BOOTH
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not numbered

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Charles Booth
5 Adelphi Terrace. W.C.

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(11)

not numbered

July 29. 95.

Mr. G. A Sawo. Shipping Federation
101. Fenchurch St.

The Federation includes all the principal shipowners owning 9/10. of the available sea going ships of the kingdom.

It was formed in 1890 to combat the aggressive action of the Sailors & Firemens Union in trying to prevent any but members of their Union from being employed on ships. The Union called out their members from any vessel where non-union men were employed. & by means of strong pickets "blocked" the ship. & prevented it from obtaining a crew. Pickets gathered in force outside all the shipping offices & on a man presenting himself for employment co-erced him into joining the Union. To counteract this the Federation established registry offices at which the man requiring employment could give in their names & to induce free seamen to come forward offered a preference of employment to those who registered & signed a parchment, certificate of Registration (the Federation Ticket)

The rules connected with this ticket are as follows.—

1. Parchment Registration Certificates shall be issued to every competent sea going person, of whatever capacity, making application for same subject to the following rules

2. The Official in charge of any Seamen's Registry Office in connection with the Shipping Federation Limited, shall before granting this certificate, make reasonable enquiries as to the bona fides of the applicant by examining his Certificates of Discharge or other references, & by other necessary means. Discharges upon which a certificate or renewal is granted must be impressed on the reverse side with the stamp of the office & the date of issue or renewal. A. Bs. must produce proof of four years' sea-service, & foreigners must produce proof of 4 years' actual service in British Vessels.

3. Registration Certificates shall be issued at The Federation Registry Offices during office hours & will only be recognized when properly filled in signed & stamped. The officer in charge shall have power to detain, or refuse to renew

any Ticket improperly obtained, or in possession of any person not entitled thereto. The Fee for Registration is One Shilling, which includes use of the waiting rooms etc.

4.— This Certificate must be renewed half yearly, when the original parchment & last six months' discharges must be produced. The Fee for each half yearly renewal is 6

Members of any Seamens or other Trade Union may avail themselves of the advantages of registering with the Shipping Federation for employment, without prejudice

5.— This Certificate entitles holder to employment – at the recognized wages of the port – in any vacancies in any ship or with any shipmaster or owner affiliated with the Shipping Federation Ld. but for Seamens own protection, holders of the Federation Benefit Books are entitled to preference

6.— Every Seaman, by registering, Pledges himself to carry out his agreement in accordance with the merchant shipping act.

and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any seamens union.

7.— Desertion, failure to join, and/or misconduct, will entail the forfeiture or suspension of this certificate. It is not transferable, & must be left with the ship-master from the date of engagement to the date of discharge, when it should be returned to the Seaman, but in cases where any of the above offences have been committed the Master will withhold it & forward it, endorsed with the date, place, & nature of offence, to the central office of the Federation, 101 Leadenhall St. E.C. to be dealt with if necessary."

The Federation gave the men who registered a guarantee of police protection & in many cases signed crews on board the vessels instead of at the Shipping offices.

Subsequently it was decided not to employ any man who did not hold a

Federation ticket, & as it was thus made compulsory, a free paper ticket was issued to those who did not care to pay, or share in the insurance benefit. The parchment ticket entitling to benefit book & to preference over paper tickets is still retained but many prefer the paper tickets.

The Union opposed these Tickets as long as possible, but has had to give way & now bases its surrender on the ground that this "preference of employment" clause is doneaway with. This was really done long before.

<u>Benefits</u> A benefit book may be obtained free of charge, by any holder of a Federation parchment ticket who can show six months faithful service in Federation vessels & entitles to the following:—

1.— Accidental Death or Total Disablement by reason of an accident arising out of his employment while serving on a Federation vessel

The Master ——— £100

The Chief Officer, Chief Engineer, Surgeon &

Purser £75.

The Second Officer, Second Engineer, & Master of steam vessels of 100 tons gross or under, or of sailing craft where no certificate is required £50.

Any other Executive Officer (on articles) £40.

Petty officers, Officers of steam vessels of 100 tons gross or under. Officers of sailing craft where no certificate is required; Chief Stewards Certificated books & Chief Cooks of passenger vessels. —— £35

Sailors, Firemen, & all other members of the crew —————— £25

Asiatic Seamen —————— £12.10/-

Or alternatively, with the object of meeting the wishes of Seamen who may have no relatives whom they wish to participate in the benefits of the Fund.

2. Allowance in case of such Accident for a period not exceeding 13 weeks, whilst incapacitated from work & not on pay

The Master —— 40/- per week

The Chief Officer. Chief Engineer. Surgeon

& Purser ———————————— 30/- p.wk.

The Second Officer. Second Engineer & Master of steam vessels of 100 tons gross or under, or of sailing craft where no certificate is required. 20/- p wk.

Any other Executive Officer (or articles) 16/- ——

Petty Officers. Officers of steam vessels of 100 tons gross or under. Officers of sailing craft where no certificate is required Chief Stewards, Duplicated books & Chief books of passenger vessels. 14/- pwk.

Sailors & Firemen and all other members of the crew ——————— 10/- pwk.

Asiatic Seamen ——————— 5/- "

Or. No 3. Half the amounts payable in each case. The benefit selected must be declared when application is made for the Benefit Certificate.

The Benefit is forfeited in any case of misconduct.

———

Inspection - Vessels are subject to Board of Trade inspection to see that they are not overloaded, carry proper lights, life appliances, etc.

The accomodation of a vessel & no. of crew which it should carry is certified when the vessel is built & is cut into the ~~one~~ beam of the vessel.

Sanitation is looked after by the Port Sanitary Authority, who have power to go on board any vessel & insure proper sanitary arrangements.

Dict A Dietary scale was laid down, though not compulsory, as the outcome of the Act of 1854. & approved by the Board of Trade, & has been in operation ever since. A special committee of the Education sat for some time & brought out a revised scale, which was considerably more varied than the old one, the much quicker voyages & better means of storing allowing of this. The scale however has not been generally.

accepted. the men preferring their "Board o' Trade 'lowance". A noticeable feature of the old scale is its liberal allowance of pork.

Advance Notes. These are issued to seamen on their signing articles for long voyages, & entitle them to a months advance of wages. The money is payable 3 days after the ship sails. The sailor gets it cashed at a discount of about 10% & may use it in the purchase of goods or paying for board & lodging, & too often in the settlement of a publicans score.

Signing of Articles. The articles must be read over before all the crew, & signed in the presence of a Board of Trade Official

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Apprenticeship has decayed greatly with the increase of steam vessels & reduction of sailing ships. but the owners are now feeling the need for the proper training of lads for steam ship work. & are.

inaugurating the system again. Some of the seamen now employed have been apprenticed, but a large proportion come from training ships or have been taken as lads by shipmasters through being related to seamen or the intervention of friends. A man must have been four years at sea, & possess his discharges in order to be considered a competent A.B.

Firemen have largely not been brought up to the sea, but to stoking or boiler work ashore. They go to sea first as trimmers. They are a lower class than the sailors & often take to the sea after being discharged from situations on land because of misconduct. Sailors sometimes become firemen because of the higher pay + they make the best hands.

33

Stewards lads also become firemen.

<u>Black List</u> A list is kept of men who misbehave themselves on Federation vessels, & who forfeit their ticket or have

its use suspended according to nature of offence. As it is very difficult now for a man to get employment without his ticket the system has the effect of making the men much more careful.

Hours work at sea is divided into watches of 4 hours each (except 2 hrs dog watch between 4 + 8), & the deck hands are on duty 12 hours a day, actual work under ordinary circs occupying about 6 hours. The dog watches are utilized in order to change times of duties

Firemen have 3 shifts, & work lasts 8 hours.

Mr Law strongly insists that the Federation is not against legitimate Trades Union combination. Men have a perfect right to combine to raise their wages, & to refuse to sail on any ship, but they must do this before engaging themselves & must allow the same freedom to those who will join the ship.

47c

46 The Federation does not interfere in any
47 dispute as to wages or condition of
work provided perfect freedom of contract
is maintained & no illegal action taken
by the men

Age Capacity. Men cannot go to
sea usually after 50. Many get
jobs along shore

Diet Scale for Merchant Vessels 1854.

M. S. SCALE, 1854.

Sunday ...	1	½	—	—	¾	—	—	8	—	—	⅛	½	2	—	—	—	—	—	—	3
Monday ...	1	—	1¼	—	—	—	—	—	¼	—	⅛	½	2	—	—	—	—	—	—	3
Tuesday ...	1	1½	—	—	—	—	—	8	—	—	⅛	½	2	—	—	—	—	—	—	3
Wednesday	1	—	1¼	—	—	—	—	—	¼	—	⅛	½	2	—	—	—	—	—	—	3
Thursday...	1	1½	—	—	—	—	—	8	—	—	⅛	½	2	—	—	—	—	—	—	3
Friday ...	1	—	1¼	—	—	—	—	—	¼	—	⅛	½	2	—	—	—	—	—	—	3
Saturday ...	1	1½	—	—	—	—	—	—	—	½	⅛	½	2	—	—	—	—	—	—	3

Additions or Substitutes at Master's option:—2 lb. Fresh Meat, ½ lb. Vegetables per man daily in harbour. Spirits are issued at Master's discretion, when necessary.

SPECIAL LONG VOYAGE SAILING SHIP SCALE.

Sunday ...	¾	1	—	—	—	2	—	8	—	—	—	—	—	3	2	—	—	—	—	4
Monday ...	¾	—	¾	—	—	—	—	—	⅓	O'tmeal ¼	—	—	—	—	—	—	—	—	—	4
Tuesday ...	¾	½	—	½	—	—	½	—	—	—	—	—	—	—	—	—	—	—	—	4
Wednesday	¾	—	½	½	½	2	—	8	—	¼	—	—	—	—	—	—	—	—	—	4
Thursday...	¾	½	—	½	—	—	½	—	—	O'tmeal ¼	—	—	—	—	—	—	—	—	—	4
Friday ...	¾	½	—	½	½	2	—	8	—	—	—	—	—	—	—	—	—	—	—	4
Saturday ...	¾	—	¾	—	—	—	—	8	⅓	¼	1¾	5¼	14	—	—	½	1	½	—	4

Calavances 6-8 oz. per man weekly, used on days when Pork is served out.

Baking Powder, Mustard, Pepper, Vinegar and Pickles are put on board for the use of the crew.

The above Scale is for Sea use only. When in Port, Fresh Beef, Vegetables and Potatoes may be procured daily, when Biscuits, Tea, Coffee, Sugar daily, and a quarter of a pound of Flour and three ounces of Dried Fruit per man once weekly are the only articles which are to be used from Sea stock.

Rum to be given at Captain's discretion.

Proposed New Scale

Merchant Shipping Victualing Scale Committee.

NEW MINIMUM SCALE.

	Bread.	Beef.	Pork.	Preserved Meats.	Preserved Potatoes.	Preserved Vegetables.	Flour.	Peas.	Calavances.	Rice.	Oatmeal.	Tea.	Coffee Beans (Roasted).	Sugar.	Dried Fruit.	Butter.	Marmalade and Jam.	Molasses.	Water.
	lb.	lb.	lb.	lb.	oz.	lb.	lb.	Pint.	Pint.	lb.	lb.	oz.	oz.	oz.	oz.	lb.	lb.	Pint.	Qts.
Sunday ...	1	½		¾			½												4
Monday ...	1		1		2			⅓	⅙										4
Tuesday ...	1	1					½			¼									4
Wednesday	1			¾		¼	½				¼								4
Thursday...	1		1		2			⅓	⅙										4
Friday ...	1			¾		¼						W	E	E	K	L	Y		4
Saturday ...	1	1			2		½			¼	¼		S	T	O	R	E	S	4
Weekly ...	7	2½	2	2¼	6	½	2	⅔	⅓	½	½	1¾	3½	14	3	½	1	½	28

Mustard, ¼-oz.; Pepper, ¼-oz.; Chicory, 1 oz.; Vinegar or Pickles, ¼-pint weekly.

Fresh Potatoes and/or Vegetables, 1 lb. daily (as long as supply lasts) may be issued instead of Preserved Potatoes and Vegetables.

Within the tropics 1½ lbs. Marmalade may be issued weekly instead of ½-lb. Butter and 1 lb. Marmalade. In cold weather ¾ lb. of Butter may be issued instead of ½-lb. Butter and 1 lb. Marmalade.

Bread to be issued as required, enough without waste. Stoke-hold hands to receive Oatmeal and 1 quart of water extra daily while under steam.

SUBSTITUTES AND EQUIVALENTS.

Fresh Meat ...	1½ pounds	are to be considered equal to each other.
Salt Meat	1 pound	
Preserved Meat ...	¾ pound	
Salt Fish	1½ pounds	
Coffee	½ ounce	do. do.
Cocoa	½ ounce	
Tea	¼ ounce	
Biscuit	1 lb.	do. do.
Flour	1 lb.	
Rice	1 lb.	

1	Split Peas	⅓ pint	when issued with Meat Rations
	Flour	¾ pound	
	Calavances	½ pint	
	Rice	¾ pound	
2	Vegetables (fresh)	½ pound	
	Compressed Mixed Vegetables	1 ounce	
	Preserved Potato	2 ounces	
3	Mustard	¼ ounce	
	Curry Powder	¼ ounce	

In Port, 1½ lbs. Fresh Meat and ½-lb. Fresh Vegetables in lieu of Salt Meat and Preserved Vegetables, whenever procurable, Bread, Flour and Weekly Stores as per Scale.

Suggested New "Menu"

BILL OF FARE.

	BREAKFAST.	DINNER.	SUPPER.
Sunday ...	Dry Hash, Soft Bread	Sea Pie and Plum Duff... ...	Cold Beef and Pickles.
Monday ...	Irish Stew	Pea Soup, Pork, Calavances ...	Dry Hash.
Tuesday ...	Rice and Molasses	Salt Beef, Potatoes, Plum Duff	Cold Meat and Pickles.
Wednesday	Porridge and Molasses... ...	Sea Pie	Potato Stew.
Thursday...	Bread Scowse	Pea Soup, Pork, Calavances ...	Cold Pork and Pickles.
Friday	Dry Hash	Preserved Meat, or Salt Fish and Potatoes	Twice Laid of Fish.
Saturday ...	Porridge and Molasses	Salt Beef, Rice and Molasses ...	Cold Meat and Pickles.
	—	—	—
	Coffee, Biscuit, Butter and Marmalade, daily.	Biscuits and Switchel, daily.	Tea, Biscuits, Butter and Marmalade, daily.

Merchant Shipping Victualling Scale Committee.

SCALE OF VICTUALLING IN HER MAJESTY'S NAVY.

	Bread.	Beef.	Pork.	Preserved Meats.	Soup and Bouilli.	Preserved Potatoes.	Preserved Vegetables.	Flour.	Peas.	Rice.	Tea.	Coffee.	Sugar.	Raisins.	Suet.	Butter.	Preserves.	Molasses.	Spirits.	Water.
	lb.	lb.	lb.	lb.	lb.	oz.	lb.	oz.	Pint.	lb.	oz.	oz.	oz.	oz.	oz.	lb.	lb.	Pint.	Pint.	Qts.
Sunday ...	1	1	—	—	—	—	—	13	—	—	$\frac{1}{4}$	1	2	$1\frac{1}{2}$	$\frac{3}{4}$	—	—	—	$\frac{1}{8}$	3
Monday ...	1	—	1	—	—	—	—	4	$\frac{1}{3}$	—	$\frac{1}{4}$	1	2	—	—	—	—	—	$\frac{1}{8}$	3
Tuesday ...	1	—	—	$\frac{3}{4}$	—	4	—	4	—	—	$\frac{1}{4}$	1	2	—	—	—	—	—	$\frac{1}{8}$	3
Wednesday	1	—	1	—	—	—	—	4	$\frac{1}{3}$	—	$\frac{1}{4}$	1	2	—	—	—	—	—	$\frac{1}{8}$	3
Thursday...	1	—	—	$\frac{3}{4}$	—	4	—	4	—	—	$\frac{1}{4}$	1	2	—	—	—	—	—	$\frac{1}{8}$	3
Friday ...	1	—	1	—	—	—	—	4	$\frac{1}{3}$	—	$\frac{1}{4}$	1	2	—	—	—	—	—	$\frac{1}{8}$	3
Saturday ...	1	—	—	$\frac{3}{4}$	—	—	—	4	—	$\frac{1}{4}$	$\frac{1}{4}$	1	2	$1\frac{1}{2}$	—	—	—	—	$\frac{1}{8}$	3

Celery Seed, $\frac{1}{2}$ oz. to 8 lbs.

Oatmeal 3 oz., Mustard $\frac{1}{2}$ oz., Pepper $\frac{1}{4}$ oz., Vinegar $\frac{1}{4}$ pint weekly. 1 lb. Fresh Meat and $\frac{1}{2}$ lb. Vegetables to be issued in Port whenever procurable. Supernumeries $\frac{2}{3}$ of scale allowance.

August 1st 1895.

Wm. J. H. Wilson M.P. President & Wm. Cathery Secr; National Sailors & Firemens Union

Called by appointment at the Office, 9 Jeremiah St. Poplar, but they had gone to the Albert Docks to meet the crew of a New Zealand vessel who were being paid off. Followed them there & found them ~~there~~ with other Officials, interviewing the men as they left the ship.

The Old Union got into difficulties & was dissolved last October, & this one was immediately formed. They are making members rapidly at the different ports. Have 4 branches with about 1000 members in London.

Objects:-

The stated objects of the union are manifold. In addition to improving the condition of its members by general means & giving various benefits, it seeks to provide efficient men for the mercantile service

& to see that they join their ships at the proper time & in a fit state for work; to promote changes in the law regarding manning, insurance, the employment & rating of men (so that all the men shall hold a certificate of qualification) a compulsory scale of provisions, & the weekly payment of wages. It also desires to maintain direct Parliamentary representation.

Management:-

There is a working president, secretary, trustees, treasurers, & committee of 8 who manage the central affairs. The branches are grouped into districts. Balances of branch funds are remitted to the head office after the payment of expenses of management has been made.

Classes of Members:-

Men of 4 years service are enrolled as A.B.s & entitled to full benefits. If of less than 4 years service, they rank

as ordinary seamen.

Boys, ordinary seamen, & stewards engineers are admitted at half fees. & get half. benefits

Stewards of 4 years service are admitted at foreigners on same terms as English.

Benefits

Legal Assistance, accident, death, strike or shipwreck. money.

Contributions, paid during non-employment on certain conditions.

Subscription

Entrance 2/6 subs: 6d. a week

Wages:-

The government returns represent fairly the average.

Seamen on sailing vessels 55/- per month

— " — " Steam ships 70/- to 80/- "

Firemen £4 to £4.5. (raise from £3.10 to £4.10.)

Trimmers about £3 to £3.10.

The wage varies a little with the port to which the voyage is made. Food is

given in addition.
On weekly boats (usually the smaller coasting vessels) the men get 28/- to 30/- a week, & find their own provisions. They take a supply with them & renew it at ports called at, as required. Men prefer this method, as they are sure to get a diet to their liking.

Hours:-

Firemen usually work 8 hrs a day in 2 spells of 4 hrs each. Some do 12 hrs in 6 hour stretches.
Seamen are on duty 12 hrs on average divided into 4 hour stretches, with the 2 hr dogwatch for changing duties. The men are not paid extra for overtime in working the ship, but if at work on the cargo after time they get 6d an hour.

Advance Notes

These are issued to seamen after signing articles, & are usually for a months pay. They are payable

at from 3 to 12 days after the ship has sailed (provided of course that the man has fulfilled his engagement) & are accepted by boarding masters or trades people at about 10% discount in payment for goods.

Allotment Notes.

allow seamen to allot a portion of their wages to their wife or other relative, but are not payable until the money is earned. - generally at the end of each month of service. These also are frequently discounted. The man will perhaps get the first months note discounted at 10% & use the money himself. Then the wife must either wait ~~for~~ 2 months for money, or get the 2nd months allotment discounted. Frequently she does the latter & pays 20% for the accommodation.

Training.

The boys who become Seamen are mostly picked up by the Captains.

They must serve four years at sea before becoming A.B's
Boys are employed as scurfers (i.e to clean out the ships boilers). From this they become trimmers, & then firemen. The firemen are also recruited from men who have worked at stoking ashore. They must all serve 12 mths as trimmers on board before becoming firemen. Many of them are of a bad character; & some of the big liners have a most disreputable set of firemen.

Age. Capacity.

Men knock off seagoing at 50 usually. They get jobs alongshore or on land. Many leave sooner & go to dock labour, stevedores work &c

Foreigners

Nearly half the seamen & firemen (excluding officers & petty officers) are foreigners - mainly Lascars. Very few of the petty officers are.

Foreigners work for much lower wages & put up with miserable accomodation.

Officers & Petty Officers.

form about a fourth or a fifth of the crew [They include Boatswains, Carpenters & sailmakers, chief cooks of passenger vessels, certificated cooks, gunners, masters at arms, sailmakers & storekeepers &c. passenger vessels. - Shipping Federation list.]

Many of the petty officers have risen from the seamens ranks, others such as stewards from hotels, come from shore work.

Irregularity.

On the average, men are out of work for a month at a time.

On the Atlantic liners, men are engaged for the voyage and paid off at its conclusion. There is about 9 days interval between each voyage. Many of the men come back for each voyage, but there are frequent changes

On New Zealand, Australasian, & other boats interval between each ship is longer - a fortnight to a month. The engagement for some boats is for longer periods - perhaps for 6 months

Diet

The new scale is not much improvement on the old, & is rarely adopted, & the men have practically no voice in ~~the~~ it. True it is read over to them with the articles, but they take little notice of it almost-anything passes with them.

Nothing beyond the scale is obtainable on board, even though the men might be willing to purchase it. He is surprised that owners do not keep a little store of extras - potted meats, sardines, jams - which the men might purchase.

The diet, on the whole is more liberal than in the Navy, The latter he thinks poor & meagre. The chief fault is in the incompetence of

cooks & stewards. There is technical training for sea cooks, & certificates are granted, but the men who get them usually want a little extra pay. This the owners as a rule wont give, & so men get taken on, whose knowledge of the work is primitive.

Tramp Boats

This name is given to ships which only carry cargo, & usually have no regular run.

Crimping:-

By this term was originally meant the stealing of sailors, put on board a boat (by drugging or other means) against their will. This practice no longer exists, but there is still a good deal of illegal engagement of men which has got to be known as "crimping". The practice is for a man to offer a captain so much money for the privilege of engaging his crew. Having made a bargain with the Captain he

Fol.

Job

goes round to the Sailors boarding houses &c, & engages men on their paying him a certain commission varying from about 5/- to 10/-. Prosecutions are sometimes instituted for this & penalties inflicted. The only men who can legally engage men are the Captain or owner of the ship.

Articles:-

are signed aboard on the regular liners only. In other cases at the Shipping Office.

Sailors Wives:-

These women have a very hard life. Do all sorts of rough work for a living, & many have to go on the streets

He advocates paying the men weekly, so that the wife might draw a weekly allowance. This would prevent her having to wait as she must now.

Progress of British Merchant Shipping

Total tonnage entered & cleared at ports in United Kingdom (000's omitted)

	1891	1892	1893	1894
British Ships	53954	52342	54148	58681
Foreign — " —	20855	21494	20484	21854
Steam Vessels.				
British	49023	49341	49893	52413
Foreign	13593	14029	13776	14745

Total Tonnage of Merchant Navy.

United Kingdom	8279	8644	8778	8956
Other British	1682	1641	1587	1556
Foreign	12496	-	12990	-
Steam				
United Kingdom	5307	5564	5740	5969
Other British	382	397	409	408
Foreign	5110	-	5512	-

United Kingdom

Wrecks (1893) 407 vessels 140000 tonnage
Tonnage built (1894) 669492. (570000 Steam)

Apprentices

1845	15704
1855	7461
1865	5638
1875	4397
1885	2504
1895	2164.

Rates of wages paid per month to Able B. Seamen in various trades in the Port of London.

Voyages to	1890		1891		1892		1893		1894	
	Sailing	Steam	Sailing	Steam	Sailing	Steam	Sailing	Steam	Sailing	Steam
Mediterranean	70/-	80/- to 90/-	70/-	80/- to 85/-	60/- to 70/-	70/- to 85/-	60/-	70/- to 80/-	55/-	75/- to 75/-
North America	70/75/-	90/-	70/- to 75/-	90/-	60/- to 70/-	80/- to 90/-	55/- to 60/-	80/-	55/-	80/-
South America	70/-	80/- to 85/-	70/-	85/- to 82/6	60/- to 70/-	75/- to 80/-	55/- to 60/-	70/-	55/-	70/- to 75/-
Coast of Africa	70/-	80/-	70/-	80	60/- to 70/-	75/- to 80/-	–	–	–	75/-
East India & China	70/-	80/- to 85/-	70/-	80	60/- to 70/-	70/- to 85/-	55/-	70/-	55/-	70/-
Australia	70/-	80/-	70/-	80	55/- to 70/-	70/- to 80/-	55/- to 60/-	70/-	55/-	70/- to 80/-

Engineers Wages. 1894. (per month.)

Foreign Trade.

Rank.	Under 500 tons	500 - 1000 tons	1000 - 1500 tons	1500 - 2000 tons	2000 tons & over
	s	s	s	s	s
1st Engineers	286	275	295	320	350
2nd " " "	190	195	220	230	250
3rd " " "	150	135	155	160	195
Leading Firemen.	135	90	95	95	100
Firemen.	121	80	80	80	85

1894. Mates & Petty Officers Wages. (per month)

Rank.	Under 500 tons		500 - 1000 tons		1000 - 1500 tons		1500 - 2000 tons		2000 tons & over	
	Sail	Steam	Sail	Steam	Sail	Steam	Sail	Steam	Sail	Steam
	s	s	s	s	s	s	s	s	s	s
First Mates	120	145	130	165	150	175	155	200	160	235
2nd "	82	120	85	120	95	130	100	140	105	160
3rd "	-	70	60	105	65	110	73	110	70	140
Boatswains	75	83	90	90	90	95	90	95	83	110
Carpenters	85	110	100	115	105	115	110	120	117	130
Sailmakers	68	-	70	-	85	-	90	-	90	100
Quartermasters	-	-	-	90	-	80	60	80	60	80

Monthly return of Seamen shipped from London & from United Kingdom
(Labour Gazette)

Date	London.			United Kingdom		
	Sail	Steam	Total	Sail	Steam	Total.
December. 93	364	4586	4950	1846	24179	29025
January 1894	241	5593	5834	1477	32095	33572
February	310	4839	5149	1968	27286	29254
March	545	4942	5060	2424	29583	32007
April	563	5100	5663	3159	28849	32008
May	600	5140	5740	2897	30651	33548
June	594	5429	6023	2670	30806	33476
July	546	5496	6342.	2926	35640	38566
August.	511	5245	5756	2540	31689	34229
September	465	5273	5738	1969	31464	33433
October	329	5374	5703	1877	29722.	31599
November.	248	5144	5392.	1701	28681.	30382.
December.	272.	4714	4986	1611	27067	28678
January 1895	290	5300	5590	1495	28402.	29897
February	113	4321	4434	1146	23819	24963
March	268	4575	4843	1237	28447	29684
April	590	5007	5597	2252.	26842.	29094
May	766	4811	5577	3570	32917	36487
June.	581	5237	5818	2847	29831	32678

Total of Merchant Seamen.

Year	British	Foreign	Total	% of Foreigners
Excluding masters:-				
1860	157312	14280	171592	9.0
1870	177951	18011	195962	10.1
1880	169692	23280	192972	13.7
Including masters:-				
1890	186147	27227	213374	14.6
1891	186176	30267	216443	16.2
'92	185437	30899	216336	16.7
'93	186628	29549	216177	15.8
'94	183233	31050	214283	17.0

The above do not include Lascars & Asiatics, their nos. not having been ascertained before 1886.

Including Lascars, &c. with Foreigners we have:-

	British	Foreign	Lascars &c.	Total	% of Foreign (including Lascars)
1890	186147	27227	22734	236108	21.1
'91	186176	30267	24037	240480	22.6
'92	185437	30899	25399	241735	23.3
'93	186628	29549	24797	240974	22.5
'94	183233	31050	26175	240458	23.8

Nearly all masters & mates are British, &

4/-c.

the great bulk of the petty officers.
Therefore, amongst Sailors & Firemen the
proportion wd. be larger – probably
1/3.

Steam Vessels. 957 tons

Mediterranean & Black Sea.

Masters & Mates	4
Boatswains	1
Carpenters	1
Able Seamen	6
Engineers	3
Firemen & Trimmers	5
Other Persons.	4
	24.

Specimen Crews of Vessels

Sailing Vessel of 2130 Tons. Voyaging to Australia & New Zealand

Masters & mates	6
Boatswain	1
Carpenter	1
Sailmaker	1
Able Seamen	18
Ordinary Seamen	3
Apprentices	7
Boys	3
Other persons (stewards, cooks, waiters, butcher, &c)	22
	62 (including 4 foreigners)

Sailing Vessel of 1500 tons — East Indies.

Masters & mates	3
Boatswain	1
Carpenter - sailmaker	2
Able seamen	10
Ordinary seamen	6
Boys	3
Others	2 (including 1 foreigner)
	27

Steam Vessel - 3439 tons
(Australia)

Masters & mates	5
Bosuns	3
Quartermasters	4
Carpenters	2
A.B's	28
Ordinary	2
Boys	3
Engineers	8
Firemen & trimmers	31
Others	79
	165 (1 foreigner)

Steam Vessel - 2439 tons (Australia)

Masters & mates	5
Bosuns	3
Quartermasters	4
Carpenters	1
A.B's	17
Ordinary	2
Boys	3
Engineers	6
Firemen & trimmers	26
Others	50
	117 (3 foreign)

Sailing Vessel - 1012 tons
(Australia & N. Zealand)

Masters & mates	3
Bo'sun	1
Carpenter - sailmaker	2
A.B's	11
Ordinary	1
Apprentices	3
Others	2
	23 (6 foreigners)

Sailing Vessel - 598 tons
(West coast of America)

Masters & mates	3
Carpenter	1
A.B's	4
Ordinary	3
Apprentices	2
Others	1
	14 (3 foreigners)

Ditto - 345 tons (West Indies)

Master & mate	2	A.B's	4
Bo'sun & carpenter	2	Ordinary	1
		Others	2
			11 (3 foreigners)

Steam Vessel 2065 tons East Indies

Masters & Mates	6
Boatswains	1
Carpenters	2
Able Seamen	7
Engineers	6
Deck Hands	45
Engineers Dept	47
Stewards Dept	13
Other Persons	33
	160

Steam Vessel. 1591 tons

China & Japan

Masters & Mates	4
Boatswains	1
Carpenters	1
Able Seamen	12
Ordinary — " —	1
Engineers	14
Firemen Trimmers	6
Other Persons	9
	42

Sailors Home, Wells St. (opened 1835)
Interview with an Official.

The home is a commodious & handsome building, & has accommodation for 400. Besides dormitories & dining hall, there are reading room, smoking room, library, clothing store, mission hall, navigation school, &c.

7000 to 8000 seamen are received during a year, about to being old boarders. Terms for separate cabin, attendance & 4 meals a day are 15/- a week. or 2/3 a day for sailors; 18/6 a week. for officers. (including separate sitting rooms &c.)

The carts of the home meet the ships & bring men & luggage direct to the home, free of charge. Cash & "slops" are advanced on credit, the men's money being remitted to the home from the shipping office, & ~~the officials~~ being put to the men's credit in the savings bank of the home, & they drawing upon it as required, less what is incurred for their

keep, &c. Cash is advanced, free of interest, on advance or allotment notes, & the men are assisted in obtaining ships, & in travelling to their homes; & allotment notes are collected & sent to relatives free.

Classes for sea cooks are held under auspices of L.C.C.

There is a Destitute Sailors Fund.

The men usually work out their money before going to sea again, & seldom leave any in the books of the home, but they do not get into debt with the home to any extent.

The Home Official says that allotment notes are rarely given to A.B. seamen, but the petty officers get them.

Many men start on sailing vessels, & so get a training in seamanship, but on getting married they go on to steamships, the voyages being shorter & the pay higher.

Sailing vessels require competent seamen;

but steam vessels only need labourers.

Owners are so chary of giving allotment notes because the men may desert in foreign ports & the note be cashed before they hear of it. Men used to desert a good deal in the colonies & join other vessels on account of the higher wages at wh. they could get shipped out there. Not much of this now.

Interview with an Ordinary Seaman, employed on Castle line. He started on a training ship & has served on sailing vessels, going on one voyage as cook. Is now about 21, & qualifying for his A.B.

On a mail boat (first class liners) there are usually 6 engineers & a boiler maker, 9 firemen, 9 trimmers, 14 A.B's, 2 ordinary seamen, about 30 stewards & cooks, besides captain, mates, bosun, bosun's mate, purser, &c.

The seamen are divided into 2 watches, with hours as follows:-

Larboard.	Starboard.
12 noon to 4 p.m.	4 to 8 p.m.
~~(6 to 8 p.m. resting)~~	
8 to 10 p.m.	10 to 12 p.m.
12 night to 4 a.m.	4 to 8 a.m.
8 to 12 noon.	

The hours are thus changed each day, & alternate days of 14 & 10 hrs. worked.

The men are generally kept going in one way or another while on duty in the

day, starting at 4 a.m. with the scrubbing of the decks, ~~& continuing~~ scrubbing with the cleaning of canvas & awnings, & so continuing to scrub, scour, polish, holystone, &c., the different parts of the ship as required or convenient until about 4 p.m. In rough weather there may be sails to set in order to steady the ship; there is splicing to be done, & on the homeward journey there is an amount of scraping, stripping & re-painting to do for certain parts of the vessel.

Firemen & trimmers are divided into 3 watches of 6 men (3 firemen & 3 trimmers), working 4 hours at a time. Thus each man works 8 hrs. per day & has an interval of 8 hrs between each spell of work. The proportion is generally 3 firemen & 3 trimmers to 6 firs.

The bosun whose hours are from 6 to 6, ~~has the assistance of~~ has the general charge of the deck hands, & is assisted by 2 bosun's mates, one attached to each watch. These are in charge during the night.

Sometimes sailors are asked to go on duty below as trimmers, & they get £1 extra for doing so.

On Sundays the men first sweep up & do any trimming or setting of sails wh. may be necessary, but do not keep on watch. (This applies to a first class mail boat; on intermediate boats there is ~~some~~ Sunday work, paid for extra, & some overtime, amounting altogether to 20/- or 25/- a month.

Quartermasters take charge of the steering in mail boats. On smaller & cargo boats the steering is usually done by A.B's, the Quartermaster only undertaking it when nearing ports.

Cooks start at 6 a.m & finish about 7 p.m., having 2 hrs. rest in the afternoon.

The purser has charge of the

ship's a/cs & pays the men their overtime.

Stewards commence at 5 or 5.30 & work till 2; they then get a couple of hours rest & resume work till 10. Stewards form the band of the ship.

Beef is good on the Castle boats.

In mail boats they have refrigerators, & so fresh meat is served out. In intermediate boats cattle are taken & killed on the voyage, this being done by a butcher, who is assisted by the scullerymen.

Grog is served out every Saturday night on mail boats. It is also given to the men after they have been aloft on a rough night.

Recreation. - No games or amusement are provided for the men. In spare time they make models, do wool work, or simply talk, read or smoke.

Sleeping accommodation. — The men have square bunks to sleep in, & must provide their own bedding.

Medical attendance. — A surgeon must be provided on any vessel wh. carries more than 100 persons. This in practice means that passenger boats (except very small ones) have a doctor, whilst cargo boats never do. In any case medical stores must be taken, & where there is no doctor this is in charge of the captain; ~~who has a book in wh. various ailments, with their symptoms, are set down~~ The bottles containing the drugs are numbered, & an accompanying book describes various ailments with their symptoms, & gives the number of the bottle to be prescribed. [There is an old story of a captain who, requiring some of No. 12, & being out of that drug, gave a mixture of Nos. 5 & 7 instead]

Time on Shore. – The men on the Castle line are usually on shore about a fortnight at a time. The boats vary oftener, but the men change about a good deal.

Signing on Board. – This is done in the case of mail & intermediate boats only.

Speed. – As between mail & intermediate boats there is a difference of about 8 days on a voyage of 6 weeks.

Half-pay. – In some cases on long voyages men are allowed to leave half-pay. In other cases men can send money home from various ports called at. Married men on the intermediate boats going to Mauritius, &c, usually send home a month's money.

Boarding House Charges are from

about 14/- to 16/- a-week for board, lodging & washing.

Lascars are employed chiefly on the P. & O. & Glen (McGregor's) lines. Chinese boats carry Chinese firemen & White sailors.

Interview with A.B. Seaman, working on Sailing Vessels

The crew of a sailing vessel of about 2000 tons wd consist of

Captain
2 mates
Bosun or 3rd mate.
Steward
Cook
Carpenter
Sailmaker
10 to 12 A.B. seamen
2 ordinary seamen
4 or 5 apprentices

On another vessel of 1100 tons there were 7 A.B's & 1 ordinary seaman.

Wages of Seamen (A.B) on sailing vessels are £2.10 to £2.15 a month.

The leaving port the first duty is to get all trim, leaving nothing movable on deck. Two watches are picked

out (Larboard or Starboard) & work similar hours to those on steam ships. One man takes the wheel & is relieved every 2 hours; the rest of the watch are employed in knotting, splicing, rigging & shifting sails, scrubbing decks, &c.

There are usually 3 masts on a ship (fore, main, & mizen). As a rule the seamen attend to the 2 first masts, & the apprentices to the mizen (or stern) mast, this corresponding to the quarters occupied in the ship, apprentices & officers being in the stern of the vessel.

This seaman has usually been away on long voyages, such as to Australia & New Zealand, taking 8 or 10 months to complete. During the months or so that the vessel is in foreign ports the men are given 5/- a week on a/c. It is

often the custom for the men to paint & clean the ship thoroughly while waiting in a foreign port.

Interview with an apprentice on a Sailing vessel.

The premium paid for apprentices varies on different lines from £10 to £100. They are bound usually for 5 years.

Apprentices have charge of the mizzen mast. In port they help to work the cargo; the seamen do not do this.

On long voyages the captain carries a <u>slop chest</u> & <u>tobacco</u>. He sells these to the crew at a big profit, but takes all risks.

Interview with Mr. M. Johnson, supt. of the Strangers Home for Asiatics, Africans & South Sea Islanders, West India Dock Rd. Founded 1856.

Last year (1894) the home accommodated 718 inmates, including natives of:

India - 224
Japan - 154
China - 90

The Object of the Institution

IS to offer to EVERY CLASS *of* ORIENTALS, AFRICANS, *and* POLYNESIANS, *who come to England, a* COMFORTABLE *and* RESPECTABLE LODGING, *with wholesome food, at a cost which shall render the Institution* SELF-SUPPORTING.

The charge for men joining the Curry and Rice Mess is Ten Shillings per Week; and on First Class Mess, Fourteen Shillings per Week. Each inmate, of whatever class, will be provided with three meals a day, Medical Attendance, Baths, Washing, etc., so that he will have no other necessary outlay, but to furnish himself with clothing.

In addition to these benefits, arrangements have been made to take charge of money and other property for inmates when desired,—to make Remittances to their families and friends,—to give them advice, and afford them information;—**to protect them from Imposition,**—*to procure them employment in vessels,—to present to all who can read and* desire *it, a copy of the Holy Scriptures in their own language, and to provide means for instructing those who are* willing *to be taught in the truths of the Gospel, and in the English language.*

Besides paying inmates, there are always many destitute cases provided for gratuitously in the Home, and to meet the outlay on such cases, and on inmates who outstay the time which their means enable them to pay for, the support of the public is earnestly solicited, especially of those who owe fortune or competence to India and China, and of those connected with Shipping and Trade to the East.

The institution has accommodation for about 200, & includes dining room, dormitories, public hall, baths, store room, laundry, various offices, kitchen, &c., & supt.'s apartments.

The working expenses of the home last year were about £1800, of wh. £1000 was paid by the inmates, ~~& the~~ £700 by public subscription, & £100 grant from the church missionary Soc'y for expenses of the missionary attached to the home.

Lascars & Asiatics

are engaged abroad, under special rules & regulations drawn up by the governor general of India.

The conditions under wh. these men are engaged must secure their return to their native country.

On arriving at any port in the United Kingdom, ~~a customs officer must,~~ ~~and~~ the master of any vessel must, under a heavy penalty, give to a customs officer

a complete list & description of all lascars or asiatics on board.

The master is liable to a £30 penalty for any such person who may become chargable to the Poor Lord. unless he can show that every legitimate means was taken to prevent it.

~~The East India Company has power to send home destitute Asiatics or return them on board for which purpose can recover all expenses from the master of the vessel.~~

If the men refuse to return, they may be ordered by a magistrate to do so & forcibly sent back, at the expense of those who brought them over.

If the ship wh. brings them over is not returning, the master may make arrangements for transferring them to another suitable ship wh. is going to the countries to wh. they belong.

[In connection with this power of

transfer, a certain point is now under adjudication. A crew of 30 (29 Lascars & 1 Chinaman) are in the Home at the expense of the owners who brought them over, they having refused to be transferred to another ship on the ground that such ship does not belong to the same owners. The first clause of the agreement wh. they signed says that they may be transferred to "any other vessel belonging to the same company"; but the Merchant Shipping Act 1885, says "any ship" (bound for this or other land) & does not say anything about its belonging to the same company.

The ship to wh. they are transferred must be certified to be a fit & proper one for the purpose by a Government Official.]

The East India Company must take charge of & send home or otherwise provide for all natives of the territories under their jurisdiction who are found

destitute in the U. Kingdom, & may recover the expense from the master of the vessel who brought them here.

Wages of Lascars

(Copied from a Ships Agreement)

Foremen	17 to 25 rupees	=	19/1½ to 28/1½
Greasers	20 — " —	=	22/6
Leading men:			
1 Tindal	24 — " —	=	27/-
2 — " —	22 — " —	=	24/9
3 — " —	21 — " —	=	23/7½
Lascars (seamen)	17 — " —	=	19/1½
Bosun	26 — " —	=	29/3
" 's mate	23 — " —	=	25/10½
Storekeeper	22 — " —	=	24/9
Quartermaster	17 — " —	=	19/1½
Cook or baker	40 — " —	=	45/-
Butler	35 — " —	=	39/4½
Bhandary (ass cook)	17 — " —		19/1½
Saloon boys	15 — " —		16/10½
Cabin boys	15 & 14 — " —		16/10½ - 15/9
Sweepers & cleaners	13 — " —		14/7½

Rupee reckoned as worth 1/1½

The officers are English, & there are 3 English Engineers.

Sometimes the Quartermaster is English.

The Lascars are a physically inferior race to the English. 3 Lascars are reckoned equal to 2 English sailors.

They are most orderly, docile & temperate, & so are preferred.

They are if not not on sailing vessels, nor in cold climates.

There is a special clause in the printed agreement wh. only permits of Lascars being taken to "parts or places within the limits of 60 deg. North & 50 deg. South latitude at any time of the year; whilst between Oct. 1st & Mar. 31st they are not bound to serve on voyages to any port in the Baltic nor any port in America north of 38 deg. North latitude & South of 38 deg. South latitude, nor are they bound, save under special agreements voluntarily undertaken, to

Serie von Wyages rund Cape Horn.

Notes from lecture by Mr. J. Troy, C.B.
at Mansion House in 1886.

During the last half century the condition of seamen has greatly improved.

50 years ago there were:

- Insufficient charts
- Little life-saving apparatus.
- No examination of officers as to competency, & many were notoriously incompetent.
- No harbours of refuge
- Hardly any docks
- No report or inquiry as to wrecks
- Press gangs in full work.
- No savings banks or money order system for seamen
- No recovery of wages of dead seamen
- No provision as to accommodation or food. Wages were paid according to freight
- Masters & mates ruled absolutely, & there was no redress against tyranny.
- If seamen complained of the unseaworthiness of a ship they were sent to gaol as deserters.
- There was no proper commercial code of signals

Crews prayed unchecked.
There was no check against overloading, undermanning, or defective construction

More than a dozen Acts dealing with the above have since been passed.
Some overloading still goes on.

Compulsory Apprenticeship.

Early laws required that our ships shd be owned & manned by Englishmen.

This was subsequently relaxed to 3/4 of the crew, & then to "the greater portion".

Owners were compelled to take apprentices according to tonnage, & parish boys were compelled to go to sea.

This law was not successful, & was abandoned after a few years trial.

In 1853 all restrictions as to manning by English crews were abolished.

Asiatics are British subjects.

Mr. Gray's description of a shipowner:-
"An individual who, wrongly regardless of consequences, carries other people's goods all over the world for less than cost of conveyance, & exists on the loss."

The cost of registering ships is very small.

Seamen on ~~landing~~ reaching port of arrival, can proceed straight home & have their money sent on to them. Passage money & 10/- are advanced to them. £200,000 a year is paid in this way. It is called the "Bridge System," after the name of the little official steamer wh. was first used in carrying this regulation into effect.

Over insurance is still possible, & there is no proper provision for manning.

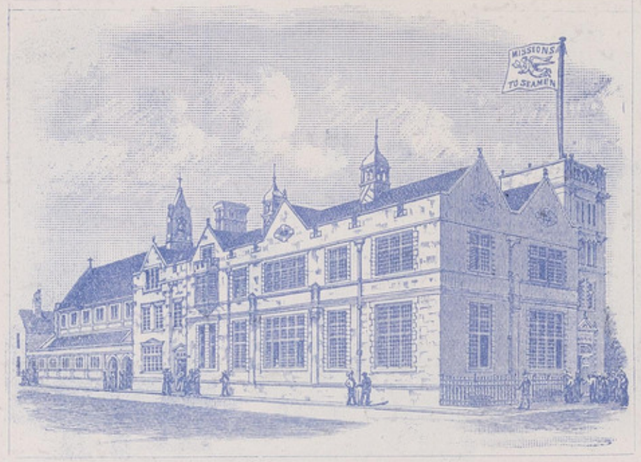
? How these are dealt with in Act of 1894.

Philanthropic

There is a British & Foreign Sailors Soc.
& a Thames Church Mission.
also National Lifeboat Institution

THE MISSIONS TO SEAMEN,

THE PORT OF LONDON.



SEAMEN'S INSTITUTE,

EAST INDIA DOCK ROAD, POPLAR, E.

(Opposite Green's Home).

The Institute

IS OPEN EVERY DAY

from 10 a.m. (Sundays included), for the Free Use of Seamen only. Daily Newspapers, Daily Shipping Gazette, Daily Graphic, Illustrated Papers. Billiard Table, Bagatelle Table, Draughts. &c. Writing Materials supplied free.

The Church.

ALL SEATS FREE. Bibles, Prayer Books and Hymn Books provided. Open all day for private Prayer.

SERVICES.

On Week-Days at 7.30.
On Sundays at 11, Holy Communion
,, at 3, Bible Class
,, at 7, Service

Sunday	at 11	Service
,,	11.45	Holy Communion
,,	3	Bible Class
,,	7	Service
Week-days	7.30	Evening Prayers
Monday	8	Ambulance Class
Tuesday	6.30	Swimming Class
,,	8	Temperance Meeting / Magic Lantern
Thursday	8	Concert
Friday	7	Social Evening
Saturday	8.30	Devotional Meeting

A ROOM FOR OFFICERS AND APPRENTICES.

N.B.—Seamen may have their Letters addressed to the Institute.

A HEARTY WELCOME TO ALL SEAMEN.

Rev. W. B. SALMON, Rev. F. J. GIBBINGS, Rev. C. R. TEAPE, } *Chaplains.*

Miss A. M. BARTON, Mr. I. HASLOP, Mr. W. H. NOBLE, Mr T. J. BOOTH.

PLEASE TURN OVER.

Rev. W. B. Salmon Chaplain of London branch of Missions of seamen. The mission has a large & first rate institute in East India Dock Rd, & a smaller one in Wells St. London Docks. In addition to work of a religious character much is done to provide social amusement for seamen particulars of which, as also of the missions staff are given on the leaflet subjoined. The principal object of the mission is to get hold of seamen who are strangers or have no regular house, & to keep them out of the way of the many temptations which beset them whilst ashore.

The seamen are of a peculiarly simple & trustworthy nature as a rule & every circumstance combines to make them an easy prey. After a spell of months perhaps of strict abstinence, dull routine & servitude, they find themselves ashore with a good round sum of money their own masters for the once. The craving for excitement & amusement is natural & in his case almost irresistable. A crowd

BACK 57

THE MISSIONS TO SEAMEN,

THE PORT OF LONDON.

Branch Seamen's Institute,

WELL STREET, LONDON DOCKS, E.

(CLOSE TO THE SAILORS' HOME.)

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SERVICES.

On WEEK-DAYS at 7.30.
SUNDAYS at 3 (Bible Class) and at 7.

HOLY COMMUNION.

FRIDAY MORNINGS at 10.15.

Sunday	at 3	Bible Class
Week-days	3	Singing and Address
"	7.30	Evening Prayers
Monday	7.45	Concert
Wednesday	3	Ambulance Class
"	8	Temperance Meeting / Magic Lantern
Friday	7	Social Evening

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The seamen are of a peculiarly simple & trustworthy nature as a rule & every circumstance combines to make them an easy prey. After a spell of months perhaps of strict abstinence, dull routine & servitude, they find themselves ashore with a good round sum of money their own masters for the nonce. The craving for excitement & amusement is natural & in his case almost irresistable. A proud

of loose women & loafers wait for the men as they are paid off & entice them to some low lodging house or drink shop where their earnings are soon spent. The agents of this mission as well as of other philanthropic agencies, meet the men also, & do their best to intercept them, but too often without success. It is a frequent thing for men to be paid £15 or £20 & then to come to the institute after 2 or 3 days in a state of destitution

Mr Salman thinks there has been some improvement of late years & that ~~most~~ there are now many decent steady men in the service. It is said that years ago it was a common thing for ships to lay in the Downs whilst the crew got sober. No such thing is known as that now.

He believes that the recent arrangement by which seamen if landed in any English port or any port between Elbe & the Bryzt can have their money sent on to their own

houses, less 10/- travelling expences, has been of great benefit. It is the landing in a strange place with a pocket full of money which forms the greatest temptation of all.

The Seamens Institute, beyond having a bar at which refreshments may be bought at cheap rates, do not provide Board + Lodgings for the men but they keep a list of respectable lodging houses for the guidance of seamen

They find that to have any business dealings with the men would interfere with their work.

Head of Department at General Registry of Shipping + Seamen. Custom House Thames. Street. —

Showed me copies of agreements between Capts + Crews of vessels.

There are two kinds of agreements for British Seamen — one for foreign + one for home vessels. but they are very similar in effect

The chief difference is that in the case of home vessels of less than 80 tons it is not necessary for the crew to be signed on in the presence of Govt official. In all other cases such an official must be present, & attach his signature or initials to that of each one of the crew.

The peculiar forms of agreement which are issued from the office, bind each of the crew to conduct himself properly obey orders etc, & give a diet scale which must be filled in before it is signed. A space is left for the insertion of any additional clause or clauses which may be agreed upon, & then follow colums for the name, age, birthplace, name of last ship & date of discharge capacity wages & advances made for each member of the crew, with further cols to be filled in on the discharge of the crew, naturally releasing master & crew from further obligations towards each other.

A code of fines & regulations for the maintenance of discipline is also subjoined which may be agreed to, but are not compulsory.

In the case of frequent short voyages there may be running agreements for certain fixed periods in which case the crew is not discharged & reengaged between each voyage.

There is a distinct form for Lascars (see interview with Johnson)

Wages of "petty officers" on the S/S Doric; 3,000 tons: crew number 111. (taken from copy of agreement:

Chief steward	£13 a month
Storekeeper	6 : 10/-
Head Waiter	4 : 10/-
Assist. stewards (10)	3 : —
2nd cabin "	4 : 10/-
Chief cook	10 : —
2nd cook	5 : —
Passenger cook	6 : —
Baker	8 : —
Cook	6 : —