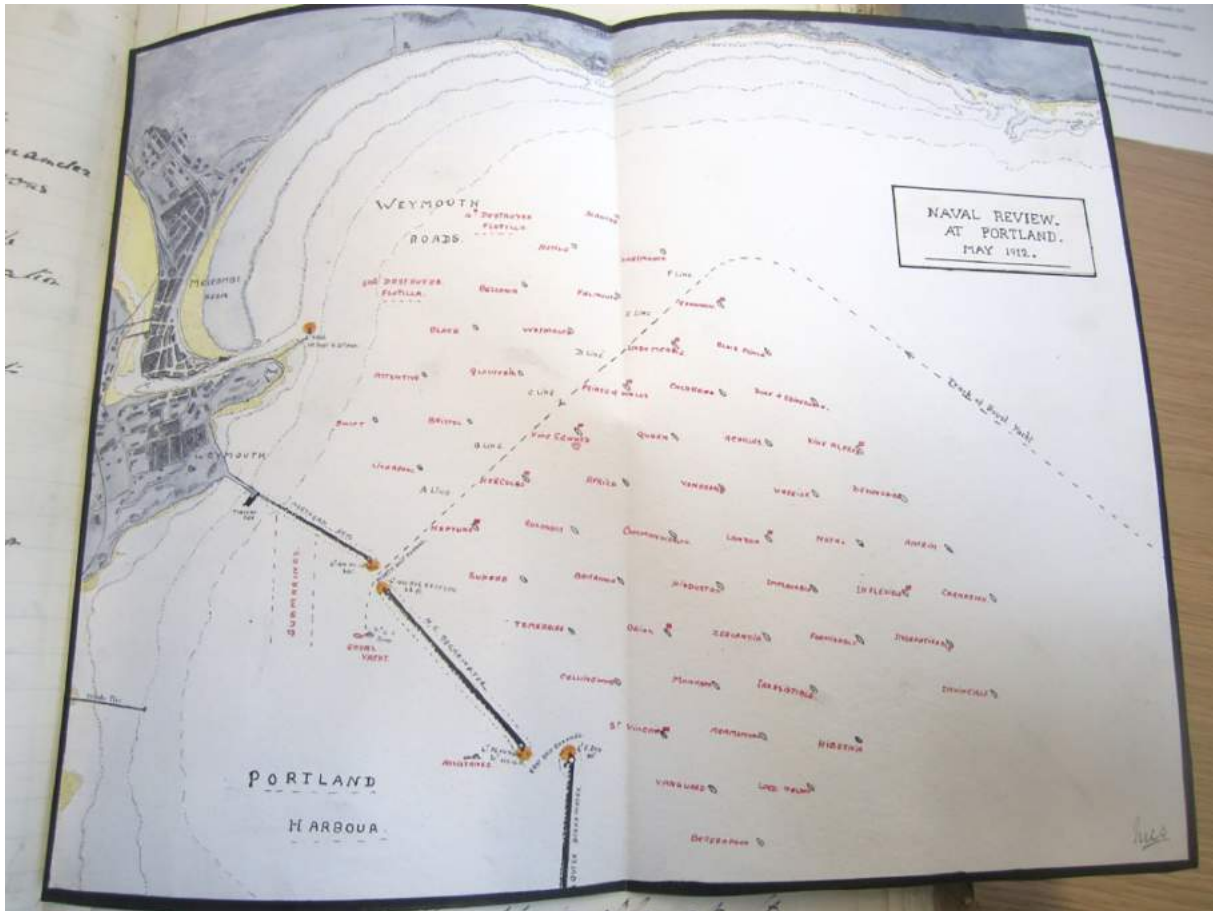
## MIDSHIPMEN'S JOURNALS

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.



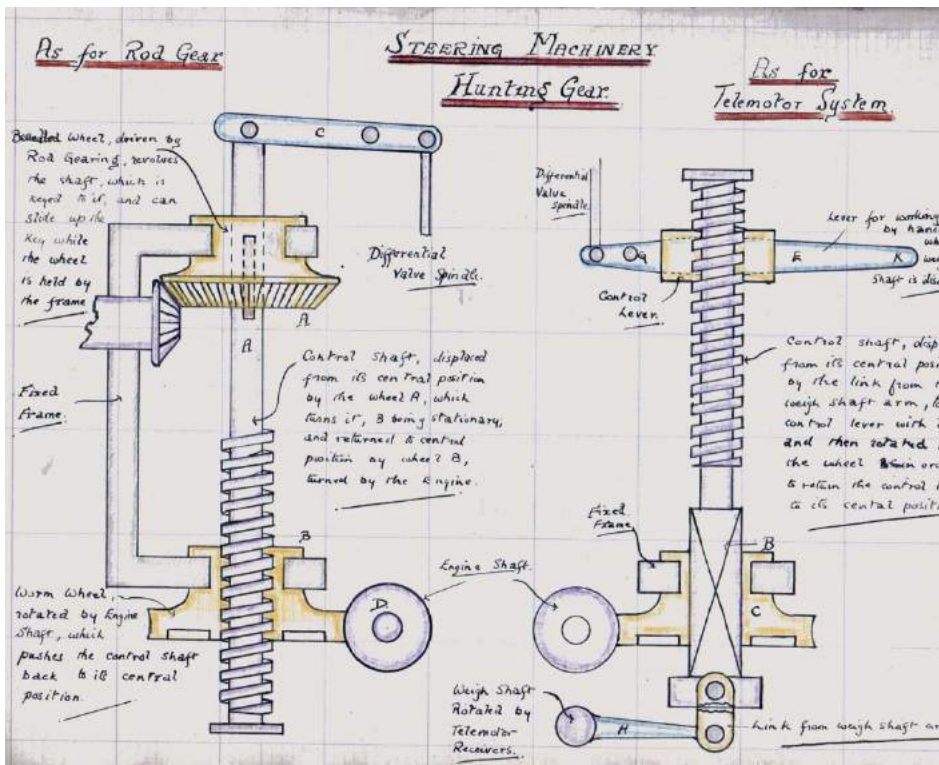
Herbert Richmond's journal on board HMS Winchester in 1886 is more personal than most.

RIC/1/1 © National Maritime Museum, Greenwich, London



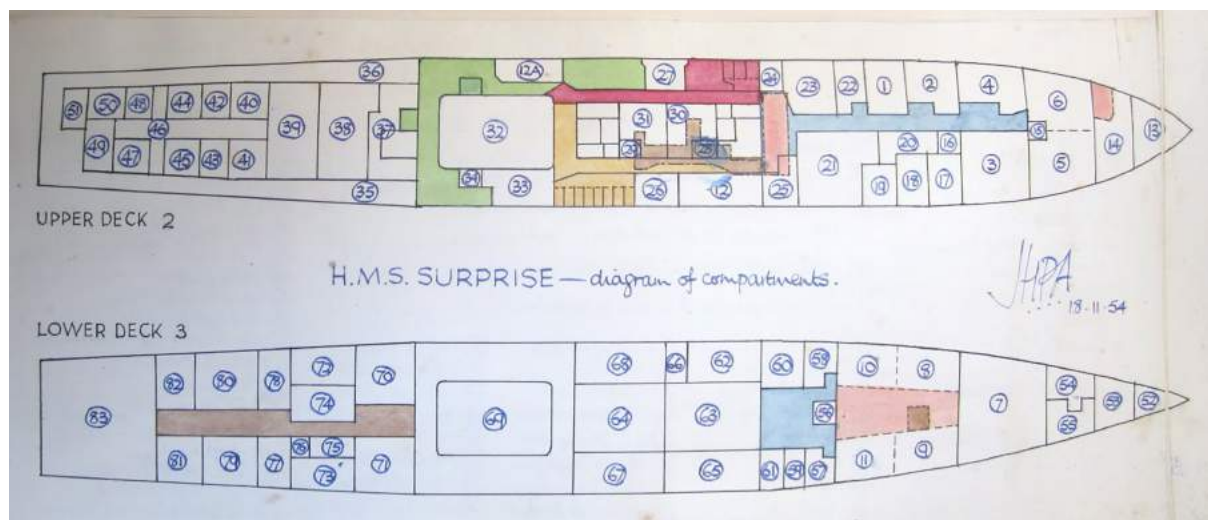
The journal of Midshipman WS Mann on the battlecruiser Invincible from 1911–12 includes a diagram of the fleet review at Portland.

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.

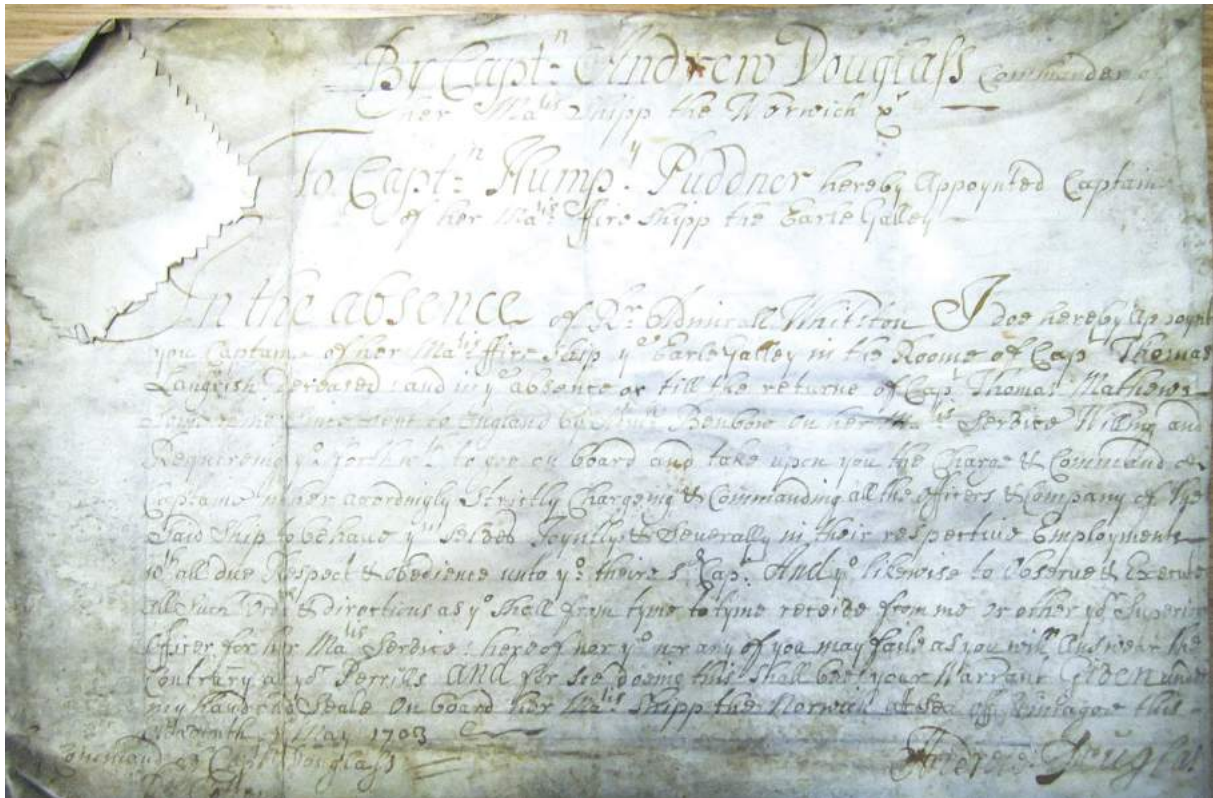
Day of the Month	For what Use expended, with the Occasion of Extraordinary Accidents and Conversions	Species.	Number or Quantity in Words.
Majesty's Ship the <i>Revenge</i> Robert Moorson C. M. Commander.			
	Year <i>1805</i> Month <i>October</i>		
<i>20<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Rum	one
<i>21<sup>st</sup></i>	To the keeping the Scurvyes Shutes	Board Beer	two pints
<i>22<sup>nd</sup></i>	To the keeping the Scurvyes Shutes	Hinges	two pairs
<i>23<sup>rd</sup></i>	To the keeping the Scurvyes Shutes	Shutts	one
<i>24<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Paint White	two pints
<i>25<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Paint Yellow	two pints
<i>26<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Oil Linseed	two gallons
<i>27<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Stowage	two
<i>28<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Milk	two
<i>29<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>30<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Sausages	two
<i>31<sup>st</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>1<sup>st</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>2<sup>nd</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>3<sup>rd</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>4<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>5<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>6<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>7<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>8<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>9<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>10<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>11<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>12<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>13<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>14<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>15<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>16<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>17<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>18<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>19<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>20<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>21<sup>st</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>22<sup>nd</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>23<sup>rd</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>24<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>25<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>26<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>27<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>28<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>29<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>30<sup>th</sup></i>	To the keeping the Scurvyes Shutes	Beer	two
<i>31<sup>st</sup></i>	To the keeping the Scurvyes Shutes	Beer	two

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.

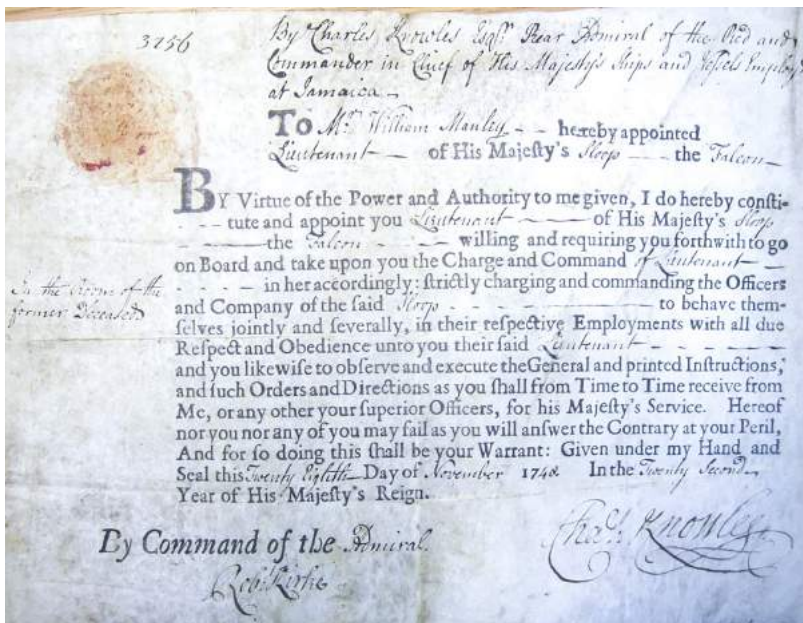
ADL/D/9 © National Maritime Museum, Greenwich, London

## COMMISSIONS

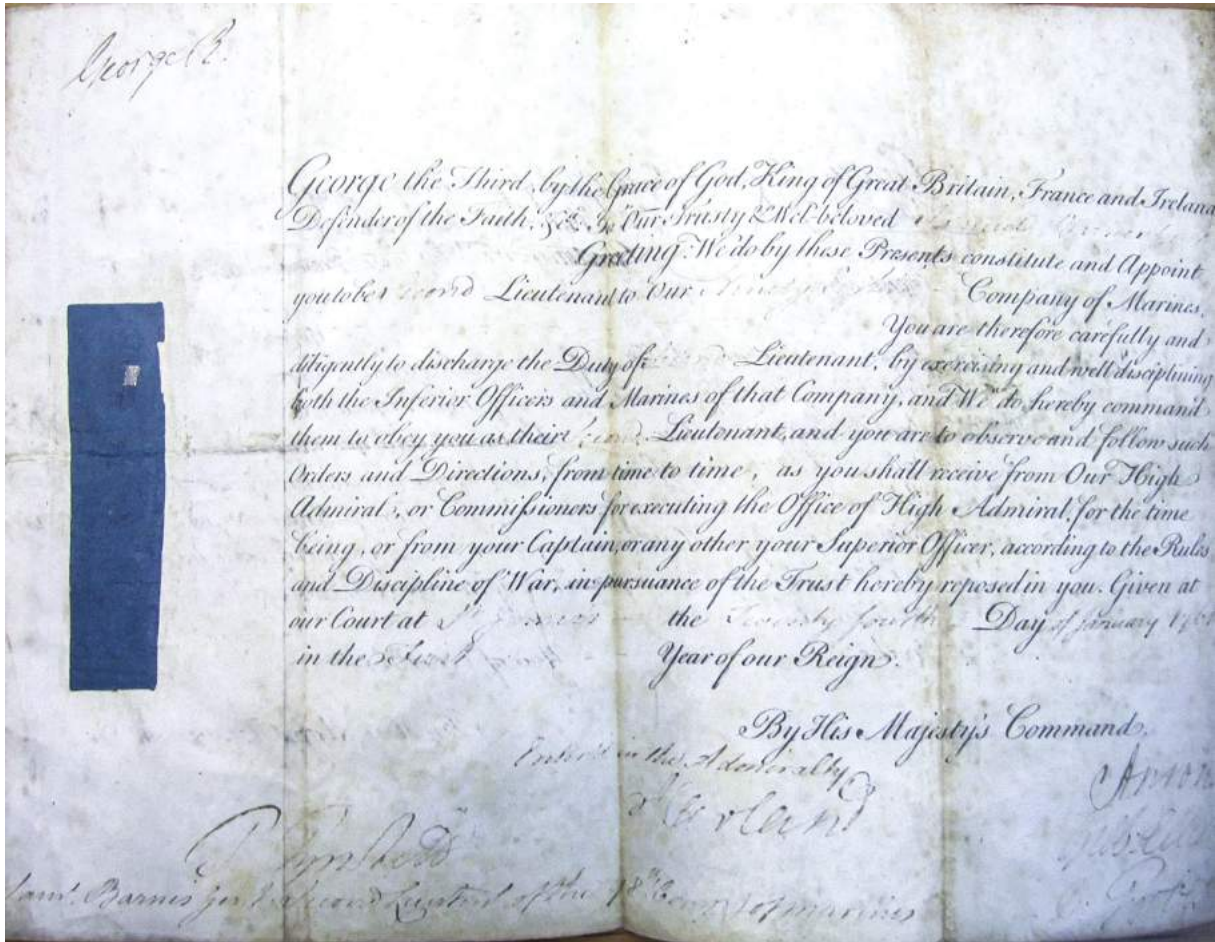
Every lieutenant, commander, captain or admiral was issued with a commission signed by some of the Lords of the Admiralty, or by the commander-in-chief if he was promoted to fill a vacancy on a foreign station. A separate commission was issued for each promotion, even including promotion, for example,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



A manuscript commission of 1703  
 © National Maritime Museum, Greenwich, London



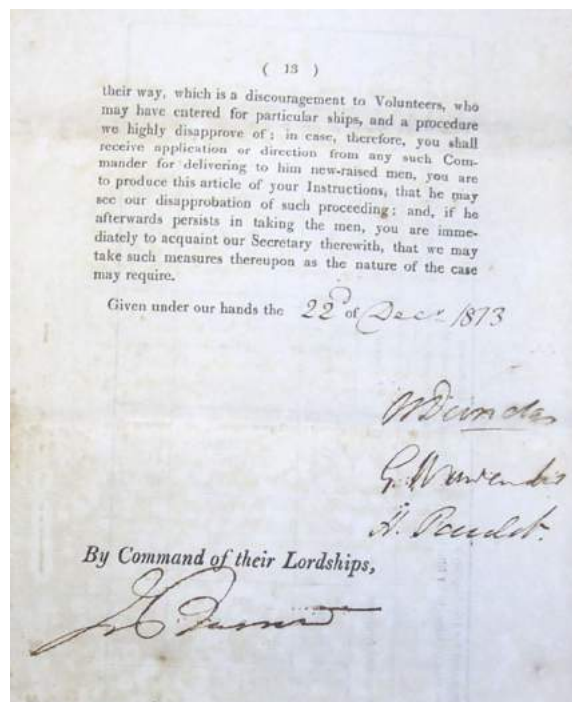
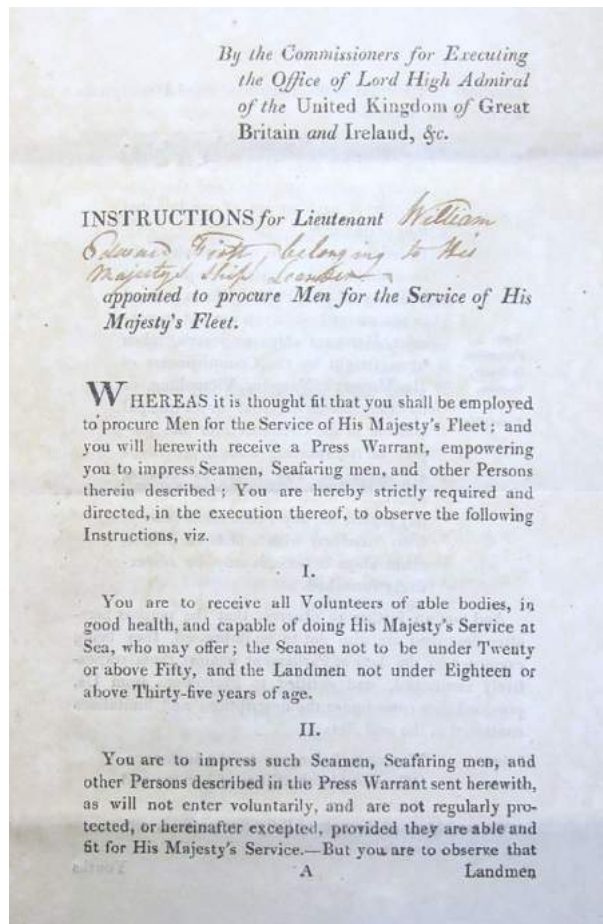
This one was issued by Admiral Sir Charles Knowles on the Jamaica Station in 1748.  
 PLA/P/9/1 © National Maritime Museum, Greenwich, London



The standard form of a commission around 1800, with the official seal protected by blue paper.  
 © National Maritime Museum, Greenwich, London

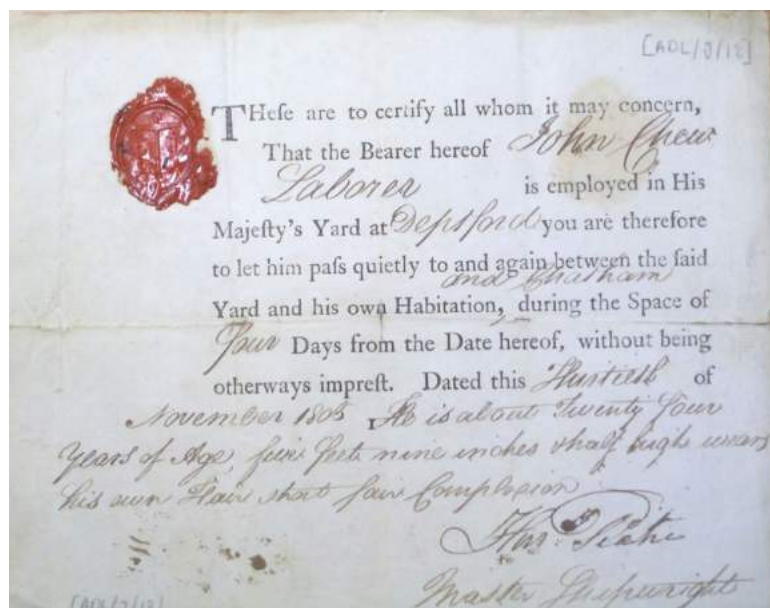
## THE PRESS GANG

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.

© National Maritime Museum, Greenwich, London

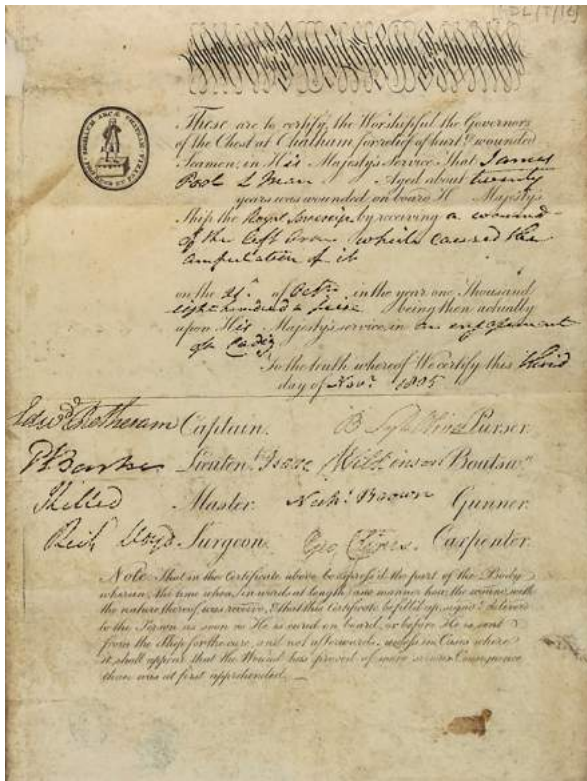


A 'protection' issued to a dockyard worker to prevent his being pressed into the navy. As usual it includes a description of the man to prevent it being transferred to another.

© National Maritime Museum, Greenwich, London



## 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

## MERCHANT NAVY

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.

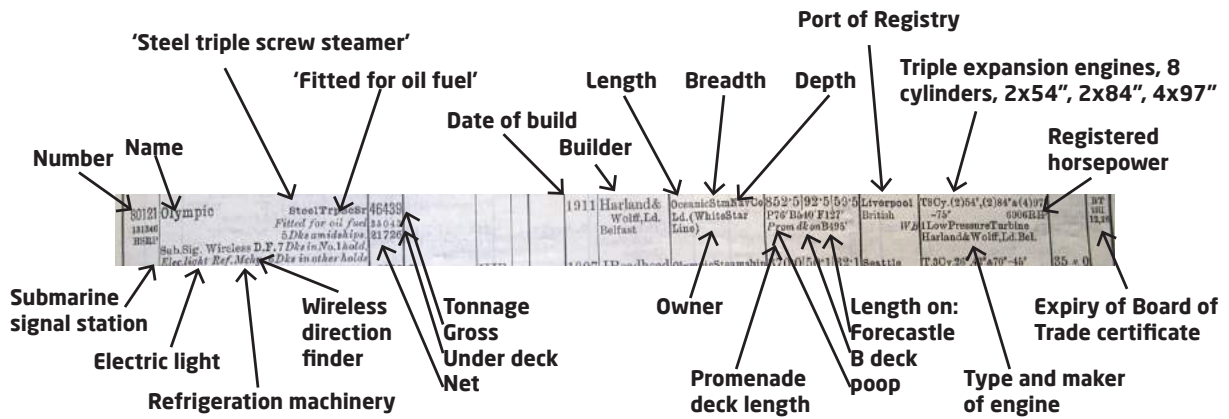
Until the middle of the 19th century merchant shipping was regulated by the Navigation Acts, which decreed that British goods should be carried in British ships. After that regulation was increasingly about safety, with major Acts of Parliament in 1854 and 1894.

## MERCHANT NAVY LISTS

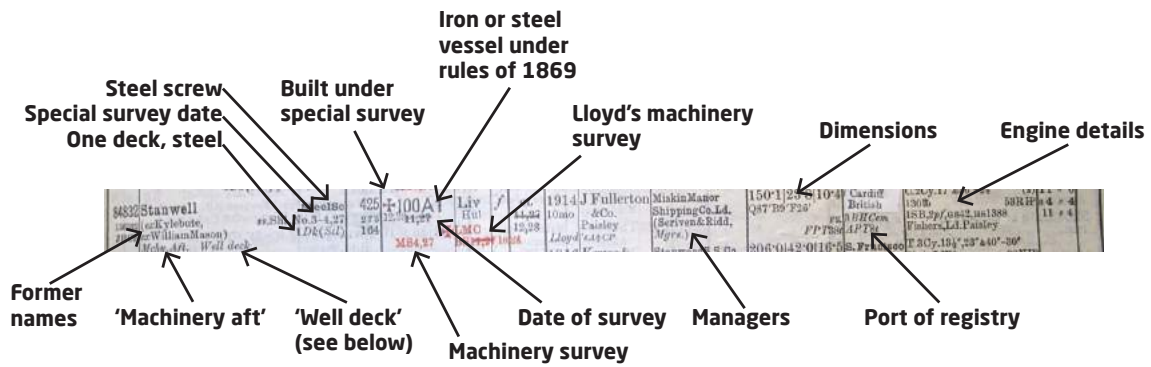
*Lloyd's Register* has been produced since 1760 and gives details of all the ships registered with them as A1 – sound in hull and fittings.

The image shows a page from the 1928-29 Lloyd's Register of Steamers & Motorships. The page is densely packed with data, organized into columns. The main heading at the top is 'LOYD'S REGISTER. STEAMERS & MOTORSHIPS. LOU'. The table includes columns for 'Steamer's Name', 'Material', 'Rig. An.', 'Tonnage', 'Particulars of Classification', 'Built', 'Owners', 'Registry', and 'Engines'. The entries list various ships such as 'Louisa', 'Louis Rose', 'Louis Blanchet', 'Louis Geraci', 'Louis L.-D.', 'Louis Mercier', 'Louis Philippe', 'Louis R. Davidson', 'Louis Theriault', 'Louis W. Hill', 'Louise', 'Louise II', 'Louise F.', 'Louise Schupp', 'Louisiana', 'Louisville Bridge', 'Lougour', 'Lourenço Marques', and 'Lourdes'. Each entry provides specific details about the ship's construction, classification, and ownership.

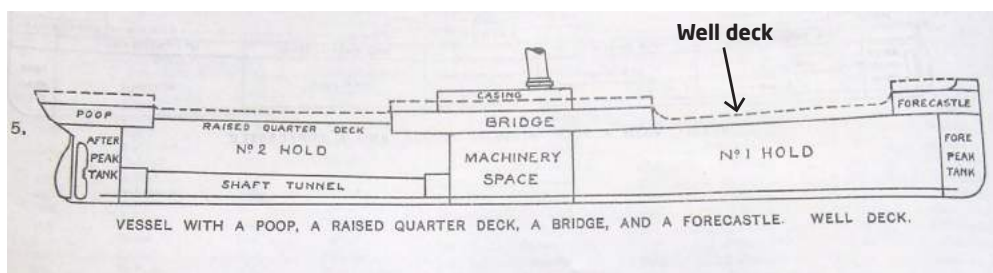
A page from the 1928–29 Register  
© National Maritime Museum, Greenwich, London



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	Lydersen	160	Norwy	79	L. Neilson	12	Lh Nrwy	I. 1	98
7	S	M. Martin	296	D.P.	Green&C	14	YaCoast	E. 1	E. 1	5	4
8	G	Cow Muller	141	For'gn	89	Capt.	10	Du Str'ts	E. 1	00	
9	Bg	A. Nesse	296	Norwy	82	Foyne&C	12	Co Nrwy	I. 1	99	
330	S	W. Ram	241	Finlnd	94	Capt.	13	DuStUbs	A. 1	99	
1	Bg	J. Remer	100	StJhns	Marsh&C	10	LoChpst	E. 1	00		
2	S	J. Resse	199	Swedn	P.H.Witt	13	Lo Altna	I. 1	98		
3	Bg	G. Rigg	234	Sndlnd	J. Wilson	13	NcLond	A. 1	99		
4	Bg	J. Roloffe	140	For'gn	Foreign	12	Lo Calais	E. 1	00		
5	G	Schicklte	125	Stralsd	Foreign	11	Li Wismr	A. 1	00		
6	Dr	J. Schultze	58	Eanden	88	Foreign	8	LoDantz	E. 1	00	
7	Dr	G.J. Smut	80	Hollnd	97	Foreign	8	Lo Emdn	A. 1	00	A 1
8	S	Stephensn	40	DP.	98	Addingt	17	Lo Riga	E. 1	99	
9	G	Stungroft	268	Bremn	80	Foreign	11	Li Bremn	I. 1	00	
340	S	J. Telsman	250	Danish	Smith&C	14	LoKonin	E. 1	00		
1	Dr	H. Todd	110	Swedn	91	Foreign	11	Lo Calais	E. 1	00	
2	G	H. Ustadt	58	Norwy	80	J. Beer	7	Lh Nrwy	I. 1	98	
3	Sr	J. Warner	81	Dutelh	T. Bridges	9	Ya Hmbr	E. 1	00		
4	Dr	Ziedenhan	150	Cmstd	99	Goodedge	9	LoBaltic	A. 1	00	
5	Fortune	B	J. Barnes	201	Whitv	97	R. Askew	13	Li Jamai	A. 1	00
6	Bg	W. Barton	102	Livrpl	89	Capt.	10	LoLimrk	E. 1	00	
7	S	Harlerow	492	F.P.	00	Capt. A Co	16	LoSFish	A. 1	00	
8	Sp	J. Lowe	59	River	80	M. Mearn	8	Lh Sktn	E. 1	00	
9	S	M'Cichen	221	Prussia	97	Fuze&Co.	14	Lo Operto	A. 1	00	
350	Bg	A. Martin	63	Abrdn	94	R. Gibbon	8	Lh Abdn	A. 1	98	

1801-1802											
351	Fortune	Bg	S. Nettles	76	Scot'd	84	M'Gaire	9	Co Lsbn	E. 1	98
2	Bg	Oliphant	143	Scot'd	96	Capt.	12	Du Ross	A. 1	99	
3	S	J. Ramsay	283	Chestr	99	Huthens	15	GrJamai	A. 1	99	
4	Bg	Ray	100	StJhns	Burke	10	LoIreln	E. 2	11	1	1
5	Sp	G. Ross	68	Petrhd	98	J. Skelton	9	LoDerry	A. 1	99	
6	Bg	J. Smith	203	Dysart	84	Fleming	14	GrVirgin	E. 1	99	
7	S	Snowden	296	D.P.	Humble	16	Li Baltic	E. 1	10		
8	S	Stephenson	360	D.P.	98	Eddingt	14	Lo Riga	E. 1	99	
9	Eg	C. Thistle	86	Wells	99	Thirwood	9	NcCoast	A. 1	00	
360	Bg	Wiseman	150	Scot'd	97	Capt.	11	LoDubln	A. 1	10	Lost
1	's Increase	Bg	W. Walton	113	Arndel	50	G. Rey	11	SdCoast	I. 1	00
2	Foster	Sp	T. Beatley	70	Scelby	85	P. Denton	9	Lh Lond	E. 1	99
3	Fountain	S	B. Baxter	317	Whitby	78	Hogg&Co.	15	Li Grn'd	E. 1	99
4	Sw	S. Beck	202	Lynn	52	Hogg&Co.	13	Ly Meml	E. 1	8	
5	Bg	J. Gibson	129	Sudrl	00	Binkinsop	11	SdLondn	A. 1	00	
6	Bg	Nickersn	86	Yrmt	86	J. Warner	9	Lo Hmbr	E. 2	91	
7	Bg	Pastell	113	Lwestf	96	Capt.	10	YaBaltic	A. 1	00	
8	Four Brothers	Sk	W. Borde	80	Prussia	96	Capt.	6	LoEmdn	A. 1	00
9	Dr	J. Brams	50	Prussia	96	Capt.	6	LoAmstr	A. 1	00	
370	Sk	S. Geerts	110	Dutch	86	Bowermn	9	LoEmdn	E. 1	00	
1	G	RJohnson	118	Dutch	84	De Boer	9	LoAntw	E. 1	00	
2	S	M. Kruitze	400	Norwy	60	N.B. Aall	15	Ph Nrwy	I. 1	00	
3	Sw	TPostgate	176	NBrns	01	F. Clarke	12	NcLond	E. 1	00	
4	Dr	W. Rubin	42	Dutch	94	Foreign	5	LoBrmn	A. 1	98	
375	H	D. Shuil	148	Prussia	90	DNoemas	9	Lh Riga	A. 1	98	

A double page from the 1802 New Register Book of Shipping  
 © National Maritime Museum, Greenwich, London

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.

WIND THIS DAY } NNE  
AT 10 O'CLOCK }  
Morning 8 min. past 7  
Afternoon 26 min. past 7

High Water at London Bridge to-morrow

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 .	Elisnore . . . . . 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. BROKERS.

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 Brennan
Liverpool Stagg B 115 CSWf Williams

February 7.

MAURITIUS Mary Stuart Bloom B — KD Cookes
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 Harrow B — Fresh Wf Rogers
ODESSA Hope Guthrie B — LD Hodgson
KERTCH Chamcook Poag 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 Nautilus Ann Price B 665 EID Lawson
MAURITIUS Lady Emma Wilkinson Entd. 2 Dec. Buckland, Master
RIO JANEIRO Urania Stratford B 173 LD Leach
BERBICE Comet Camerons Young B 255 WID Alves
TRINIDAD Leguan Brown B 349 WID Alves
JAMAICA Ocean Foreman

Entered 27th January, for Port Adelaide. M'Minn, Master

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
GIBRALTAR & Barcelona Mary Lancaster B 68 — Edwards
DUNKIRK Perseverance Arnold B 70 Hdn Carey
STETTIN Aytou Poag B 152 WID Custendiecks

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

IN BALLAST.

MOBILE Hercules Postill B 857 Ryan
ST. JOHN, N.B. Elizabeth Simson B 418 Page
SERRA LEONE Vibia Burton B 369 Lachlan

1

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
Chamcook, Poag Kertch
Hope, Guthrie Odessa
Monarch, Manning Harlingen
Columbine (s) Rotterdam

2

GRAVESEND . . . . . sailed for
6 Fanny, Andrew Sydney
Thos. Rickinson, Newby Mauritius
SHEERNESS . . . . . 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

3

RAMSGATE . . . . . arrived from
6 Shamrock, Murray Youghal
Nautilus, Groombridge Sunderland
for Bordeaux—with bows stove,
having been in contact
sailed for
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, Collins St. Michael's
6 John Brown, Thornhill Bcmby
Brunette, Couzens Ceylon
Ione, Moffatt Mauritius
Imperador, Silly Rio Janeiro
Thyatira, Rumsey Demersa
Crusader, Martin Barbadoes
Oshert, Dalrymple Dominica
Enchantress, Bisset 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 Risk, 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

sailed for

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
Borkett, 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

sailed for

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

PORTLAND ROADS

sailed for
5 Elizabeth, M'Laren Barcelona

4

DARTMOUTH . . . . . sailed for
6 Helens, Tiedeman Port-au-Prince
Idosbeten, Lind Marzillen
Friederick, Beck Bordeaux
Concord, Reeves Greater

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.

sailed for

5 Zenith, Jamie Senegal
Caroline, Deane Jamaica
Superb, Mann Trinidad
Catherine Elizabeth, Merritt St. Vincent's
Snelheid, Klamp Surinam
Messenger, M'Kandy New Orleans
Royal William, Miller Constantinople
Stad Barth, Suhr Ancona
Ctes. of Durham, Richardson Malta
Diadem, Iron Genoa
Earl Grey, Fish Naples
Watermillock, Corner Cette
Poniatowski, Penear d
Belen y Luisa, Guibeloado Alicant
Protheroe, Rolfe Seville
Vicco, Austin Bordeaux
Duke of Cornwall (s) Dublin
6 Industrie, Saville Monte Video

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, Rryie 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, Fowder; 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 Feu; Succes, Bonting; Two Friends, Lowring; St. Croix Packet, Campbell, and dismasted; Craighorn, Kingdon; Ledman and Juno, Smith.

Vessels dismasted.

Flora Man of War; Thyne Packet, Wolf; Maria, Jones; Martha, Boyle; Garret, Harbour; Two Brothers, Barstow; 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 Smal, 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 Congo Polly, Gill, from London for Philadelphia, in Lat. 40. 32. Lon. 15, all well.

**GRAVESEND** — arrived from  
 4 Nesbit, McAllister Granada  
 Constant Trader, Wright Jamaica  
 K. George, Dixon Rotterdam  
 Hope & Anker, Holt Norway  
 Gerret Wynolds, Folkens

**Friesland**  
 De Santerretta, Silver Lisbon  
 Two Brothers, Fendon Harling  
 Britannia, Standbank Dunkirk  
 Herfinginan, Hilman Sweden  
 5 Neptune, Johnson Ostend  
 Loyal Jane, Halfright Dunkirk  
 Gottenburg, Anderion

**Gottenburg**  
 6 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 Pqt. Atkinson Norway  
 Effay, Tesdal Dantzick

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

**OF WHITBY** — arrived from  
 Friendship, Parndle Archangel  
 Christopher, Fotherly ditto

**BRISTOL** — arrived from  
 Pitt, Stevenson Petersburg  
 Gratin, Berg Norway

**LEVERPOOL** — arrived from  
 Olive Branch, Cathberton Petersburg  
 Antigallico, Parks Cheshire  
**OF HUMBER** — arrived from  
 Fame, Vasey Archangel

**FALMOUTH** — arrived from  
 Commodore, Hood Duakirk

**PLYMOUTH** — arrived from  
 5 Young Handler, Gerrets Curacoa

Two Brothers, Sibot Dram  
 Ellen Chridians, Nals ditto  
 Druid M. W. a Cruise  
 St. Dominico, Petrina Zant  
 Friendship, Gover Dubia

**DAKYMOUTH** — arrived from  
 4 Elizabeth, Smal Bourdeaux

**COWES** — arrived from  
 6 Love, Benn East Florida  
 Olive Branch, Neales Bourdeaux

**PORTSMOUTH** — arrived from  
 6 Friendship, Fleek Petersburg  
 Longfound, Longfound  
 Fredrick Cutter, straker Dover  
 Jooge Vrow Maria, De Bruin  
 Bellifarius, Mayor Mulquito Shore

**Sailed for**  
 Friendship, Lawton Ancona  
 Wind East

**Downs** — arrived from  
 None

**Sailed for**  
 6 Assistance, Welsh Jamaica  
 Remain for

**7** John and Jane, Atkinson Memel

**WINDS at DEAL**  
 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 Jeanie, M'Gill Zetland  
 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

**ELTHAM** — arrived from  
 22 Sept. Concord, Cheller Hull  
 Jane & Mary, Ramer Narva  
 Scots Tarvet, Chiene Memel  
 —, Adix ditto  
 Sally, Home ditto  
 Sally, Major ditto  
 Hope, Steele ditto  
 Chridians, Byres ditto  
 Mary, Wright Dundee  
 Catharine & Peggy, Steward

Betty, Orway Dantzick  
 Maria, Crowden ditto  
 Endeavour, Richardson ditto  
 Europa, Joep ditto  
 Jano, Womes ditto  
 —, Gardner Portsmouth  
 Nelly, Webber Montrafe  
 Beilmouth Castle, Stobby Perth  
 Lively, Wilkinfon Whiby ditto  
 Fortitude, King ditto  
 —, Zadrak Dublin  
 Margaret, Stonehouse Borothonnes

Nancy, Bonner Grangemouth  
 Molly, Miller Kinkardy ditto  
 Jane & Janet, Miller ditto  
 Happy Return, Inglis Koningburg

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

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

Peggy & Eliz. Izat Pillaw  
 Athol, Cable Koningburg  
 Hercules, Gregg Dundee  
 William & Christian, Lyal ditto

Maria, Henry Borothonnes  
 Peggy, Ormond ditto  
 John & Cath. Dingwall ditto  
 Kingdon, Martin Hull  
 Mailboom, Lazenby ditto  
 Diana, Scott ditto  
 —, Nordstrom ditto  
 Two Friends, Rumford Dunbar  
 Robert & Eliz. Forster ditto  
 John & Amity, Rawfon London

John, Aire ditto  
 Hope, Aire ditto  
 Protegt, Lawfon ditto  
 Harwick, Thompson ditto  
 —, Schwell ditto  
 Union, Thompson ditto  
 Minerva, Jubb ditto  
 Betsey, Reeve ditto  
 Eagle, Smith ditto  
 Hannah, Ayrfon ditto  
 Thamer, Roberts Newcastle ditto  
 Sally, Hodges ditto  
 William, Willis Memel  
 Good-Intent, Peterfon Kirkaldy  
 Queen, Jebb Zerickzee  
 Queen, Jee Leverpool  
 Jenny, Thompson Ely  
 Elizabeth, Fity Dover  
 —, Damitz Londonderry  
 Betsey, Walker Beifol  
 Prudent, Oxley Shields

Nicolas and Jane, Calloway Hull  
 Otterburn, Stamp Leverpool  
 Mercey, Bird ditto

Robert and Margaret, Brown  
 John, Jamefon Dantzick  
 Aurora, Dixon Petersburg  
 Commerce, Strong ditto  
 Peggy, Swas Moryton ditto  
 Elizabeth, Watson London  
 Adventure, Thompson Leith  
 Anna Concordia, Cloudion ditto  
 Adventure, Lundon ditto  
 Friendship, Smit Scarborough  
 Friends, Jones Lancaster  
 Vine, Harding Dundee  
 William and James, Sands Leith  
 —, Pool ditto  
 —, Raich Borothonnes  
 —, Green ditto  
 26 Diana, Sebastian Dover  
 Peggy, Evans Leith  
 Liberty, Black Petersburg  
 Fortune, Bogg ditto  
 Tees, Claize ditto  
 Minerva, Maxwell ditto  
 Friendship, Spiak ditto  
 —, Dedrick Arbroath  
 Catharine, Wickerman Scots  
 Experiment, Gibbon Memel

**27** William, Miller Friedrichsh  
 Sally, Craif Petersburg  
 Firm, Bone ditto  
 Triton, Plasket ditto  
 John, Hearn Memel  
 Loyalty, Jackson ditto  
 Wolfington, Gray ditto  
 Content, Charter ditto  
 —, Gardner ditto  
 Patience, Finlay ditto  
 Welcome, Cowham ditto  
 Friends, Gibbon Dantzick  
 Elizabeth, Henderson Leith  
 28 Changeable, Walker Memel  
 Brilliant, Watkins ditto  
 Two Brothers, Chalton ditto  
 Sisters Gowland London  
 Liberty, Beck ditto  
 Fancy, Forster Dublin  
 Advice, Broderick Petersburg  
 Speedwell, Machan ditto  
 K. Gustaf, Swinlon Liverpool  
 Happy Jenett, Banks Dunbar

**HAVRE DE GRACE** — arrived from  
 Isabella, Coffin Temise

**JAMAICA** — arrived from  
 Harriot & Loufa, Hayman London

**NEWFOUNDLAND** — arrived from  
 Polly, Bloomfield Pool  
 Hope, Bloomfield ditto  
 Hannah & Susan, Goodrick Dartmouth

Good-Intent, Cole Port Rofey  
 Island of St. JOHN'S — arrived from  
 Mediator, Adey London & Pool  
 On the Coast of LABRADOR and discharged — arrived from  
 Regulator, Bennet London  
 Charlotte, Blackhone ditto  
 Mary, Athwick ditto  
 Providence, Clark Dartmouth  
 Sally, Smith ditto  
 Hunter, Hine Leith

**ST. LUCIA** — arrived from  
 Cavendish, Thornborough Lancaster

**CHARLESTON** — arrived from  
 Charlotto, 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.

**CERTIFICATE OF BRITISH REGISTRY.**  
PARTICULARS OF SHIP.

Official Number <i>110967</i>	Name of Ship <i>Hibernia</i>	No., Date, and Port of Registry <i>27-1899</i>	No., Date, and Port of previous Registry (if any)
Whether Tug or Pouch Mail	Whether a Saloon or Steam Ship, and if a Steam Ship, how propelled	Keels Built	When Built
<i>British</i>	<i>Steam</i>	<i>Wood</i>	<i>1899</i>
Name and Address of Builders		<i>Wm. &amp; A. Brown</i>	
Number of Decks	Number of Masts	Rigged	Stern
Build	Galleries	Head	Framework and description of vessel
Number of Bulkheads	Number of water ballast tanks and their capacity in tons	Length from forepart of stem, under the bowsprit, to the aft side of the head of the stern post	
		Length at quarter of depth from top of weather deck at side amidships to bottom of keel	
		Main breadth to outside of plank	
		Depth in hold from tonnage deck to ceiling at amidships	
		Depth in hold from upper deck to ceiling at amidships, in the case of iron decks and upwards	
		Depth from top of bows amidships to top of keel	
		Depth from top of deck at side amidships to bottom of keel	
		Round of beam	
		Length of engine room (if any)	
Total to give the depth from weather deck outside amidships to bottom of keel			
PARTICULARS OF DISPLACEMENT.			
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 Revolutions per Hour			
PARTICULARS OF TONNAGE.			
GROSS TONNAGE.		No. of Tons	DEDUCTION ALLOWED.
Under Tonnage Deck			On amount of space required for propelling power
Closed-in spaces above the Tonnage Deck (if any)			On amount of space occupied by beams or Appergions, and appropriated to their use, and saved 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			<i>Four cases</i>
Forecastle			
Round House			
Other closed-in spaces, if any, as follows:			
<i>Access to Holdway</i>			
Spaces for Machinery and Light and Air, under sec. 78 (2) of the Merchant Shipping Act, 1894, if required.			
Gross Tonnage			
Deductions, as per contra			
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	
<i>Wm. &amp; A. Brown</i>		<i>100</i>	
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 enclosed 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.

H	K	H	Courses	Winds	Remarks
2	4		SEW	North	On board the Duke of Argyle from Liverpool Thursday. Sept. 13 <sup>th</sup> September 1750
4	3	1	SEW		Light breezes as ft. Log, close weather, begins to be sensible of a change of climate; at 6 PM haled down of steering sails. At 10 AM saw a large ship to the seaward
6	3	1			haled up to get to windward, being apprehensive of the Barbary cruizers at 11 passed her about 2 miles distance; she hoisted first a french Jack at the Mizzen-peak
8	3				but when we showed our Ensign; they hoisted a French Ensign at the Staff. put long NW Shells
10	3				
12	2	1		NW	
2	3				
4	3	1			
6	3				
8	3	1			
10	3				
12	2				
					Course $3^{\circ} 8' NW$
					Distance --- 75
					Diff. Lat. --- 74
					Departure --- 10
					Mer. Dist. --- 281
					At Suns Setting { Magnetical Amplitude $12^{\circ} W$ True Amplitude none Variation $12^{\circ} W$
					Ten. Dist. --- 39-15
					Suns Dec --- 29
					Lat. of Obs. --- 38-46
					Diff. Long. --- 13
					Longitude 17. 43
H	K	H	Courses	Winds	Friday Sept. 14 <sup>th</sup> September
2	2		SEW	NNW	Very fine weather, light breezes as ft. Log, & towards noon pretty fresh, smooth water. This morning haled
1	1				

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

RECEIVED BY THE BOARD OF TRADE, MAY 1870, IN PURSUANCE OF 17 & 18 VICT. c. 54.

(O) 2706770

**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 Tons Certificate (if any).
Cutty Sark 63557		London	921	George Moore	1800

Date of Commencement of the Voyage: February 14<sup>th</sup> 1870.

Nature of the Voyage or Employment: Africa.

Delivered to the Shipping Master of the Port of London - Poplar on the 18<sup>th</sup> day of October 1870.

Signed: [Signature] 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 206.

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

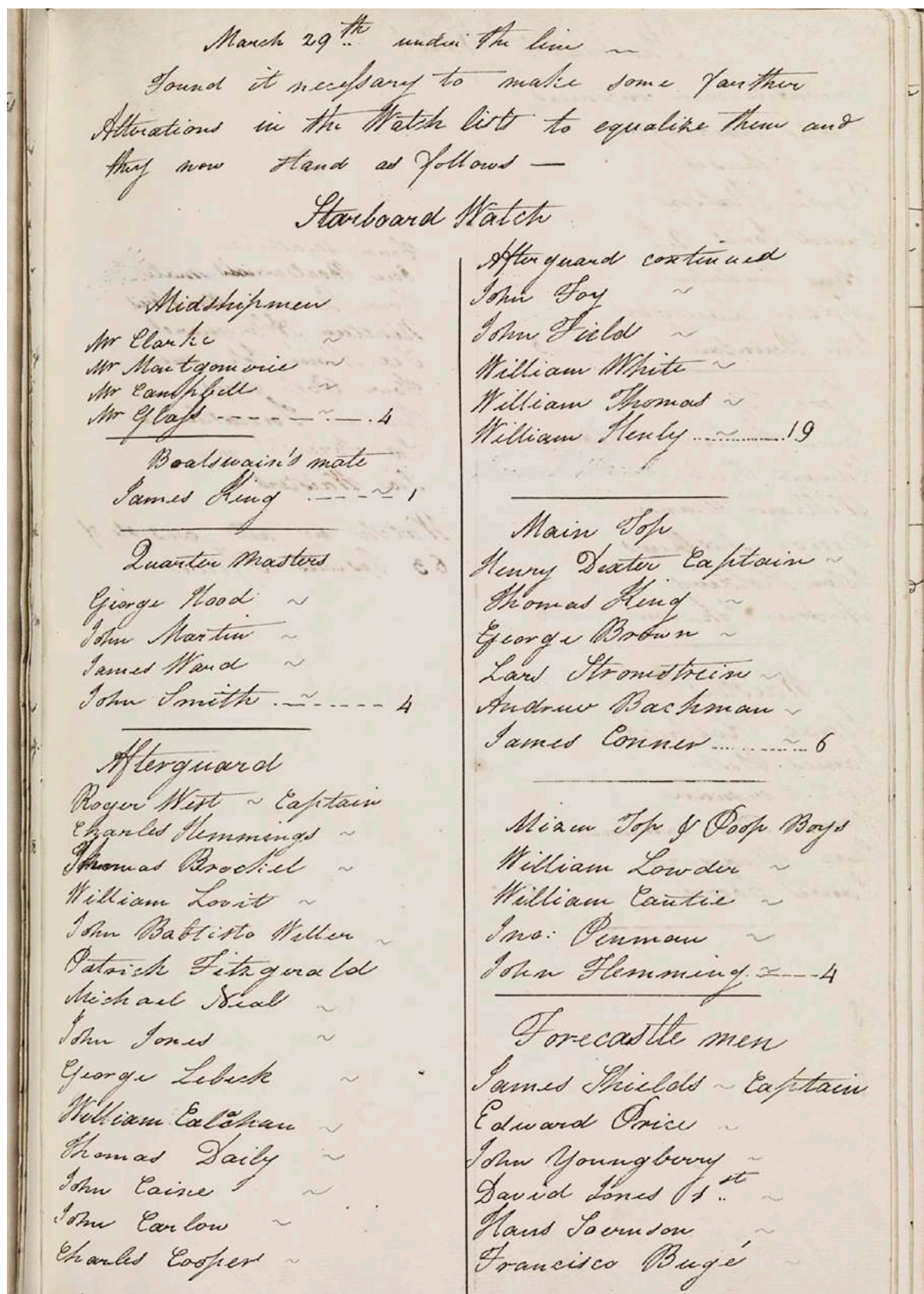
In this example, the captain of the Cutty Sark records the finding of a stowaway on board and his failure to fulfil his promise to work his passage.

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 incurred.
			£ s. d.
August 10 <sup>th</sup>	Lat. 25 22 N Long. 57 56 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 beer has not agree.	
<p>This morning about 5 o'clock, the wind became variable, consequently the yards had to be hauld 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 Crew or by the Officer authorized to receive the Bounties 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 (SEE CREW LIST) NO LOG, NOT RECORDED AFTER 7 YEARS. [AML/5/6/1]  
 Executed in Sixteen Pages.

Eng. 1. 37

**AGREEMENT AND ACCOUNT OF CREW.**  
 FOREIGN-GOING SHIP.

*London* Name of Ship. *99561* Official No. *Merdeen* Port of Registry. *1891* Port No. and Date of Register. *1902* Registered Tonnage. *1849* Nominal Horse Power of Engines (if any).

REGISTERED MANAGING OWNER  
 Name. *Merdeen* Address. *Merdeen* No. of Seamen for whom accommodation is certified (30 & 21 Vic. c. 124.)

FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 15.

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 30th and 31st Vict., c. 124, & c.

	Bread	Beef	Pork	Tinned Meats	Soup and Biscuits	Preserved Potatoes	Compressed or Preserved Vegetables	Flour	Peas	Rice	Tea	Coffee	Sugar	Miscellaneous	Water
Sunday ...	12	14						12	13		1/2	2			3
Monday ...	12	14						12	13		1/2	2			3
Tuesday ...	12	14						12	13		1/2	2			3
Wednesday ...	12	14						12	13		1/2	2			3
Thursday ...	12	14						12	13		1/2	2			3
Friday ...	12	14						12	13		1/2	2			3
Saturday ...	12	14						12	13		1/2	2			3

*Sydney n.s.w.*  
 Probable period of engagement *2 years*

**AT THE MASTER'S OPTION, NO SPIRITS ALLOWED.**

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 in the margin of this Agreement, 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 should any of the crew fail to be on board, sooner 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 *J. G. A. And. Lew* Master,  
 on the *21<sup>st</sup>* 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>26/6/92</i>	<i>Glasgow</i>	<i>June 1<sup>st</sup></i>	<i>London</i>	<i>1.6.92</i>	<i>J. G. A. And. Lew</i>

\* Here the Voyages 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.  
 \* 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.  
 \* Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.  
 \* This Form must not be unfastened. No leaves may be taken out of it, and none may be added or substituted. Care should be taken at the time of signing that a sufficiently large Form is used. If more men are engaged during the voyage than the number for whom signatures are provided on this Form, an additional Form Eng. 1 should be obtained and used.

1600-12-90 Sixteen Pages.

PARTICULARS OF ENGAGEMENT.

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 service on board.	
					Year.	State Name and Official No. or Port she belonged to.	Date.	Place.			
1	<i>E. H. Andrew</i> <small>Master to sign first.</small>	30	Penzance		'91	Derwent	1891	24 June	G'gow	Master	345
2	<i>William Barrow</i>	43	Adeen			Cof Delhi	24				
3	<i>Henry Charles Hamard</i>	22	Devon			East Lothian	24				
4	<i>William Hunter</i>	20	Dundee			Maulesden	24				
5	<i>Matthew Knowles</i>	34	Partick		'84	Cof Florence	24				
6	<i>Thomas Colton</i>	23	Penzance			First ship	24				
7	<i>John Frew</i>	36	Saltcoats		'91	Ruthwell	24				
8	<i>James Saltbath</i>	28	Belfast			Alcester	24				
9	<i>John McDonald</i>	29	Striway			Corran	24				
10	<i>John Mathison</i>	36	Skye			Kingdom of Sweden	24				
11	<i>Rod McRae</i>	42	Shropshire			Garnet Hill	24				
12	<i>Wm. Currie</i>	33	Fleetwood			Amarynthia	24				
13	<i>John Paterson</i>	20	Peterhead			Netherby	24				
14	<i>Jas D. Steuen</i>	24	Lanark			Empire	24				
15	<i>George J. Laing</i>	20	Adeen			Damascus	24				
16	<i>D. W. Lusk</i>	21	Harris			Napavina	24				
17	<i>Jas Murray</i>	22	Montrose			Hibernia	24				
18	<i>Robert Fiddes</i>	19	Govan			Mt Carmel	24				
19	<i>Jas Brown</i>	39	G'gow			Scottish Knight	24				
20	<i>William Thomson</i>	19	do			Brimah	24				

\* 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.

$$\begin{array}{r} 2 \ 86373 \ 16 \\ 19 \ 86400 \ 92 \\ \hline 19 \ 86400 \ 92 \end{array}$$

$$\begin{array}{r} 2 \ 88001 \ 16 \\ 26 \ 3 \\ \hline 3 \ 92 \end{array}$$

Ship \_\_\_\_\_

PARTICULARS OF DISCHARGE, &c.											RELEASE (Date M).	
To be filled in by the Master upon the Discharge, Death or Desertion of any Member of the Crew.												
Amount of Wages per Month.	Advances made in the United Kingdom of not more than One Month's Wages, conditional on going to sea.	Order Advances, not being conditional on the Seaman's going to sea from the United Kingdom.	Amount of Wages or Monthly Allowance.	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.	We, the undersigned Members of the Crew of this Ship, do hereby release the Ship, and the Master and Owner or Agents thereof, from all Claims for Wages, or otherwise, in respect of this Voyage, and I, the Master, do hereby release the said undersigned Members of the Crew from all claims in respect of the said Voyage.		Signature or Initials of Official before whom the Seaman was paid and released.	Reference No.
					Date.	Place.	Cause.		Signature of Master and Crew (each to be on the line on which he signed in Col. 1).			
					16/92	London	Disch'd	20177	Wm Andrew			
8 10	4 5		4 5					20177	William Barron			
6					31/12/91				Henry Charles Hammond			
3 15	1 14 6				1/92	London	Disch'd	14	William Hunt			49
6	6		3					1986	Wm Knowles			82
4	4							28/10/11	Thomas Colton			90
5	5		2 10		2/9/92	Sydney	Disch'd	11	John Frew			94
4	4				1/92	London	Disch'd	68	James Sawwith			85
4	4		2		16.1.92	Sydney	Deserted		see Col. p 18.			9
3 10	3 10				1/92	London	Disch'd	26/5/92	Geo. Harrison			10
3 10	3 10				11/92	Sydney	Deserted		see Col. p 18.			11
3 10	3 10				2/9/92	Sydney	Failed to join					12
3 10	3 10				1/92	London	Disch'd	6 6 11	John Peterson			95
3 10	3 10				1/92	Sydney	Disch'd		Geo. D. Stearns			9
3 10	3 10				1/92	London	Disch'd	24 5 10	George J. Lacey			15
3 10	3 10				2/9/92	Sydney	Failed to join					16
3 10	3 10				1/92	London	Disch'd	25 13 10	Geo. Scurry			17
3 10	3 10							26 5 4	Geo. Spiller			18
4	3 10	30 to be paid at Sydney			1/92	Sydney	Disch'd		Geo. Broad			19
4	3 10	80 80							W. Thomson			20

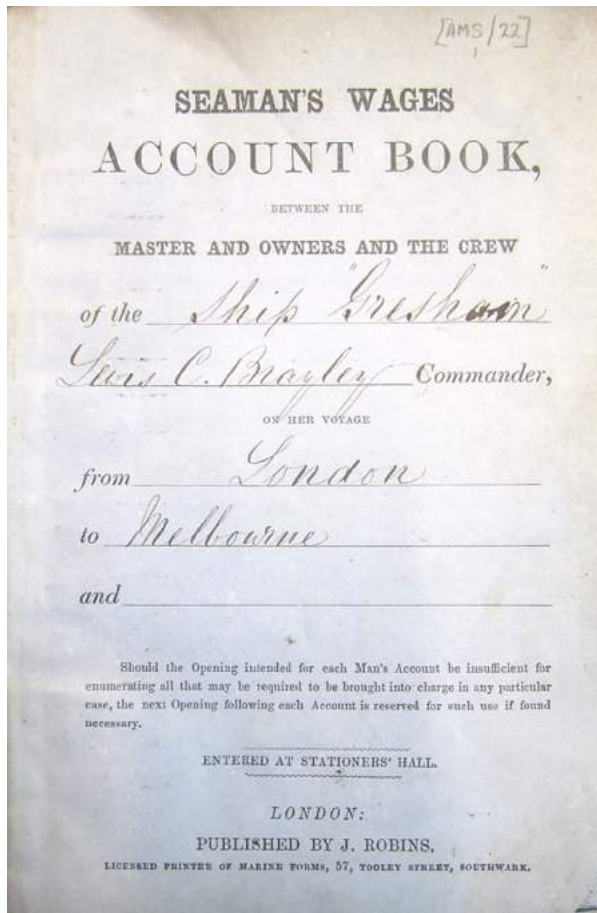
should be described as Engine Drivers here and in Dis. 1. the Ship, "thus, "H.M.S. Revenge;" and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

(252a)

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.



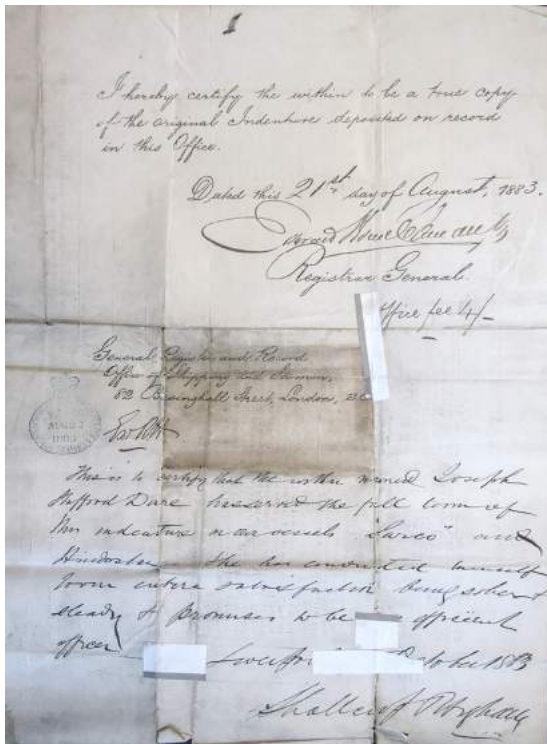
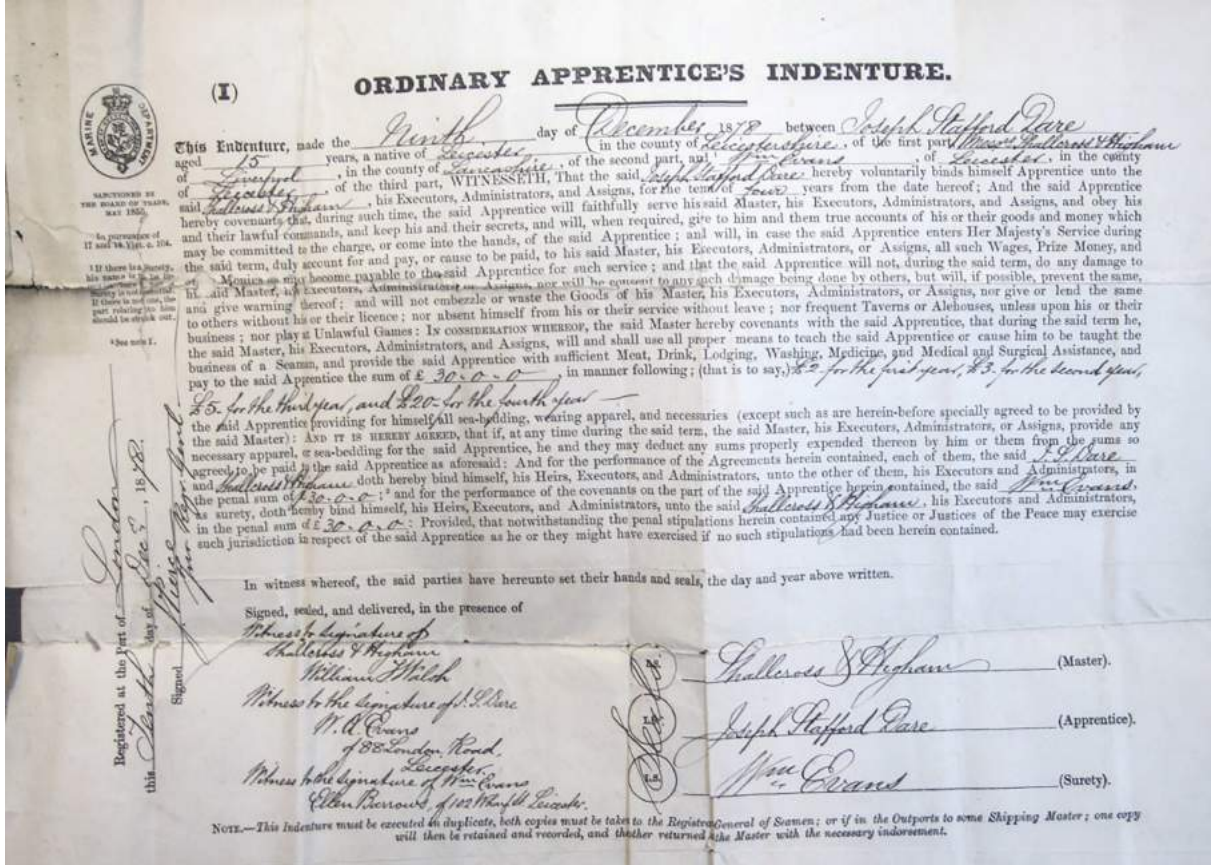
The image shows a handwritten ledger page for 'David Eagle in Account with the'. The page is numbered '65' at the top left. It has columns for 'DATE', 'DEBTOR', and currency (£, s, d). The entries include:

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
	<del>Penalty</del> Forfeitures	2	10	
Supplies made during the Voyage, viz.:				
Nov 10/42	Cash in Kohittagon # 2 2/3		9	
Dec 2/42	Cash in Cochin 15 1/4 @ 2/2	1	13	1/2
	Cash in Kohittagon # 2 2/3	1		3
	Tobacco 1 @ 2/6 4 @ 3/		14	6
	Soap @ 1/1		1	1
April 5	Cash in Mauritius # 12 2/4	2	12	
	do Bumbrae # 1 68 2/4		7	4
	Total deductions (over)	12		4
	Cash on Discharge (equal to one-fourth Balance per Contra.)			
	Total Cash (being residue, paid before Shipping Master.)			

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.

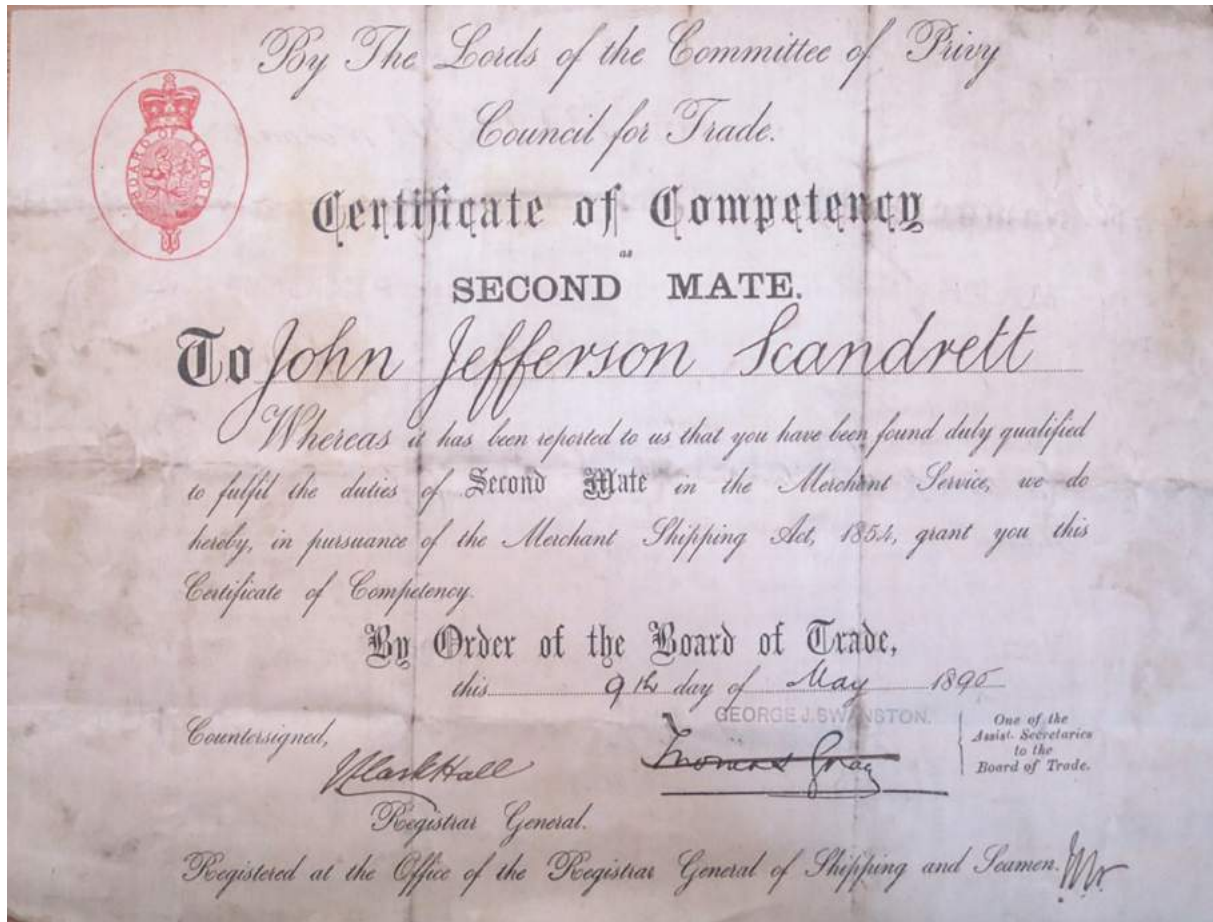


The indenture says a good deal about the boy's conditions of employment, and more details are often noted on the back.

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).

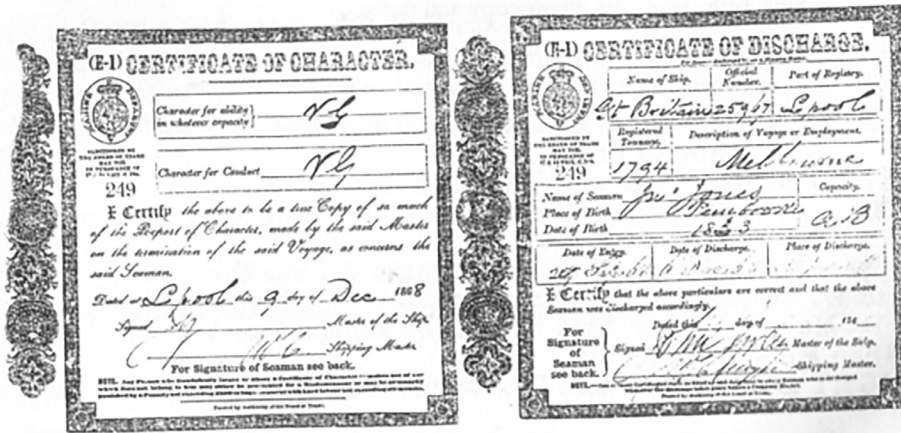


This certificate for a second mate dates from 1895  
 AML/H/21 © National Maritime Museum, Greenwich, London



## DISCHARGE CERTIFICATES

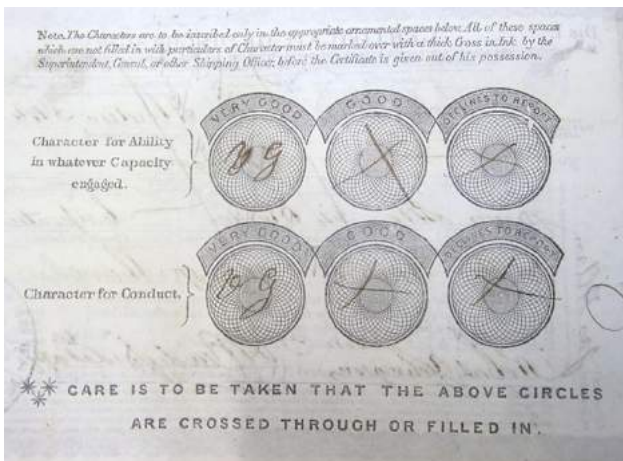
Certificates of Discharge were issued to merchant seamen on the completion of each voyage.



Certificate of Discharge for John Jones on the SS Great Britain  
 © ss Great Britain Trust



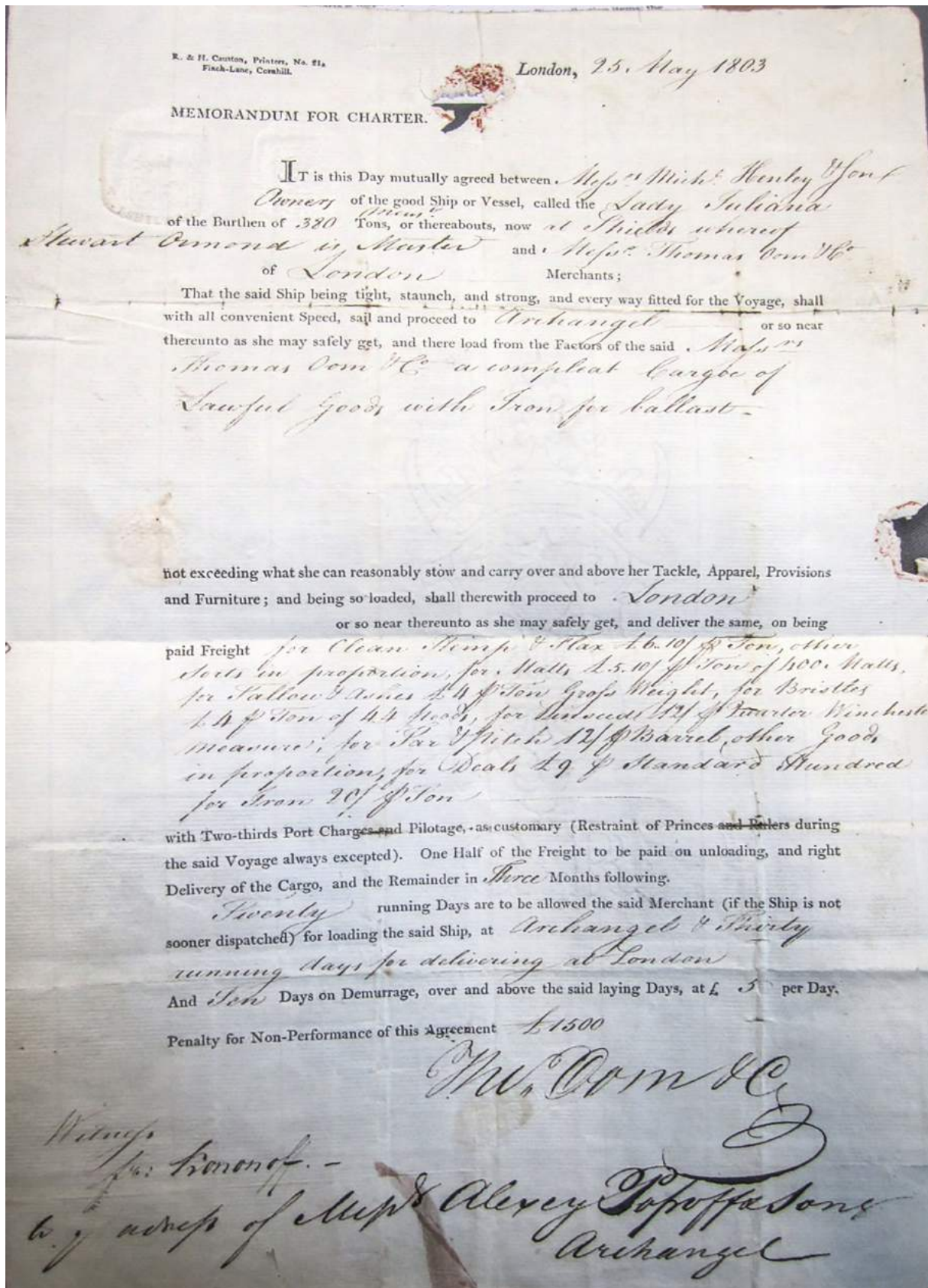
The certificates earned by seaman John Scandrett, kept in a special folder  
 © National Maritime Museum, Greenwich, London



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.

© National Maritime Museum, Greenwich, London

## 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.  
HNL/77/41 © National Maritime Museum, Greenwich

## 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 Commd

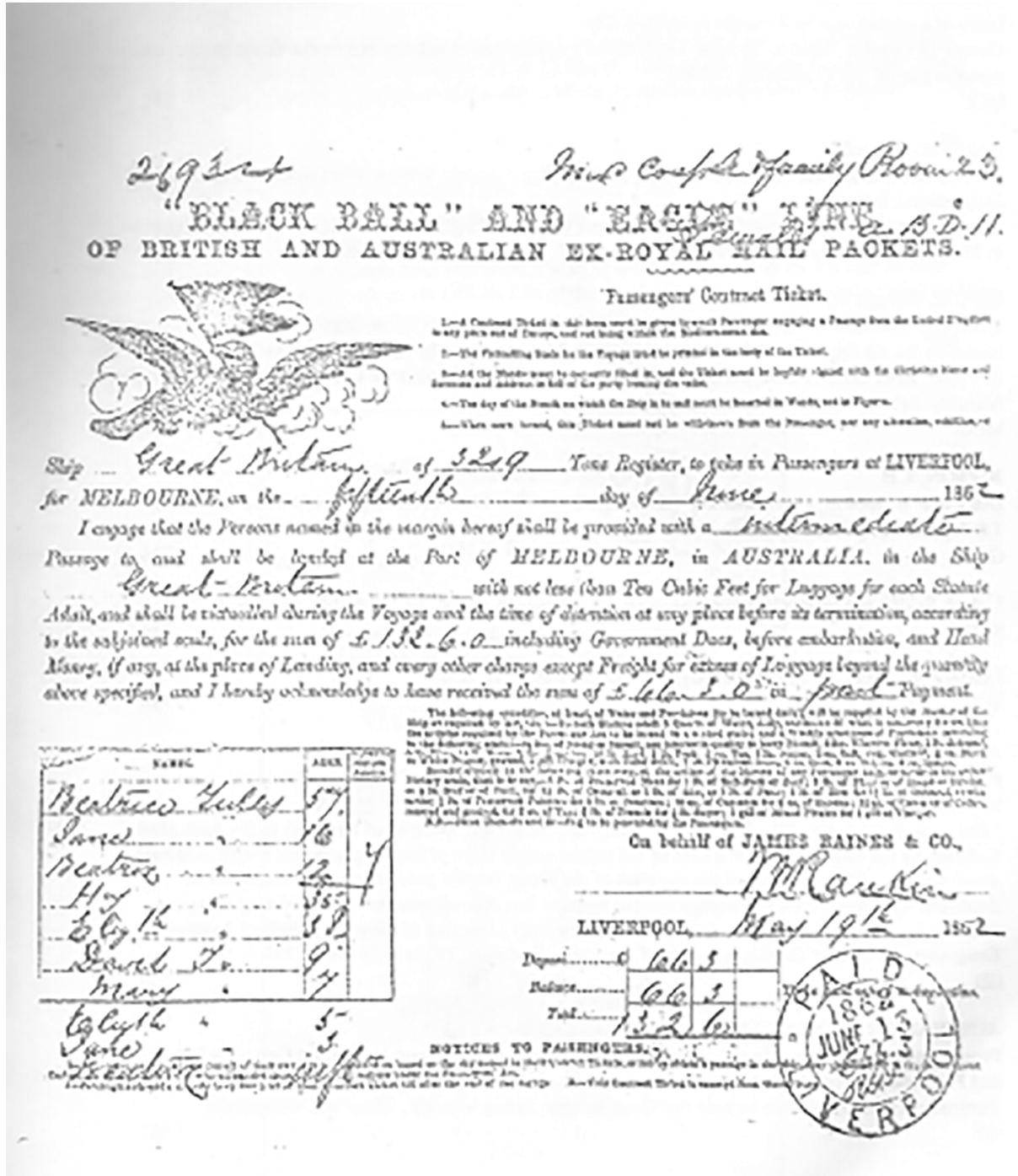
---

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 Larchwood —  
 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 Cat Crankerys — — — — —

The cargo manifest is a list of the goods carried.  
 HNL/77/41 © National Maritime Museum, Greenwich, London

PASSENGER TICKETS

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

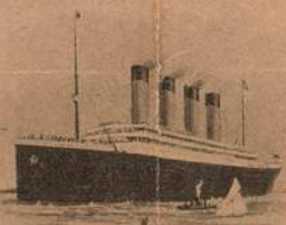


A ticket to Australia for a family of nine on the Great Britain in 1862.  
 © ss Great Britain Trust

113770

# WHITE STAR LINE

ROYAL AND UNITED STATES MAIL STEAMERS.



ISMA Y, IMRI E & CO.,  
 1, COCKSPUR STREET, G.V.,  
 88, LEADENHALL STREET, E.C.,  
 LONDON,  
 30, JAMES STREET,  
 LIVERPOOL,  
 AND  
 CANUTE ROAD, SOUTHAMPTON.  
**Agent**—NICHOLAS MARTIN,  
 9, RUE SCRIBE, PARIS.

WHITE STAR LINE,  
 9, BROADWAY .. .. NEW YORK  
 84, STATE STREET .. .. BOSTON.  
 53, DALHOUSIE STREET .. .. QUEBEC.  
 BELL TELEPHONE BUILDINGS,  
 119, NOTRE DAME STREET WEST, } MONTREAL.

JAMES SCOTT & CO., Agents,  
 QUEENSTOWN.

### CABIN PASSENGER'S CONTRACT TICKET.

These Directions and the Notices to Cabin Passengers below, form part of, and must appear on each Contract Ticket.

1. A Contract Ticket in this Form must be given to every person engaging a Passage as a Cabin Passenger in an Emigrant Ship from the British Islands to any port out of Europe, and not being within the Mediterranean Sea, under a Penalty not exceeding £500.
2. Unless the Passengers are to have a free Table, the Victualling Scale for the Voyage must be appended to the Contract Ticket.
3. All the Blanks must be correctly and legibly filled in, and the Ticket must be printed in plain and legible characters, and legibly signed with the Christian Names and Surname, and Address in full of the Party issuing the same.
4. The Day of the Month on which the Ship is to sail must be inserted in Words and not in Figures only.
5. When once issued, this Ticket must not be withdrawn from the Passenger, nor any alteration or erasure made in it unless with his consent.

BRITISH STEAMSHIP *Atlantic* of *5000* Tons Register.  
to sail from *Southampton* for *New York*  
on the *16th* day of *April* 191*2*

NAMES.	No. of Persons.	
	Adults 10 Years & upwards	Children under 10 Years.
<i>Mr. Arthur Lawrence</i>		
Total No. of Persons		

In Consideration of the sum of £ *36 0 0* I hereby agree with the Person (a) named in the margin hereof that such Person (a) shall be provided with First Class Cabin Passage in the above-named British Steamship, to sail from the Port of *Southampton* for the Port of *New York* in North America, with not less than Twenty Cubical Feet for Luggage for each Person, and that such Person shall be victualled as First Class Cabin Passenger (a) during the voyage, and the time of detention at any place before its termination; and I further engage to lend the Person (b) aforesaid with *20* Luggage, at the last-mentioned Port, free of any Charge beyond the Passage Money aforesaid; and I hereby acknowledge to have received the sum of £ *36 0 0* in Payment of such Passage Money.

For and on behalf of the  
 OCEANIC STEAM NAVIGATION COMPANY, LIMITED, OF GREAT BRITAIN,  
 JOSEPH BRUCE ISMA Y,  
 Per *J. Bruce Ismay*  
 1, Cockspur Street, London, S.W., *3rd April 1912*

Deposit ..... £ *36 0 0*  
 Balance ..... £ *36 0 0* to be paid one day before the above date for sailing.  
 Total ..... £ *72 0 0*

RECEIVED AT OWNERS' OFFICE  
 WHITE STAR LINE  
 170, MARK LANE  
 For Signature *J. Bruce Ismay*

**NOTICE TO CABIN PASSENGERS.**

- 1.—If Cabin Passengers, through the default of their own, fail to obtain a passport for the Ship, and on the day named in this Contract Ticket, they may obtain Redress for Breach of Contract by summary Process, under the 321 and 327 Sections of the Merchant Shipping Act, 1894.
- 2.—Cabin Passengers must produce, on Demand, their Contract Tickets to the Government's Immigration Officer under a Penalty not exceeding £10. This Ticket should therefore be preserved and kept in readiness to be produced on board the Ship. N.B.—This Contract Ticket is exempt from Stamp Duty.

**CAUTION.**—To prevent the possibility of robberies occurring before the steamer leaves the wharf, Passengers are requested to be careful to leave their luggage in charge of the Company's Servants only, and to give money, jewellery and other valuables to care of the Purser, who will issue a receipt and deposit the articles in the Ship's Safe. This ticket is only available for the date for which issued.

(SEE BACK)

A ticket for the Titanic, 1912  
 MSS/076/064 © National Maritime Museum, Greenwich, London