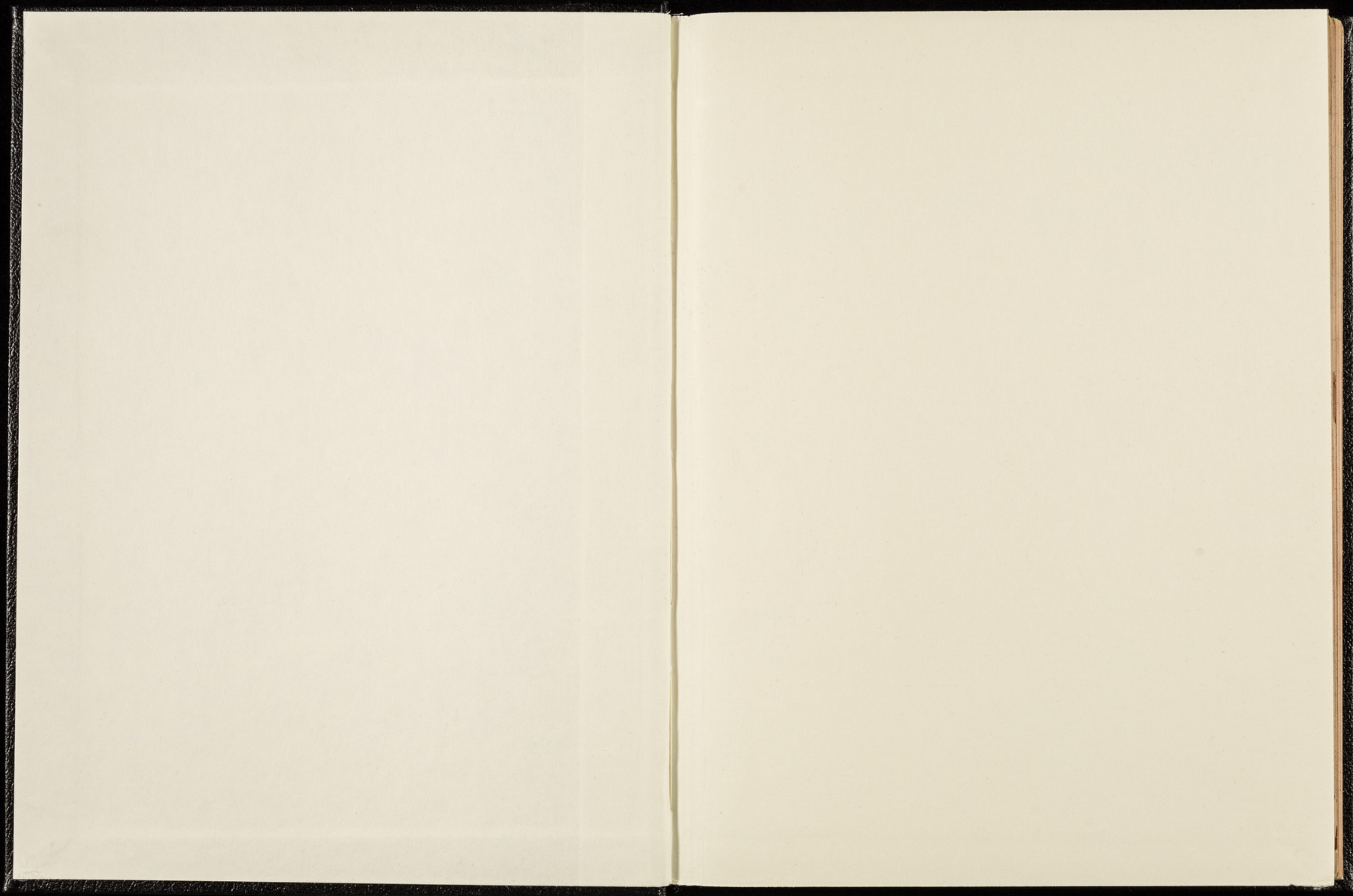


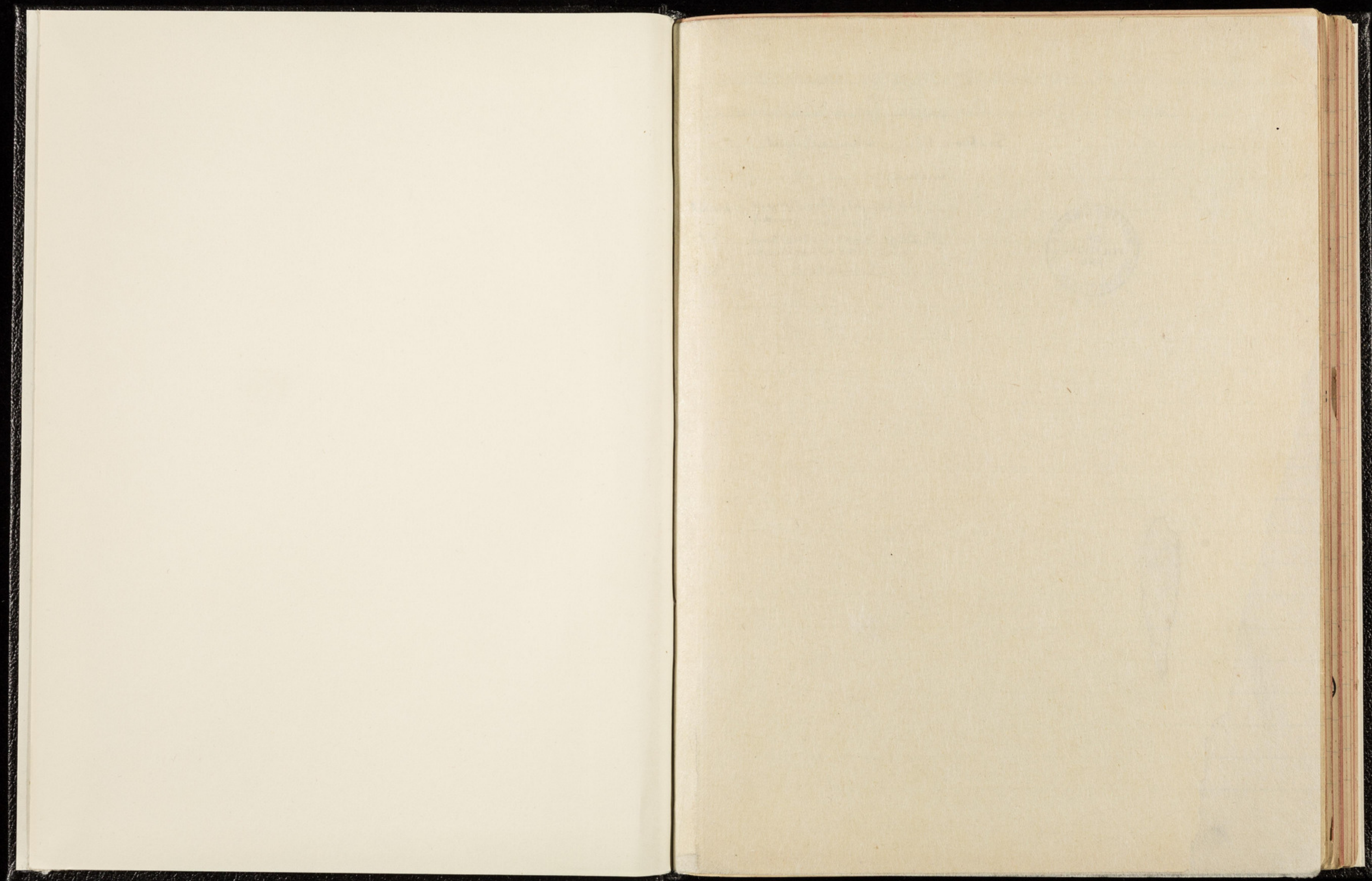
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Notebook 187

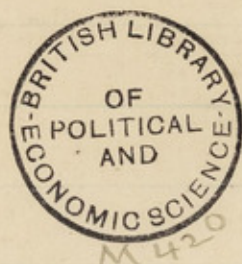
Sir Hubert Hlewellyn Smith (1864-1945)

1891 — [for further particulars see in his notebook 2.]

Section 19. Shipwright.

includes.

|                                                        |             |
|--------------------------------------------------------|-------------|
| (1) Shipwright, Ship, Barge etc                        | 1481        |
| Builder (wood)                                         |             |
| (2) Ship rigger & fitter, Mast, yard, bar & blockmaker | 372         |
| (3) Sailmaker                                          | 407         |
|                                                        | <u>2260</u> |



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not numbered



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| Blanchard (lee) Brown (Pres.)    |                                |
| Mr. White (Master Bargebuilders) |                                |
| White Junior (Ship's Joiner)     |                                |
| Others.                          | General Information            |
| Mr. Blanchard (lee.)             | Shipwrights Provident Union    |
| W. B. Headman (lee.)             | Shames Bargebuilders Union     |
| A. Wilkie (Genl. lee.)           | Shipwrights Associated Society |

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1. General information from W.L. Steadman (Bargebuilders),  
Blanchard (Secretary) & Brown (President) of Shipwrights, Mr  
White (Master Barge-builder), White junior (Ship's joiner) &  
others, & from visit to Ship, Barge & Boat building yards  
Nov. 2. 1891. H.L.S.

The building of vessels is more subdivided into  
small sectional trades on the Thames than in any  
of the outports. (i) There is first a division as regards  
the kind of vessels. There are three separate <sup>trades</sup> ~~trades~~:-

(1) Bargebuilders { Bargebuilders Union.

(2) Shipwrights

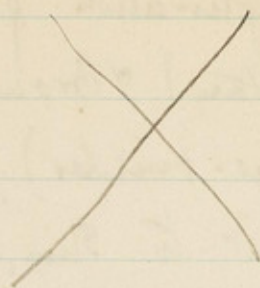
{ Shipwrights' Provident Union of the Port of London  
{ Associated Shipwrights' Provident Union - London  
Branch. { Headquarters in Newcastle

(3) Boatbuilders { Boatbuilders Union.  
Sons of Sincerity.

(ii) Besides this there are separate Unions of (4) Mast &  
Block-makers (5) Caulkers (6) Ship's joiners (Branch  
of the Amalgamated Carpenter & Joiners), (7)  
Boiler-makers & Iron Shipbuilders, who have all  
to do with building vessels, besides a host of  
other industries (Engineers, Ironfounders &c) also employed  
in the building of Iron Ships.

In the outports, e.g. on the Tyne a shipwright  
builds ships, barges & boats, & also does the caulking  
& mast-making.





The result of the extreme subdivision on the Thames is that much of the energy of the Union is occupied in the delimitation of the frontiers between them. Mr. Blanchard secretary of the Shipwrights when asked what is the line drawn between a barge & a ship? ~~but~~ said "That is a question which it would take three hours to answer." The lines however are drawn as near as may be, & are rigidly adhered to, no shipwright being allowed to do barge builders or boatbuilders' work & vice versa, although the work is of a very similar kind.

If a shipwright (accustomed to do barge-building on the Tyne) comes to London he may join the shipwrights' Union by paying ~~£3.3.0~~<sup>1s 10d</sup> entrance fee & work at shipwright's work. But he will not be allowed to choose to work at barge-building on any consideration. The only men who have not served their apprenticeship in the Thames who are allowed to work ~~with~~ at Bargebuilding in the Thames are the Rochester men, & this permission causes a good deal of grumbling among the ~~union~~<sup>London</sup> bargebuilders. There is a standing dispute among



the unions as to the dividing lines between the work of Shipwrights, bargebuilders &c and that of Ship-joiners and Boiler-makers.

Disputes between Shipwrights & Ship-joiners have been very frequent at Newcastle.

The dispute with the Boiler-makers arose when Iron Shipbuilding was introduced. Had the Shipwrights claimed the new work as theirs promptly, probably they might be in a much better condition today, but they did not think much of it, and the Boiler-makers added the little "and Iron Ship-builders" and claimed the new work. This exclusive claim however has never been allowed by the Shipwrights & Bargebuilders who claim to build any ship or any barge, whether of wood or of iron, (though they do not do the rivetting.)

The Shipwrights are a very old Union: Mr. Fisher (3 Coal Street ..... Alley Limehouse) has an emblem dated 1796, though of course Trade Union objects are not alluded to on it.

After the repeal of the Combination Laws (1824) the Union was re-organised as a Trade Society (which however it had been in reality for a



long time past). In 1851 at a Conference in London of Shipwrights Unions from various ports an Amalgamated Society was formed, but the London men soon split away, & are now independent of all other Unions.

[There is also a Branch of the Associated (called by the men Wilkie's Union) in London. It subscribes to the Trades Council for 125 members.]

The London Union has no connection with the London Trades Council or the Federation of British Trade & Labour Unions. At the present moment however (Nov 2/1891) the Trades Council are sending a deputation to the Shipwrights & Boat-builders to ask for affiliation with some prospect of success.

As a Committee-man said to me the Shipwrights will object to any affiliation or federation which interferes with the power of prompt striking on the part of individual Unions. Prompt action is everything.

The Shipwrights have a great reputation for exclusiveness & unwillingness to give information. They refused information to the Committee of the National Association for Social Science (1860).

A little too sweeping  
H.S.T.

}



The Boat Builders are a new Union only a year old. Previously there was a Benefit Society ~~and~~ called the "Sons of Sincerity", which used to divide out at the end of the year. Most boat-builders belonged to it, but there was little of the Trade Society about it. It still goes on, & boatbuilders may belong to both societies. Previous to a year ago there was no trade-organisation among Boat-builders.

For the History of the Bargebuilders Union see (interviews with Steadman).

Bargebuilders will not now work with non-Union men.

The centre of the Boat, Barge & Ship building industry is Poplar & Blackwall. At Blackwall we visited Mr. White's Yard (Barge building), Mr. Wattriss Yard (Boat-building) and the Thames Iron Works (Shipbuilding).



✓ 6

Notes on Mr. White's Barge building Yard. (Blackwall)

This is one of the largest Union yards, and the busiest. White built 25 barges last year & there are three being built at the present time, in various stages of completion, employing from 15 to 20 bargebuilders, besides labourers.

The yard is on Bow-Creek running down to the foreshore, the end of the yard open to the air though the roof is covered in. In some yards the work is carried on in the open air altogether, - but this applies chiefly to repairing work.

There is a foreman who is a member of the Union. The yard was a non-Union yard up to the strike of 1890. ~~and held out~~

The non-Union men however left except the foreman, & joined the Union. At the end of the strike they refused to go in & work with the "blackleg" foreman, and ~~the master~~ White tried to get the foreman into the Union, but the members at first refused to admit him. Finally however they agreed to admit him at



an entrance fee of £5, payable in instalments. The men then went back, and Mr White is now very friendly with the Union & ~~Steadman~~ consulted Steadman in my presence as to what course to take with regard to a man who had served six years apprenticeship but not seven. Steadman said that his men would not work with him or take him into the Union. White said he would take him on at 30s a week for the next year to complete his apprenticeship, if he was willing. Steadman thinks that he will probably refuse & go and work in a non-Union yard. (Query. If he does, is it a case of mismanagement on the part of the Union?) ~~It is~~<sup>heard</sup> a bargebuilder talk about the case which evidently excites interest. He said that it would be unfair to other apprentices who are serving their full time to let in a man after six years.

Roughly speaking a barge is a craft with a flat bottom <sup>with framed timbers</sup>. If it has a keel it is a ship.  
Barges in the Thames are almost



entirely built by rule of thumb. There is a tradition of workmanship in the trade & the skill is handed down from generation to generation by the apprenticeship system. Barges are not built to scale or from drawings - There is only one man in the river who (as Steadman says) builds barges "technically". He thinks it would be a good thing to plant a school of Naval Architecture in the neighbourhood.

The timber is imported to the Surrey Commercial Dock, & thence floated across the river bound together like rafts, by "rafters" to the Bargebuilders yards. The timbers are oak.

First the bottom of the barge is laid down, then the

The labourers' work is to carry timber, wait upon the Bargebuilders and paint the barges when made.

It has been customary at some yards for



labourers to drill the holes in the ~~the~~ timbers for the insertion of wooden ~~the~~ rivets to bind the framework together. This work is however claimed as Barge-builders work, and a strike has been going on at two yards at Rotherhithe for a month on the question, & is still unsettled.

There are apprentices in the yard.

The Barges are not caulked except on the top, but hair & tar is used in preference to caulking (oakum).

Bargebuilders work on the Barge throughout & finish it. Hours 6 to 5 with  $\frac{1}{2}$  hour for breakfast <sup>(8.30) - 9</sup> and hour for dinner (1-2).

In the winter the work is very exposed & rough, the snow & wind beating into the yard.

The social class of master bargebuilders seems to differ very little from that of bargebuilders. e.g. Mr White the master of one of the largest & most successful yards in the port was a journeyman yacht-builder.



at Cowes in the Isle of Wight. Thence he came to Thames Ditton & worked as a clerk in a yacht or boat-building yard there. Thence he came to Blackwall as a manager of a bargebuilding yard, & on the bankruptcy of his employer he set up for himself as a master.

He has a son who is a journeyman ship's joiner, & left the Thames Ironworks two years ago on strike. <sup>the son</sup> He is a Unionist, & sympathised with the men on strike against his father last year. He says a good deal of overtime is worked, & that he is "always going at the governor about it."

Employers in the Bargebuilding trade are so many, so small, & so scattered up & down the river, that the Union clearly commands the situation.

There are at present no iron barges being made in White's yard, but I saw some being made in the "Union Lighterage Co."s yard - a non-union yard.



11

Boat building. - Watkins yard. Blackwall.

Close to White's Bay building yard. Several boats ~~being~~ are being built for the Government dock-yard. They are not made for any particular man-of-war but are sent to the Dockyard and kept on stock and used for the Man of war as required. Four or five ~~are~~ being made. Also boats for the P. & O. Company. The greater part of the boats for the Government are of English & American Elm, those for P. & O. partly of mahogany to stand tropical climates.

A boat differs from a ship in the character of its timbers: which are steamed and bent into shape for a boat, but cut out of the solid and jointed together for a ship.

In building a boat, the moulds for the timbers are first ~~put~~ set up & the framework of the boat moulded thereon. Then the moulds are removed, & the timbers bent and inserted. The kind of work is very





Wages £2.2.0 (7/- a day) on day work, up to 7/6 in some firms. Partly piece work at which they can earn £2.10.0 & upward.  
 £1.19.0 (6/6 a day). But a great deal of piece-work.  
 £2.0.6 (9/- an hour)

(Piece work)

(Piecework). Could probably earn 10/- a day when in work

6/6 a day. £1.19.0 a week.

similar to Barge-building. A great deal of it is done on piece work - so much a foot. A Boat-builder could build a barge or ship with very little practice; but the custom of the port & the rules of the Union keep the Trades separate.

Numbers.

|                     | Members of Shipwrights Union of the Port of London. | Members of Associated Shipwrights Union. | Non-Union. | Total |
|---------------------|-----------------------------------------------------|------------------------------------------|------------|-------|
| Shipwrights.        | 1400                                                | 124*                                     | 26         | 1550  |
| Boat builders.      | Members of Boatbuilders Union.                      |                                          | Non-Union  |       |
| Barge builders.     | 406                                                 |                                          | 44         | 450   |
| Caulkers            |                                                     |                                          |            |       |
| Mast & Block-Makers |                                                     |                                          |            |       |

Riggers.

Ship joiners

\* 109 Jul 1890 (Figures from Report)



\* A considerable number are publicans. About 70 members (mostly foremen or publicans) pay an Annual Subscription, i.e. subs. as though working. ~~A certain number of the 1400 do not~~ full time paid in a lump annually.

(13)

## Shipwrights' Provident Union of the Port of London.

Mr. Blanchard (Secretary).

Nov 7 / 1891.

There are 1400 members. Besides this there is a Branch of the "Associated" Shipwrights' Union with 124 members. Probably there are not 25 to 50 non Union Shipwright in the port.

The sphere of control of the Union is up to London Bridge & down to

Of the 1400 members 200 may be written off as "non-working" members, i.e. over-age and either in receipt of pension or candidates for pension (See Rule 18), or disabled, or not following the trade\* (See Rule 8) \*.

Of the remaining 1200 a certain percentage get full work all the year round, the others more irregular. I was unable to get any exact figures from Secretary as to the proportion of men who would get full work - ("some hundreds" he said); or the



average number of days work a week that  
 members might on the whole expect to get.  
 I suspect that ~~he~~ (contrary to the practice of  
 the new unions e.g. Dockers) he made the  
 state of things out to be a good deal better  
 than they are, the Shipwrights being clearly  
 both by report & by what I saw of them a very  
 proud, exclusive and conservative set of men,  
<sup>rare</sup> ~~never~~ complaining of their poverty.

[Steadman (Barge Builders) who was there agrees  
 that Blanchard was too optimistic in his account.  
 His (Steadman's) father was a shipwright and  
 apprenticed him to Bargebuilding in 1866, because  
 even then shipwrights' work was decaying.  
 During his apprenticeship Steadman remembers  
 his father being out of work for eight weeks  
 at a time.]

Incidentally Blanchard shewed that there  
 is great want of work among the shipwrights,  
 e.g. They give no out of work pay (which  
 is given by the Bargebuilders), & Blanchard says  
 "If we gave out-of-work pay I am afraid our  
 men would n't go & look for work!"



Work is partly day work, & partly job-work.  
(In the other Union work is all day work - 7s a day)

Day work is mostly on new-jobs, job work on old. (The exact reverse of the Bargebuilders ~~and~~ where day-work is on old jobs, & job-work on new)

Day-work is paid 7/- a day. When old jobs are done on day-work ~~they pay~~ most yards pay 7/6. Day-work is better than piece-work for building new-ships, there ~~being~~ being less danger of undue hurry & scamping work.

(cf Rules of Shipwrights in Newcastle).  
Job-work however is far more profitable to the men, partly because the scale of prices for old work affords a higher wage, & partly because men work harder & do not require a foreman.

The result is that the men draw 8/3 a day & divide out the balance equally as "plus".

For apprentices who may be employed on a job a deduction is made from the balance and allowed to the employer ~~who~~ on a scale varying according to the year of servitude

See p. 23. Rules.



The scale given in the Rules is

|                      |     |         |
|----------------------|-----|---------|
| 1 <sup>st</sup> year | 2/- | per day |
| 2 <sup>nd</sup> "    | 2/6 | "       |
| 3 <sup>rd</sup> "    | 3/- | "       |
| 4 <sup>th</sup> "    | 3/6 | "       |
| 5 <sup>th</sup> "    | 4/- | "       |
| 6 <sup>th</sup> "    | 5/- | "       |
| 7 <sup>th</sup> "    | 6/- | "       |

is based on a scale of 7/- a day "to rise and or fall in like proportion".

i.e. suppose a ~~per~~ piece of work on job work on which three apprentices in 1<sup>st</sup> year & one in 3<sup>rd</sup> year.

(1) The men draw 8/3 a day

(2) Suppose the job works out to 10/6 a-piece (i.e. a margin of 2/6 a head is left over). Then for each 1<sup>st</sup> year apprentice 3/- <sup>a day</sup> must be allowed (that is  $2/- \times \frac{10/6}{7/5}$ ) and for every 3<sup>rd</sup> year apprentice 4/6.

(3) This is deducted from the balance & the remainder divided equally among the men employed on the job.

(16)  
The master pays the apprentices what he pleases. The following is scale of pay given to apprentice by an Employer named Walker.

|                      |      |
|----------------------|------|
| 1 <sup>st</sup> year | 7/6  |
| 2 <sup>nd</sup> year | 9/-  |
| 3 <sup>rd</sup> —    | 10/6 |
| 4 <sup>th</sup> —    | 12/- |
| 5 <sup>th</sup> —    | 15/- |
| 6 <sup>th</sup> —    | 18/- |
| 7 <sup>th</sup> —    | 21/- |

} a week.

This scale is probably above the average, not because Walker is a generous employer (for he is a "damned scamp" in Mr. Blanchard's opinion) but because he wants by a high scale of pay for apprentices to get a great part of his work done by apprentices. Walker used to be a journeyman Shipwright.

Blanchard's opinion is that such men make the worst masters. He "prefers a gentleman to deal with", but mentioned an exception in the case of a good <sup>employer</sup> ~~friend~~ who had been a journeyman.  
The Shipwrights



Union makes no restriction on the number of apprentices provided they are all legally indentured.

Blandhard says there are no shipwrights labourers employed (See Rule 45).

The men work in the port for about 26 different employers, varying downward from the Thames (Limited.) who employ about 50 shipwrights & Samuda's, to small employers employing only half a dozen men.

The masters are shipbuilders or dry-dock proprietors (or renters).

The shipwrights build a wooden ship throughout (? without aid of labourers?), except the interior fittings which are done by ships' carpenter (a member of shipwrights' Union) with a ship's joiner as his "mate" working under him - (a member of the Carpenters' & Joiners' Union).

In Iron ships the shipwrights lay the keel and place all the iron beams & in position. They also make the "templates"



or moulds for the iron plates. The plates themselves are made & bent by men belonging to Boilers-makers Union (not Ironfounders - the plates being wrought and not cast), and the rivetting is done by another section of men belonging to the same Union.

The decline of the shipwrights on the Thames began with the introduction of iron shipbuilding. They might have done a great deal of the new work, but they thought it was unimportant & would not last, so they would not take it & the masters brought in all kinds of men from all parts & all trades. The shipwrights have long since found out their mistake & will do a great part of iron shipbuilding now, but it has mostly gone to the North - nearer the Iron fields.

The shipwrights Union is purely centralised, there being no branches. Blanchard prefers this form of organisation. The members meet once a quarter at least & usually



These Rules have just been altered. There is now only one Committee to manage the Society elected direct by the mass meeting of members. The Collectors are still retained, elected by the yards, but they are no longer Committee meeting. (men)

19  
often ~~up to once a month~~. They elect meet usually at the Trinity Hall. 50 is a quorum & from 100-200 usually come; at the Annual meeting in January as many as 300 usually come. The Yards are scattered up & down the River over so wide an area that the majority of members take no active part in the Union beyond paying their contributions to the Yard-Committee-man.

~~There is no rule in the Rules providing for the mode of election of the Committee but it appears that~~ There is a Committee <sup>elects by and</sup> man attached to each yard, - 24 in all who form the general Committee. I meet once a month. ~~Some~~ Of these the 12 senior are elected "managing Committee" for 1 month. At end of month 6 retire & next 6 of the ~~managing~~ register take their places. (See Rule 21).

The Committee-man of the Yard receives members contributions & enters them on a ~~list~~ form (of which I saw a copy) which is forwarded to the Office. Every quarter



These returns are audited by a Public Accountant (Mr. Wilson) ~~and compared with~~ being checked by all members cards which are forwarded to the office to be exchanged for a new card once a quarter. Every quarter the colour of the card is changed, & if a member is in arrears he receives a white card, until by payment of his arrears he can exchange it for a coloured card.

~~A~~ A member is in arrears ~~if more than~~ out of accident benefit (Rule 9) if more than four weeks behind hand.

Contributions are  $1\frac{1}{2}$ d a day for every day or part of a day worked. They are paid ~~monthly~~ to the yard Committee - man who pays them in weekly

~~entire~~ [mem. - This gives a complete index of the amount of time worked per week by members.]

Entrance fee: -

Those who have served 7 years in Port. — 0

———— at another port. — 1..10..0

———— wish to re-enter (after being } — 2..2..0  
crossed off books)

Members will not work with non-Society men.



The "leading hands" at a job must according to the Rules be elected "by the free members employed on the job, & none but free members shall be allowed to take the office of leading hands."

On daywork there is also a foreman employed by the employer (? & on job work) The leading-hand calls for show of tickets, & if a white ticket is produced all coloured tickets take precedence of that man.

There is no rule attempting to make the work evenly divided among the whole number of members, & except such as is provided by the rules against overtime. p. 46) . A ~~small~~<sup>certain</sup> number of the men get full work - largely by favouritism of foremen - and it is said that job-work tends to keep the work in the hands of a clique.

A bill for job-work is made out by not less than three members working on the job chosen by the others. On its completion it is submitted to all the members working on the job for



approval benefit is sent in. If it be disputed by the employer it is necessary to sue him in the County Court this is managed by the Union (though of course in the name of the individual) the Secretary attending to give evidence that the charges are in conformity with the customary scale, & if the member loses the Union pays his costs.

It is strictly forbidden that members should take work by contract or sublet ~~any~~ any part to anyone else. (Rule 45). This is to prevent sweating & also to prevent the risk of loss falling on the workman.

Blanchard however suspects that sub-letting & contract does go on, but is unable to tell the extent.

Boys are indentured about age of 14 or 15. Old men get less work; for pension system see Rule 18.

Benefits, dispute, accident, funeral & superannuation.

Hours of work 9 excluding meal hours. There is a working understanding with the



Associated Union ("Wilkie's") not to encroach on one another, or take each other's place ~~at~~ in case of a dispute. The rate of wages is 7/- a day in the "Associated", all being time work. Some of the members work up at Steamship yard (Battersea) for 6/6. ~~Wages~~ (Check this by evidence from Secretary of "Associated")

Negotiations are constantly going on between Shipwrights & Bargebuilders & also members encroaching on each others' work.

Blanchard does not think it possible to unite skilled and unskilled men in same Union or federation of Unions: he thinks that the best thing will be to unite all skilled men in one Union & unskilled men in another & have a friendly understanding between them.

Discussed the feasibility of Tom Mann's scheme for the Docks, but thought that "the quicker ~~the~~ dispatch of business means less for labour".



724

The Union in its present form was formed in 1824, but there are clear traces of earlier societies and clubs. (See Minute Book).

The Union resembles the old Guilds in many respects.

(1) Its objects declared by the Resolution at the opening meeting forming the Society (1824) was chiefly to maintain the custom of 7 years apprenticeship.

(2). It has rules giving preference to those who had served their time in the ~~same~~ port of London over Strangers. (Rules 2 and 3)

(3). There is a rule imposing a Compulsory Holiday on the Anniversary day (Aug 16) under penalty of a fine (cf old Festival days of Guilds).

(4). Rule 46 declares that no member shall employ a greater quantity of work than he can accomplish by working the regular hours of the trade: viz. not before or after the recognised working hours per day throughout the year, and that no work by candle-light be performed inside after the men on the outside of the ship have



left work". (cf almost identical rule of Craft-  
gilds - Brentano)

(5). The Society ~~is~~ a friendly tribunal to settle  
all disputes between members who are not to  
"enter into any law-suit one with the other or  
"take an unfair advantage of each other" &  
(cf Gild rules)



Barge-Builders.

River Thames Barge-builders Trade Union

W. C. Steadman Oct. / 1891

Union founded in 1872.

History — There was formerly another Union. In 1866 the men were working 58  $\frac{1}{2}$  hours a week for 6/- a day. They struck then for a rise of 6<sup>d</sup> a day - to 6/6 and succeeded. Having got this rise men dropped out of the Union owing to apathy & mismanagement. In 1869 employers reduced wages again to 6/-. In 1872 about 12 men left the old Union & formed a new Union and registered it. In 1874 the new (existing) Union got the 6<sup>d</sup> a day back again without a strike. They then agitated for Saturday half holiday which was conceded by a few employers.

Steadman joined the Union in 1873, when membership was about 120. He has been secretary since 1879



In 1878 (Summer) there was an agitation for reduction of hours to  $56\frac{1}{2}$ . After several meetings employers agreed to  $8\frac{1}{2}$  d an hour without a strike. This was the first introduction of payment by the hour. It was not resisted by the men at all.

In 1878 the want of work became so great that the entrance to the Union had to be limited to those under 40 - otherwise many would have joined for out of work pay. (For the state of trade in various years see tables of out of work pay in various years).

In Jan. 1879 employers issued notices that men should work again at old terms. The Union could not resist owing to the slackness of trade but ~~a few~~ <sup>three</sup> employers continued the half-holiday till Oct 1883 when even these three employers tried to put an end to it. The union struck these three ~~plants~~ <sup>yards</sup> for 19 weeks but was beaten owing to the importation of men from Rye. The strike was supported by levies which were grudgingly paid by the men at other yards though they themselves



were not getting the terms asked for.

The Union was then thrown open to all ages for 6 months, but only 13 joined over age.

In 1889 the rules were revised <sup>so as to admit</sup> ~~admitting~~ over-age members at 4d a week to all benefits except out-of-work.

In Jan 1890 the two Unions amalgamated. There were <sup>only 26 members in the old Union</sup> The strike of 1890 (see Report) lasted 18 weeks, & ended in a reduction of hours varying from 2 to 4½ per week, and a slight increase of weekly wage (from 6d to 1/6 a week). The rate per hour was then fixed at 9d. Systematic overtime & piece work was abolished.

Firms who conceded the men's demand during the strike were not allowed to work overtime and this was the beginning of the abolition of systematic overtime throughout.

During the strike the membership of the Union very largely increased <sup>from 216 to 406</sup>. Men who had hitherto been non-Unionists came out, & then joined Union. 339 men received strike pay out of a total of 450 - the rest having the terms granted at once.



For all details of the Strike see Report.

Details of Trade

There are now 450 bargebuilders in the area dominated by the Union which extends from Brentford - North Wodrich on north side of Thames & from Kew - South Wodrich on South side -

They work for employers who are either (a) master bargebuilders or (b) Master Lightermen.

Some of the chief sheds are  
Mr. Surridge, Millwall, master barge-builder, employs 12 to 20 when busy down to 4-6 when slack. (Union shed).

Mr. White\*, Blackwall, master barge-builder, employs 15 to 20 or more when busy. (Union shed)

Cory & Son, Charlton, nr. Wodrich. (Lighterman) employs from 40 down to 30 men (Union)

Miller, Battersea, master barge-builder employs 30 - 12 men. (non-Union)

Union Lightage Company\* (Blackwall) employs 12 bargebuilders & also some boiler-makers making iron-barges. Non-Union

\* See previous descriptions



The numbers given above refer to Bargebuilders only, exclusive of labourers, of whom there are about 200.

They paint & black the barges, wash the foreshore of the Thames of mud to enable bargebuilders to work, & generally wait upon the barge builders.

Their work is fairly regular, & they earn 25 to 27s a week; paid by day or week.

The labourers are mainly drawn from the lads and urchins who hang about the foreshore of the Thames, & who gradually get taken into yards and employed.

There is now a dispute as to the employment of labourers to drill holes in timber for wooden rivets.

Rolf the manager of the Union Lightering Company is now the bitterest opponent of the Union. The members were with drawn from the yard soon after the strike because he refused to discharge an old man, member of the shipwrights Union who was doing odd jobs on barges at 5/- a day. A joint meeting of



Bargebuilders & Shipwrights was ~~for~~ held to consider the case and Rolf attended and promised to abide by the decision. When however it went against him he refused to abide by it & this now a non-union ~~employees~~ shed

The wages of Bargebuilders &c are given above (p )  
For Rules see Set of Rules.

The Union is centralised with no Branches. Steadman does not give his whole time to it, he is paid £13 + 11/4 per member over 200 in number Meetings alternate Saturdays 8 to 10. <sup>per annum</sup>

Benefits (See p. 11 of Rules).

Out of work 1/8 a day.  
(not less than 3 successive days to be paid for, or more than 96 days in 12 months).

Turn out benefit 2/- a day.

Accident 10/- week (not more than

12 weeks: member must be <sup>prevented from</sup> ~~out of~~ working for > 3 days.

Loss of Tools by fire or shipwreck  
from 10/- to £5.

Death £12/ Wife £3

Members over 40 admitted on special terms for special benefits see Rule 2A. (Death, accident, & Turn-out - but not out of work)



Contributions

Entrance 2/6 (1/- when proposed, & 1/6 when elected).

Per week 8d (for 1<sup>st</sup> year)

8d. (when in work), 1<sup>d</sup> to accident (when out)

On death of any free member 1s.

Members are entitled to benefit at end of 12 months from joining the Society, <sup>to out of work, accident, took benefit</sup> if not six weeks in arrears.

If more than six weeks in arrears he is out of benefit for <sup>1 week</sup>

|             |                             |   |
|-------------|-----------------------------|---|
| 1 week      | if owing more than 8 weeks, | 2 |
| 2 . . . . . | 13 . . . . .                | 3 |
| 3 . . . . . | 20 . . . . .                | 4 |
| 4 . . . . . | 26 . . . . .                | 6 |
| 6 . . . . . | 39 . . . . .                | " |

from the time he reduces his arrears below six weeks.

He is entitled to death benefit if less than 13 weeks in arrears.

Members if ordered to take receive Turn-out benefit even if not free.



Shipwrights - Associated Society  
Genl Sec. A. Wilkie (Newcastle)

London Branch at Poplar. Sec. H. Ralph 71 Turners Road  
Burdett Road.

On May 22/1890 the "London Shipwrights Benevolent Society" which was a society formed principally "to sell their labours by the day instead of by the piece or job" agreed to amalgamate with the Associated Society, which is an active energetic federal organisation centred in ~~Liverpool~~ Newcastle.

The London ~~Branch~~ Society became Branch  
no 54.

Statistics for Jul - Sept 1890 (1<sup>st</sup> quarter after  
the amalgamation)

No. of members 109. (now 124, see before)

Income £12.15.0

The Associated Shipwrights object to piece-work & compare it to "Payment on Results" in schools











