



Section E

SHORE SUPPORT

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

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

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

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

1 CRANES AND CARGO HANDLING

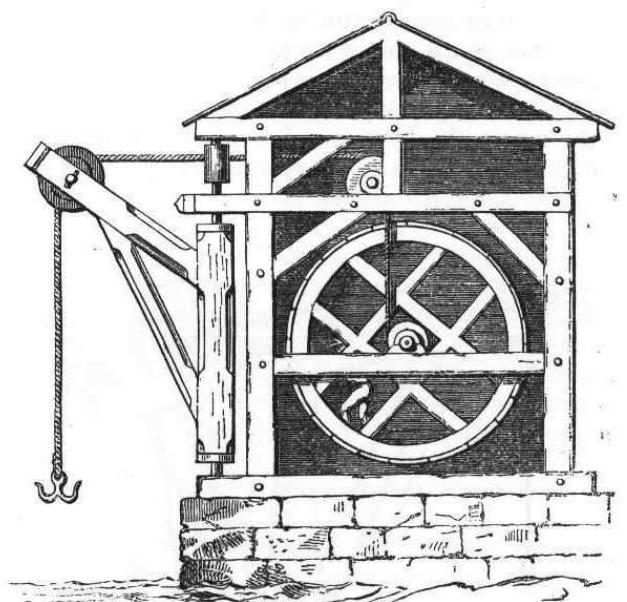
BY ANDY KING, SENIOR COLLECTIONS OFFICER – INDUSTRIAL AND MARITIME HISTORY, BRISTOL MUSEUMS AND GALLERIES

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

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

CARGO HANDLING CRANES

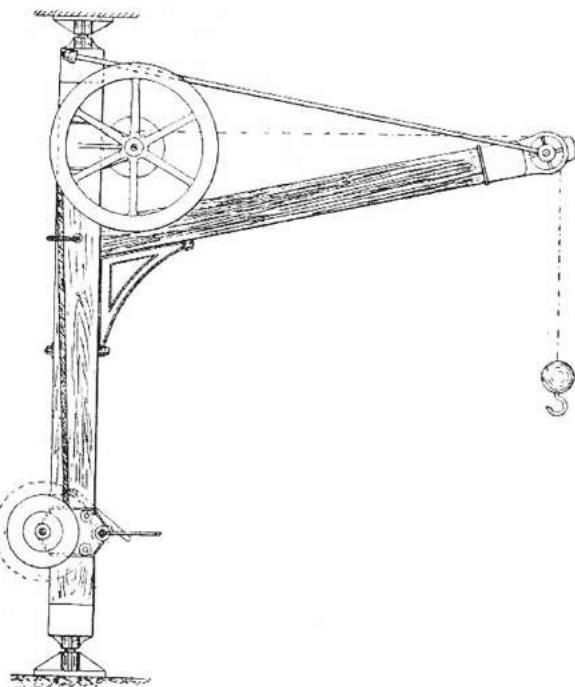
Lifting devices to move cargo to and from ships’ holds have always been indispensable aboard ship and in ports. Derricks could be fashioned relatively easily with booms and masts aboard ship, sufficing for most loading and unloading except the heaviest cargoes. To tackle these, larger ports provided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



Treadmill Crane

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

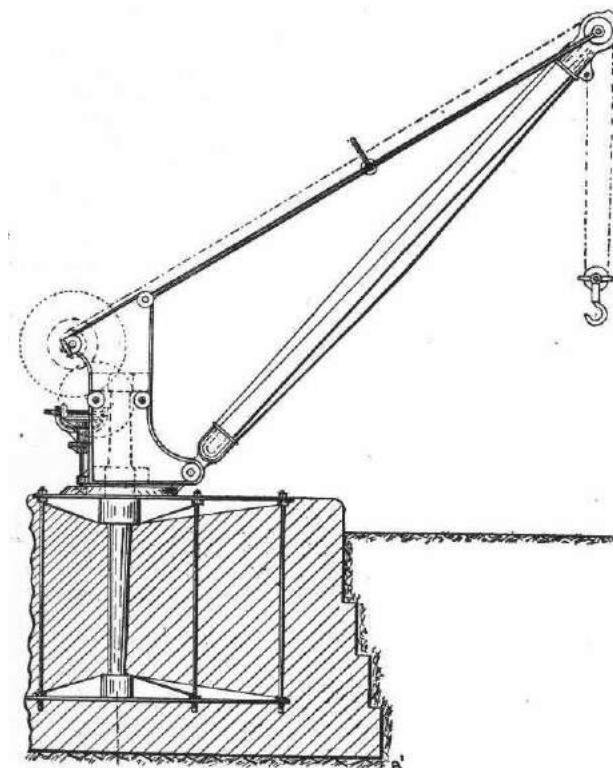
Simple gallows cranes, sometimes with a stepped-down pulley arrangement to give mechanical advantage (known as whip cranes), were the most common type of crane to be found in ports of the time.



Gallows Crane

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

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

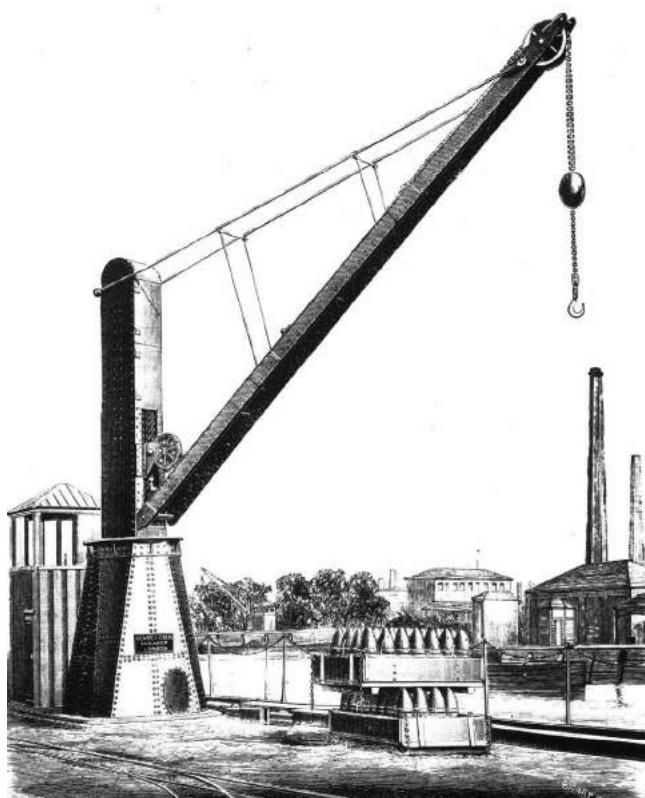


Geared Hand Crane

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

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

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



Hydraulic Crane

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

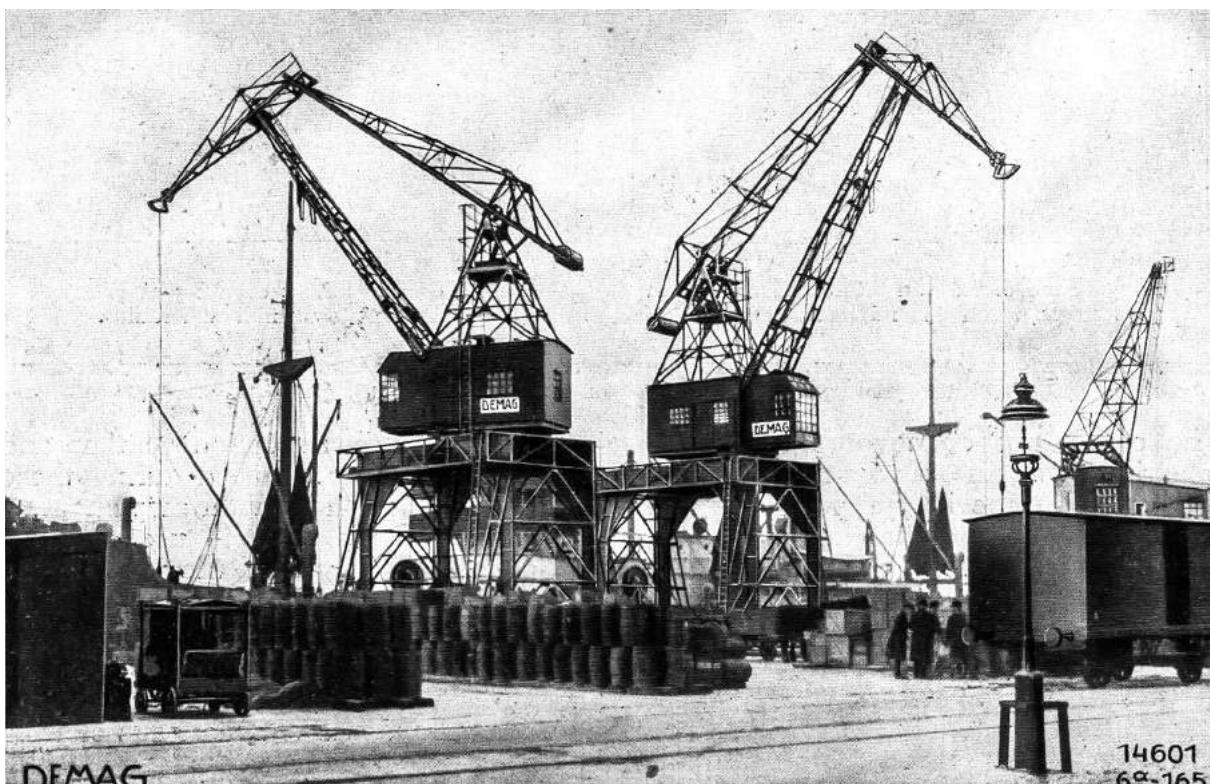
The successor to hydraulic power was electricity. Electric cranes were first introduced at Southampton in 1893, but their almost universal adoption after the 1920s followed the development of the level-luffing variety. These cranes allow the load to remain at the same height when the jib is moved in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



Toplis type level luffing cranes

© Bristol Museums Galleries & Archives

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



*Babcock and Wilcox Level Luffing Cranes
advert from The Engineer's Handbook, 1931*

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

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



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

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

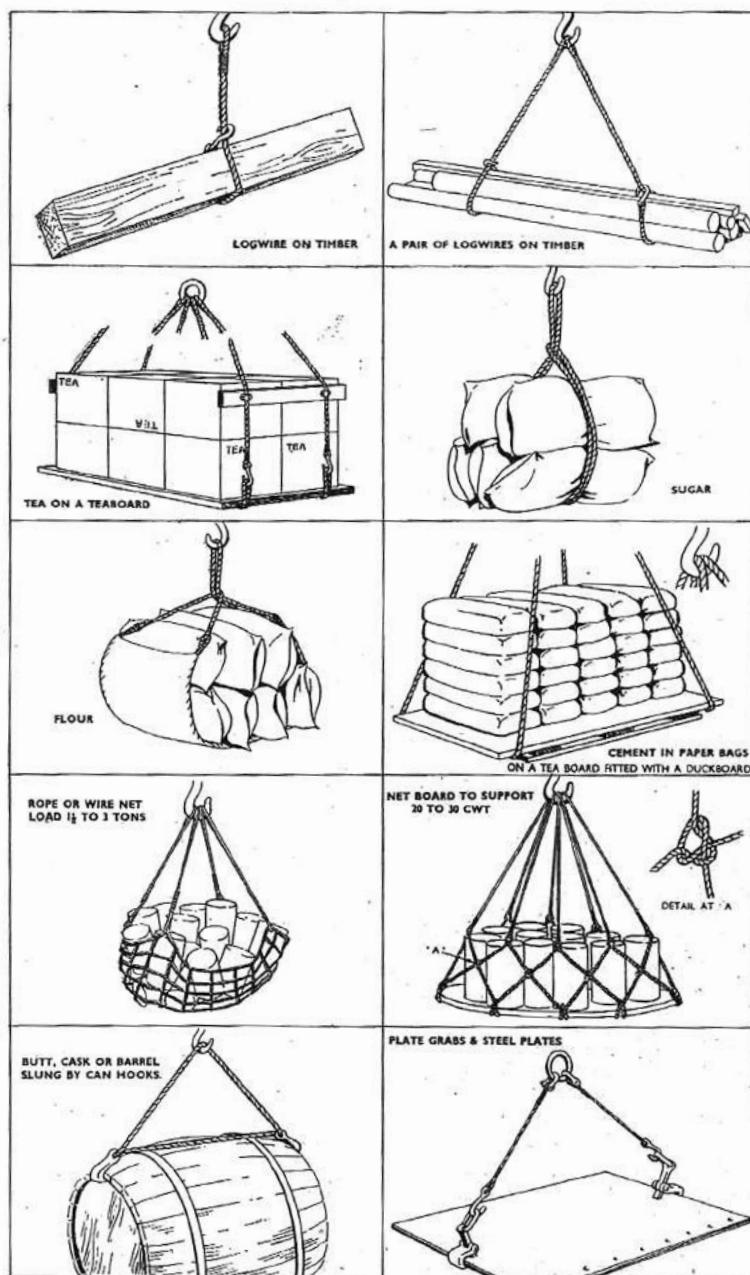
CRANES AND DERRICKS ABOARD SHIP

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

HANDLING EQUIPMENT

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

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



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

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

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

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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

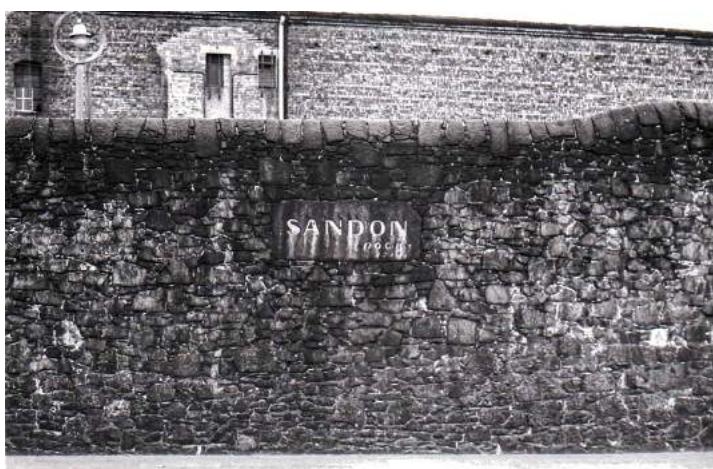


© Brian Lavery



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:

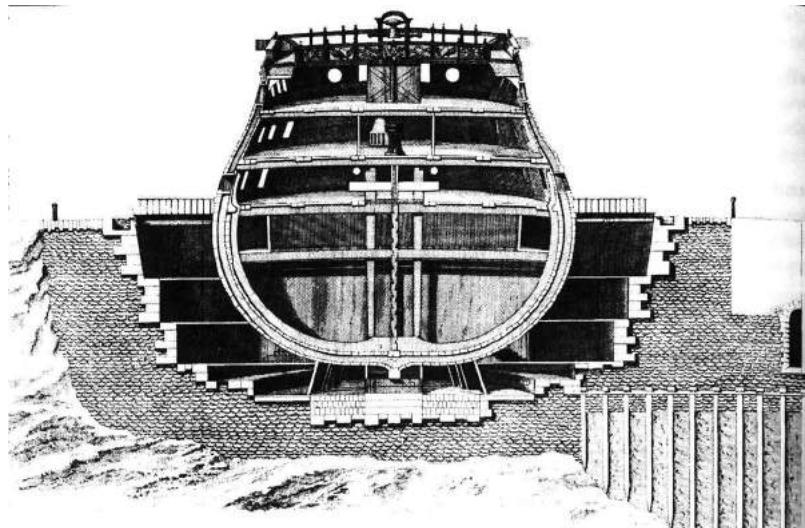
It is important to remember that old port sites often have machinery pits dotted about them. Investigation or recording requires caution: for example, never walk through puddles or over old bits of plywood lying on the ground, which might conceal a 40ft deep penstock shaft or similar. Other obvious hazards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

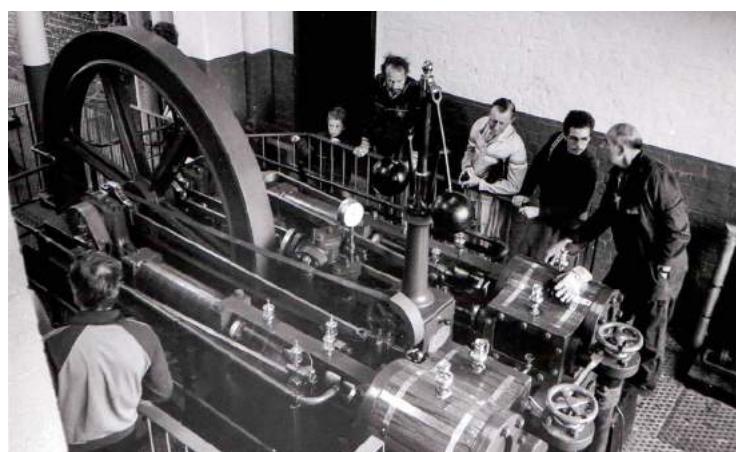
A note on types of stone

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 dock itself. Setts were sometimes of granite, but igneous inclusions from limestone areas were also favoured. Common bricks were used, particularly in canal or railway ports where they might be available as a cheap back cargo but high grade engineering bricks such as ‘Dudley Blues’ were preferred, and brick paviors may be found for the same reason. Rubble fill was also a useful way of getting rid of stray boulders from the arisings (waste products from the excavations): now they were dignified by the name of ‘plums’ because they went in the rubble fill ‘pudding’.

INFRASTRUCTURE

HYDRAULIC PUMPING STATIONS

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



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

© Adrian Jarvis



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

© Adrian Jarvis



A dockside capstan in Liverpool

© Brian Lavery



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

© Adrian Jarvis

HYDRAULIC MAINS

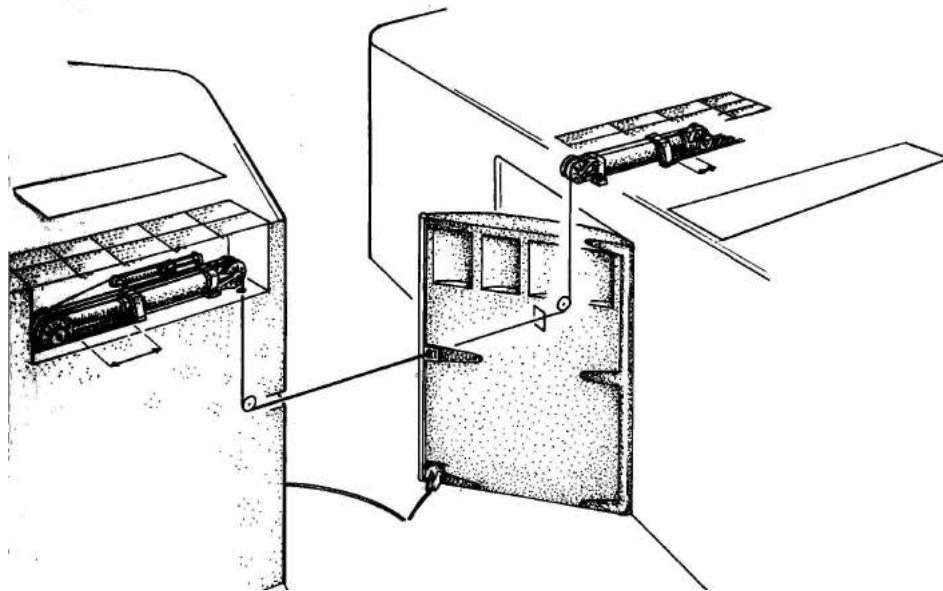
These distributed water to the appliances, and can normally be recognised by their distinctive joints, with oval flanges and two square headed bolts. Some systems used return mains, often with ordinary threaded joints, to recycle the water; others let it run to waste.

DOCK GATES

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

GATE ENGINES

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



Hydraulic dock gates

from Brysson Cunningham, Dock Engineering, London, 1906

SHIP CAISSENS

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

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

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

3 MARITIME DOCUMENTS

BY BRIAN LAVERY, CURATOR EMERITUS,
NATIONAL MARITIME MUSEUM

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

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

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

ROYAL NAVY DOCUMENTS

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

NAVY LISTS

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

THE ROYAL NAVY.

132 CURACOA, 14. S. Corvette.
Steel and Iron cased with Wood.
2380 Tons, 2540 H.P.

China.
Captain John G. J. Hammer 6 Nov 84
Lieutenant (G) George R. Lindley 3 Jan 84
Sergt. Gunner W. V. Williams 1 Aug 84
(M) King W. Wade 24 Aug 84
Frederick E. W. Moran 16 Dec 82

Sally B. Ash 1 Oct 83
Chaplain Rev. Thomas Roberts 17 June 84
Staff-Sergt. Charles C. Golding 22 Dec 82
Paymaster Richard G. Chastell 8 Dec 84
Chief Eng. Charles E. Stewart (ad.) 11 Dec 83

Sub-Lieut. Pommel A. Lloyd 36 Sept 83
Asst. Paym. George W. Whillier 8 Sept 82
Sergeant George D. Dawson 14 Dec 82
Asst. Eng. Ernest J. Taylor 17 Nov 83
Gunner Thomas Owens 25 June 85
Boatswain John Haynes 28 Dec 82

Bidder James 28 Nov 83
Carpenter Joseph Willoughby 15 Mar 83
Recommissioned at Hong Kong, 25th March 1883.

133 CURLEW, 4. Twin S. Steel Gun and Torpedo Vessel.
785 Tons, 1200 H.P.
(Preparing to build at Devonport.)

134 CYCLOPS, 4. Double S. Iron Armoured Turret Ship.
3480 (2107) Tons, 1600 (250) H.P.

Portsmouth.
Staff Com. George J. Hirtzel 21 Apr 83
Draughtsman John M. May 10 Mar 84
Enginner Peter Murray 17 Mar 83
Gunner Thomas Patter 7 Nov 84
Boatswain Marcus Murphy 11 Nov 82
Carpenter William H. Hussey 28 Aug 84

(Borne in "Asia.")

135 GYGNET, 4. S. Composite Gun Boat.

455 Tons, 530 H.P.
Mediterranean.

Lieut. & Com. William U. Morris 1 May 82
Lieutenant Charles de la P. Berford 19 Mar 83

(In lieu of a Sub-Lieutenant)

Paymaster Edward W. Luther 6 June 82

Boatswain Recommissioned at Portsmouth, 16th Oct. 1882.

Recommissioned at Malta, 1st February 1883.

136 DÆDALUS, 13. Drill Ship for Royal Naval Reserve.
(See page 254.)

137 DANAE, S. Corvette.
1760 (1287) Tons, 2090 (350) H.P.

Portsmouth.
Commander Lawrence Chinn 17 Sept 83
Lieutenant Peyton Hoskyns 15 Sept 83
(T) Francis S. O'Connor 24 July 84

Sergeant Henry V. Elliott 15 Sept 83
Paymaster Charles Buxworth 23 Aug 84
Asst. Eng. George C. Forsyth 12 Sept 83
Gunner Charles R. Joy 15 Sept 83

Boatswain Edmund Broyle 15 Sept 83
Recommissioned at Hong Kong, 12th December 1883.

140 DARING, 4. Composite S. Sloop.

940 (727) Tons, 320 (120) H.P.

China.

Commander Lawrence Chinn 17 Sept 83
Lieutenant Peyton Hoskyns 15 Sept 83
(T) Francis S. O'Connor 24 July 84

Sergeant Henry V. Elliott 15 Sept 83
Paymaster Charles Buxworth 23 Aug 84
Asst. Eng. George C. Forsyth 12 Sept 83
Gunner Charles R. Joy 15 Sept 83

Boatswain Edmund Broyle 15 Sept 83
Recommissioned at Hong Kong, 12th December 1883.

141 DART, 2. S. Composite Yacht.
470 Tons, 200 H.P.

142 DASHER, P. Vessel.
390 (260) Tons, 220 (100) H.P.

Portsmouth.

143 DECOY, 4. S. Composite Gun-Boat.

430 (195) Tons, 460 (60) H.P.

Mediterranean.

Lieut. & Com. Howard F. Hay 25 May 84

Paymaster James A. Bell 19 Oct 83

Sub-Lieut. Herbert P. Hartin 18 Mar 83

(T) Frederick C. G. Paine 15 Feb 84

Sergeant Robert F. Hart 3 Apr 84

Enginner John R. Lethbridge 15 Sept 83

Gunner John S. Perron 15 Oct 83

Recommissioned at Malta, 1st February 1883.

144 DEE, 3. Double S. Iron Gun-Boat.

363 Tons, 330 H.P.

China.
As Engineer Officer is borne in the "Hibernia" for command of the machinery of this gun-boat and that of the "Dow."

145 DEFENCE, 16. Iron S. Ship.

Armour-plated.

6270 (3720) Tons, 2540 (600) H.P.

(Ship of First Rate).

Crown and Service, Holkham.

Captain Andrew J. Kennedy 8 Aug 84

Commander Alfred C. Carew 12 Sept 83

Lieutenant Amund Haugan 16 Oct 83

(T) Thomas F. Walker 19 May 84

Robert C. Everard 16 Oct 84

Nav. Lieut. Robert C. Everard 21 Sept 83

Capt. M. Robert M. E. Hayes 1 Jan 83

Fitzroy T. H. Scott 1 Jan 83

James M. Rawson 1 Aug 84

Chaplain Rev. Thomas Scott 1 Aug 84

Staff Surg. Henry H. Middleton 10 Nov 83

Paymaster Horatio W. Koonstall June 82

Chief Eng. Stephen R. Williamson 29 Oct 84

Surgeon John Riches 3 Apr 84

Asst. Paym. James G. V. Thwait 14 Feb 84

Engineer Henry Madge (temp.) 15 Nov 83

Asst. Eng. Edward Bennett 25 Oct 84

Gunner Harry Bennett 15 Sept 84

Boatswain Jacob Freshay 29 Sept 84

John R. Lethbridge 29 July 82

Fraterich W. S. Orrell 22 Oct 83

Carpenter George Reed 3 Aug 84

Officer borne for service on shore.

Paymaster Matthew F. Morley 1 Mar 84

(For list of Officers borne as Superannuates

Const-Guard. See page 271.)

Commissioned at Dartmouth, 15th June 1880, with

Officers turned from "Resistance."

TENDER.

"Dwarf."

Coast Guard Cruisers.

146 DEFIANCE.

(See page 254.)

148 DEVASTATION, 4. Double Iron Turret Ship, Armour-plated.

9350 (4407) Tons, 6650 (800) H.P.

Portsmouth.

Staff Com. Albert H. Wanham 28 Jan 83

Paym. Com. John H. Wanham 29 Aug 83

Chaplain Francis J. George 21 Oct 83

Gunner Richard P. George 31 Oct 83

Boatswain James D. Dodge 21 Oct 84

Carpenter Joseph Hallam 31 Oct 84

Midshipman Raymond A. L. Ozanne 21 Oct 84

William H. Cowper 21 Oct 84

Cecil J. H. L. Learmonth Oct 84

Benjamin S. Gunnison Oct 84

The following Officers have been appointed to

this Ship as additional for appointment to

her when re-commissioned.

Captain Francis P. Clayton 7 Oct 84

Lieutenant (G) William P. Shakespeare 21 Oct 84

James G. Evans 21 Oct 84

John T. Bass 21 Oct 84

Aylmer H. Williamson Oct 84

Archibald P. Stoddart 21 Oct 84

Staff Surg. Horatio H. Cross 21 Oct 84

Paymaster John Murdoch 21 Oct 84

Sub-Lieut. Herbert Fowler 21 Oct 84

Asst. Paym. Cecil V. Smith 21 Oct 84

Enginner John J. Stuart 21 Oct 84

Boatswain Francis T. George 21 Oct 84

Gunner Richard P. George 31 Oct 84

Midshipman Michael J. Moore 21 Oct 84

William H. Cowper 21 Oct 84

John D. Dodge 21 Oct 84

Asst. Eng. Edward Bennett 25 Oct 84

Boatswain Harry Bennett 25 Oct 84

Recommissioned at Sheerness, 25th Oct. 1881.

The following Officers have been appointed to

her when re-commissioned.

Captain Francis P. Clayton 7 Oct 84

Lieutenant (G) William P. Shakespeare 21 Oct 84

James G. Evans 21 Oct 84

John T. Bass 21 Oct 84

Aylmer H. Williamson Oct 84

Archibald P. Stoddart 21 Oct 84

Staff Surg. Horatio H. Cross 21 Oct 84

Paymaster John Murdoch 21 Oct 84

Sub-Lieut. Herbert Fowler 21 Oct 84

Asst. Paym. Cecil V. Smith 21 Oct 84

Enginner John J. Stuart 21 Oct 84

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James G. Evans 21 Oct 84

John T. Bass 21 Oct 84

Aylmer H. Williamson Oct 84

Archibald P. Stoddart 21 Oct 84

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390. CHAPMAN, C. G., Mid. of "Sultan" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star); M.V.O., 12th August, 1904.
391. EYRE, F. G., Mid. of "Boudicca" during Zulu war, 1879 (Zulu Medal).
- 391a. GAUNT, E. F. A., First Lieutenant of "Narcissus" in 1890, when Captain Lang was drowned at Grosser Fließ Bay. On this occasion the Commander reported that "the manner in which Lieutenant Gaunt handled the cutter when the galley was lost saved five lives, with less skilful handling the cutter would also probably have swamped"; as Commander he was mentioned in despatches; Administrator of Lü-kung-tao, from 1st September, 1898, to 1st October, 1899; in July, 1900, became Commissioner and Supplying Transport Officer at Wei-hai-Wei; mentioned in General Gascoigne's despatches of May, 1901, and received the thanks of the Admiralty 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, 1902, commanded landing party at Durbo, Somaliland, avenging death of Italian Neutemat; severely wounded; vote of thanks; Italian Chamber of Deputies; Italian Medal "For valor."
392. DR HORNBY, S. V. Y., Lieutenant, in command of No. 62 torpedo boat, was run down and sunk in Argostoli Bay, Cephalonia, during night manoeuvres by a first-class boat of the attacking force, two men being drowned and S.S. during the engagement in 1897; in April, 1898, when palace was taken and King made prisoner by the Japanese forces (July and August, 1894) with boats of "Archer" after two days' search, Captain and part of crew of Chinese cruiser "Kuang Yi" destroyed to avoid capture by Prince Jui-kuang; given thanks by Chinese Government for this service; Lieutenant-Commander of "Plover," North Borneo, served in two expeditions against pirates, a proscribed rebel, resulting in his stockade being taken, and himself and followers killed or captured; January, 1898, given thanks by Colonial Office for services rendered while with the special commission for the newly acquired territories of Borneo; August, 1898; Commander of "Monarch" during the war in South Africa, landed after Graspan to join the Mafeking Brigade; present at battle of Magersfontein and subsequent operations under Lord Roberts, including taking of Pretoria (General Africa Medal); twice mentioned in despatches (South Africa Medal, Cape Colony, Paardeberg, Driefontein, and Johannesburg Clasps). Specially promoted Captain for services during South African war (Gazette, 6th November, 1900); (P.W.).
393. HORSTY, R. S. P., Mid. of the "Alexandra" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star).
394. KIRK, M. E. F., Mid. of "Lancaster" during Egyptian war, 1882 (Egyptian Medal, Khedive's Bronze Star); Vida Royal Humane Society's Medal.
395. CLARKE, H. J. L., Mid. of "Swiftsure" in 1885. During the Russian war service commanded and navigated a torpedo boat from Valparaiso to Vancouver; received the thanks of the Admiralty, and was specially promoted to the rank of Lieutenant on passing examinations (three first classes); Lieutenant in "Ranger," East Indies, 1890, and "Cossack," Naval Brigade sent with Somali Punitive Expedition; received the thanks of Indian Government and Admiralty, and mentioned in despatches; Lieutenant in "Pholomel," East Coast of Africa, 1892-4; successfully employed in the suppression of the slave trade; received the Star of Zanzibar, 2nd class, from the Sultan; present at the shelling and taking of Broome, and operations against Chief Nama, Benin River, 1894 (Medal and Broome Clasp).
396. LEWES, P. V., Second Lieutenant of "Blanche," and at the time in command, landed at Kisimayu, Zanzibar, 1894, with a party of 40 men and volunteers, from that ship, and acted against the Somalis for the murder of Mr. Hamilton, an officer of the Royal African Corps, and the relief of two Englishmen on board the s.s. "Kenia" 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 and his party fought a decisive blow against the enemy by the destruction of the village of Magreda, up the Juba River, and surprised the Englishman, August, 1893; Lieut. Lewes's prompt action in this matter calls for the highest praise, and will be prominently mentioned under a larger punitive expedition unnecessary; D.S.O. for this service (General Africa Medal, Juba River 1893, Clasp); promoted to Commander for services during the Mussulman outbreak at Candia on 4th September, 1898.
397. HOOD, HON. H. L. A., Mid. of "Calliope" at Apia, Samoa, 15th and 17th March, 1890, in a "terrible hurricane which caused disaster unprecedented since the introduction of steam."—Vice Captain Kane's report. The Lords of the Admiralty expressed their high approval of the conduct of the officers and men. In passing for Lieut. took the same rank and number on record, viz. 4,388 out of a possible 4,600 ranks—promoted to Lieutenant; 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 Medjide.
398. BEATTY, D., Lieutenant; employed on the Nile, in the Soudan, in co-operation with the Egyptian Army under the command of Sir H. Kitchener, K.C.B.; rendered excellent service in getting the gunboats over the cataract; second in command of the flotilla at the forcing of the Dervishes batteries at Hafr, and exposed to a heavy fire. Took command of the flotilla on Commander Colville being wounded, and fought the gunboats in front of the enemies batteries most persistently and successfully, eventually bombarding their position at Dongola and dismounting their guns; mentioned in despatches; D.S.O. for this service; mentioned in despatches by the Sirdar for service with the gunboats employed on the Nile during the operations of 1898 in the Soudan, including the battles of Atbara and Khartoum (Medal); promoted to Commander, and awarded the 4th Class of the Order of the Medjide; 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).
400. FYLER, H. A. S., First Lieutenant of "Theseus"; served in the punitive naval expedition commanded by Rear-Admiral Rawson, C.B., and landed from the Squadron to punish the King of Benin for the massacre of the (General Africa Medal, Benin Clasp).
401. CHRISTIAN, C. A., Mid. of "Tourmaline" during Egyptian war, 1882 (Egyptian Medal, Khedive's Bronze Star).
402. 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).
403. LLOYD, P. A. L., Mid. of "Carysfort" during Egyptian war 1882 (Egyptian Medal, Khedive's Bronze Star).
404. 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).
405. MILLMORE, 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).
406. 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).
407. BOOTHBY, W. O., Mid. of the "Superb" at the bombardment of Alexandria, 11th July, 1882, and during Egyptian war (Egyptian Medal, Alex. Clasp, Khedive's Bronze Star); Commander of "Endymion" during

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

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398. BEATTY, D., Lieutenant; employed on the Nile, in the Soudan, in co-operation with the Egyptian Army under the Sirdar, Sir H. Kitchener, K.C.B.; rendered excellent service in getting the gunboats over the cataract; second in command of the flotilla at the forcing of the Dervishes batteries at Hafr, and exposed to a heavy fire. Took command of the flotilla on Commander Colville being wounded, and fought the gunboats in front of the enemies batteries most persistently and successfully, eventually bombarding their position at Dongola and dismounting their guns; mentioned in despatches; D.S.O. for this service; mentioned in despatches by the Sirdar for service with the gunboats employed on the Nile during the operations of 1898 in the Soudan, including the battles of Atbara and Khartoum (Medal); promoted to Commander, and awarded the 4th Class of the Order of the Medjide; 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	Wind direction	Latitude	Longitude	Distance sailed	Bearings etc from objects on shore
Day of the month	Course steered				
Sunday 9	N 58° E	88° S	Long 12° E	Dist. 6 miles	Headsland N.W. 2 miles 3 or 4 leagues
Monday 10	88° S	18° 2' N			The N.E. point of the Isls. Jamaica 10 leagues.
Tuesday 11	oblique N 84° E	18° 22'			The N.E. point of Jamaica 10 miles
Wednesday 12	S 8° W N 74° S S 6° S N 6° S	18° 16'			Isls. of Nav. 8 N.E. 7 leagues
Thursday 13	E 86° N 6°	18° 29'			Isls. of Nav. 8° S 3 leagues
Friday 14	oblique N 0° S 74° E	18° 11'			The eastern pt. of Tabarca 8 E. N. 8 on leagues
Saturday 15	N 6°				
Sunday 16		19° 43'			The land Cantabrian Hart's No. 6 on 7 leagues
Monday 17		19° 45'			Cape Niño mole No. 12 leagues

Remarks &c. H. M. Ship Surprise.

P.M. Fresh breezes & clear. Received 2 men from the Hospital. AM. Light breezes & cloudy. At 7 weighed & made sail out of the Harbour. Punished Clement Ardell, & two lings with 10 lass for my list of duty. At noon fresh gales.

P.M. Light breezes & cloudy. R.^d occasionally shooting to the E. and. AM. D^r. breezes & cloudy. At 1 Departed this life buoy in their by Maria committed the body to the Deep. No strange sail in sight.

P.M. Light breezes & clear. At 6 spoke the Binson from Liverpool. Sprayed 15 men from her. AM. Fresh breezes & cloudy. R.^d occasionally —

P.M. Moderate gales. AM. Light breezes & strange sail in sight at noon.

P.M. Light airs & clear. AM. D^r. west. R.^d occasionally

P.M. Light airs & clear. AM. D^r. west. At 1 Departed this life bob Jefferson Turner. Committed the body to the Deep. At 4 Departed this life Mr. Incubey, Boatswain. Committed the body to the Deep. Throughout light airs & clear. carried sail accordingly.

P.M. Fresh breezes & cloudy. AM. Dived at 11 shielded our double pend to a ship of war. & made her signal to come within hail.

P.M. Fresh breezes & clear. At 1 spoke A. W. D. Lark. AM. D^r. breezes & cloudy. At 4 spoke the Brig Europe from Liverpool bound to Jamaica. Departed this life two. Clement Ardell 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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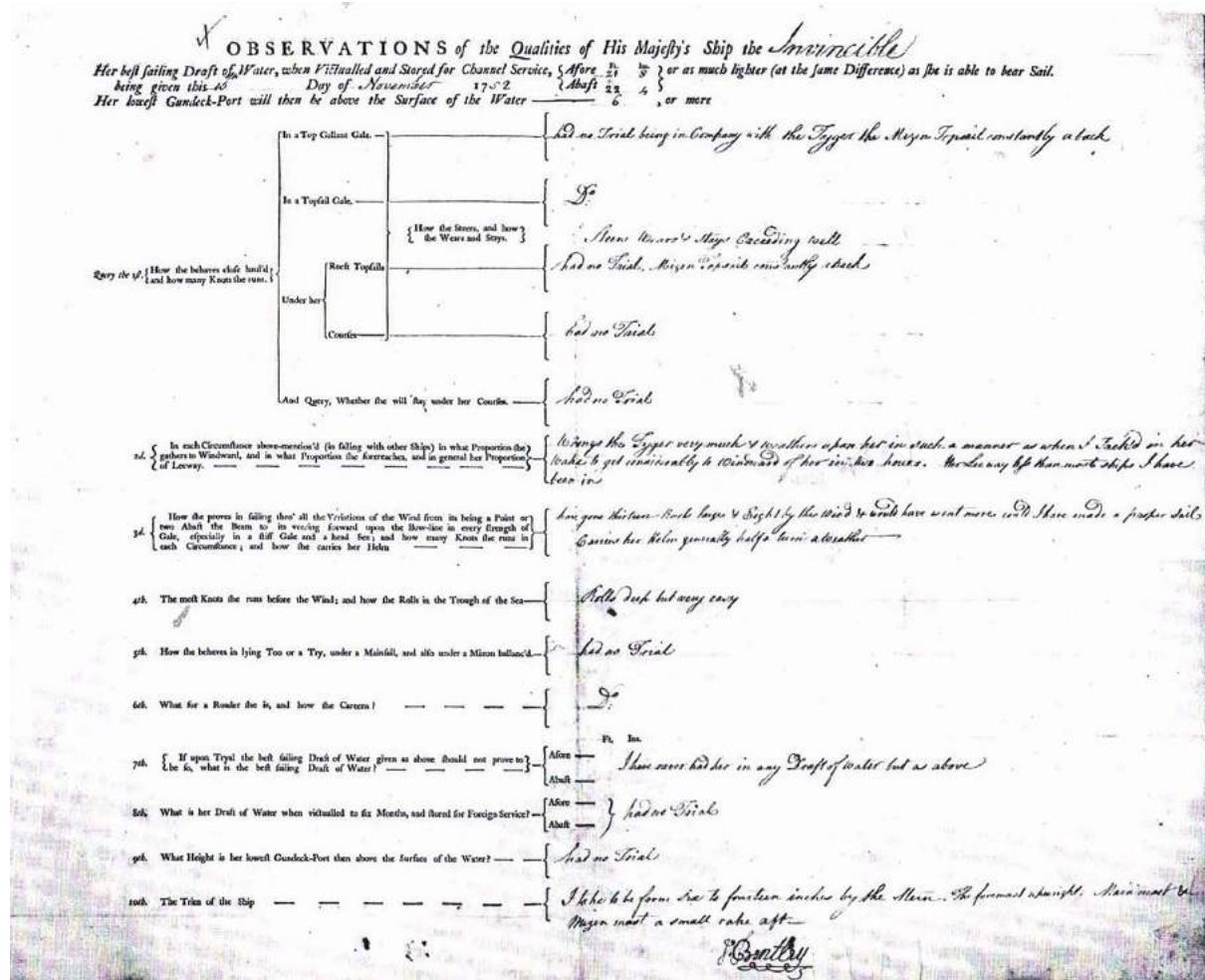
H.M.S.	"Thunderer"	"Friday 1 st day of August or At	1913
From	The Shore	To Manoeuvres.	
Hours	Patent Log	Distance Run	REMARKS
		Knots	Standard Courses
		Tons	Deviation of Compass
		Miles	Deviation of Magnetic Compass
			Deviation per Minute
			Wind
			Direction
			Force
			Weather
			State of the Sea
			Height of Barometer and Attached Thermometer
			Air
			Wet Bulb
			Sus
		100.005	A.M. 10.15 knots Ship darkened 1.10 a.m.

Details of the column headings

- 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 ^o .	Entry.	Year	Appear- ance.	Whence and whether Prest or not.	Place and County where born.	Age at time of Entry in this Ship.	N ^o . and Letter of Tickets.	MENS NAMES.	Qualities	D. D.D. or R.	Time of Discharge
•	98	1 Nov 1777	1777	Reb	James Woolcock 19	James Kelly	Man	2 p 10 Nov				
•	99	"	"	"	Abouerri 19	Willm Bonner	ora	22 5 Apr				
•	100	"	"	"	Galland 31	Jel Whitehead	ab	22 1 May				
•	101	"	"	"	Dublin 26	Pat ^t Connally	ora	27 Jan				
•	103	"	"	"	St ^r Cappagh 30 May 1774	Hugh Pigot	Lieut	23 Jan				
•	105	"	"	"	Watson 24	Math Linse	W.M.W. mate	26 May				
•	107	"	"	"	Exeter 24 May 1795	John Waldron	Cook	20 Apr				
•	113	"	"	"	St ^r Maron 20 917	James Chapman	sail	22 Nov				
•	114	"	"	"	Cork 16	Rich ^d Clarke	ora	27 Nov				
•	115	"	"	"	Aberdeen 44	John Hayes	ab	to 1. May 20 ora				
•	118	"	"	"	Glasgow 28	Jel Colbraith	Cav ^r R. M.	21 June				
•	121	"	"	"	Plymouth 27	James Mann	Cook	26 Apr				
•	122	"	"	"	Reading 25	John Tuck	ab					
•	123	"	"	"	Newport 24	Rob ^t Egerton	ab	23 Dec				
•	124	"	"	"	Ditto 22	Rob ^t Egerton	ab	23 Dec				
•	132	"	"	"	St ^r Wm 14 Dec 1762 N 120	Willm Gibbons	Sergeon	23 5 Feb				
•	134	"	"	"	Swansea 22	Leon Brice	ab					
•	135	"	"	"	London 20	to 6 Month 14th 21 m.	Sha ^t Little	ora				
•	136	"	"	"	St ^r George 44	John Campbell	ab	21 Nov				
•	137	"	"	"	Christiania 23	John Fisher	ora	23 May				

Year	Whither or for what Reason.	Strength	Necessaries supplied Marines on Shore	Vessels	Clothes in Sick Quarters.	Dead Men	Wages remitted from Abroad	Date of the Paymaster's Order for allowing Monthly Pay.	To Months advance	Slops supplied by Navy Board	Beds.	To tobacco	To whom the Tickets were delivered.	Month
														OCTOBER
														Days 1999
														361820742430
1747	Refugeed													
99	On board	10130						15 May 98 1913	153			1	NO	
99	On board from Navy yard in Navy and the Army	10140						13 May 98 1913	165	13	13	1	NO	
99	Port 90 Hawks							10 July 98 1913	166					
98	Refugeed													
99	On board	10160						15 May 98 1913	167	13	13	1	abcdfgh	
99	Longaison Prisoners	10180	10140	10160					165			1	Port 1913	
97	St. Johns													
98	Home Port 56 281	10160							143	13	13	1	abcdfgh	
99	From Liverpool to St. Johns 1913								123					
99	St. Johns Hawks								140					
	Plymouth								142					
99	St. Johns Hawks								143					
99	St. Johns Hawks								144					
99	St. Johns Hawks								145					
99	St. Johns Hawks								146					
97	St. Johns								147					
98	Dover								148					
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SERVICE RECORDS

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

10 Recs 6-55
H.M.S. *Waterloo*
March 2nd 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	Octr 23rd 1835
Description	Height 5 ft Complexion Tan Hair Brown Eyes Blue Marks None
Ship in which he is entered	<i>Waterloo</i>
Date of Entry in Do.	March 2nd 1854
Ratings in Do.	Blacksmith's Mate
Date of Volunteering for Continuous and General Service	Blacksmith's Mate March 2nd 1854
Period for which he has Volunteered	For Ever
Date of Badges	3
Date of Certificates, or Class as Seaman Gunner	3
Number of Register Ticket	3
Former Service stating the names of the Ships, and the dates, whether in the Royal Navy or the Merchant Service	3

(See over)

The entry for Richard Gates, 1854

© The National Archives

10001
185

CERTIFICATE FOR MEN.

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

Captain or Commander
Two Medical Officers

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

Man's Signature or Mark.

Witness present

CERTIFICATE FOR BOYS.

Date March 4 1854

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

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

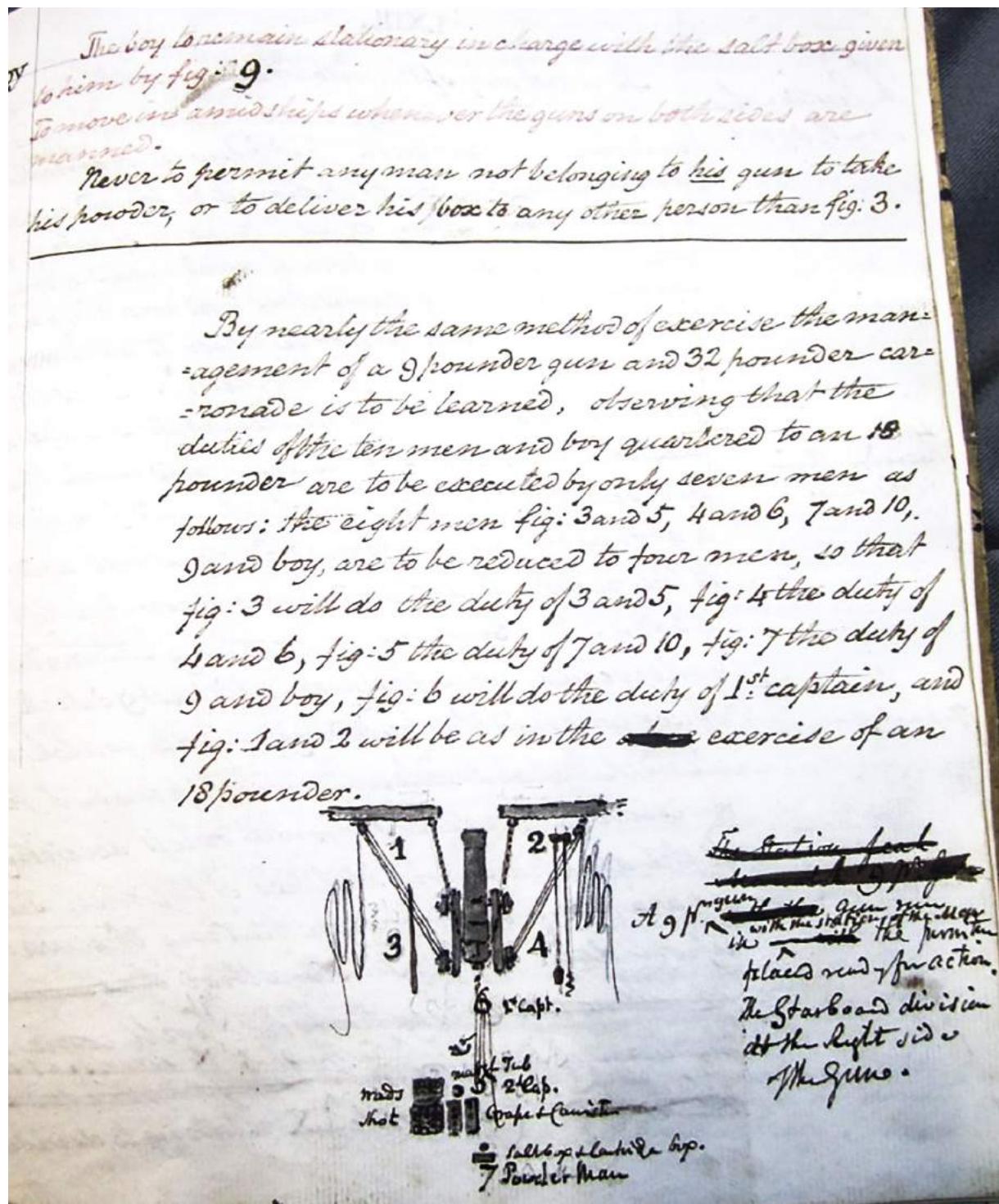
Boy's Signature or Mark
Captain or Commander
Two Medical Officers

Richard Gates
George Hall
T. M. Marsh
Henry Waddington
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.

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.

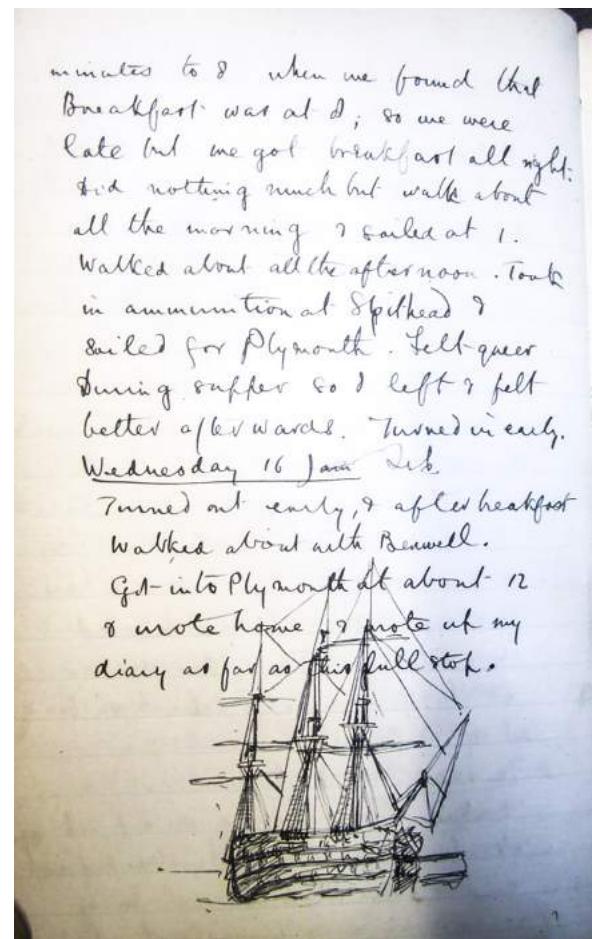
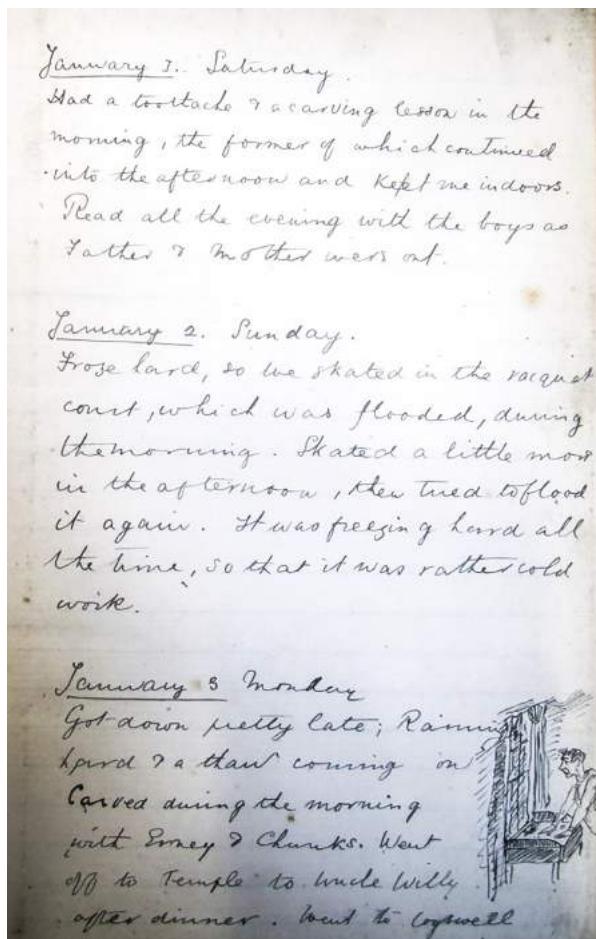


A page from Captain Riou's order book for the frigate Amazon. He was killed in the ship at the Battle of Copenhagen under Nelson in 1801. RUSI/NM/235/ER/3/11

© National Maritime Museum, Greenwich, London

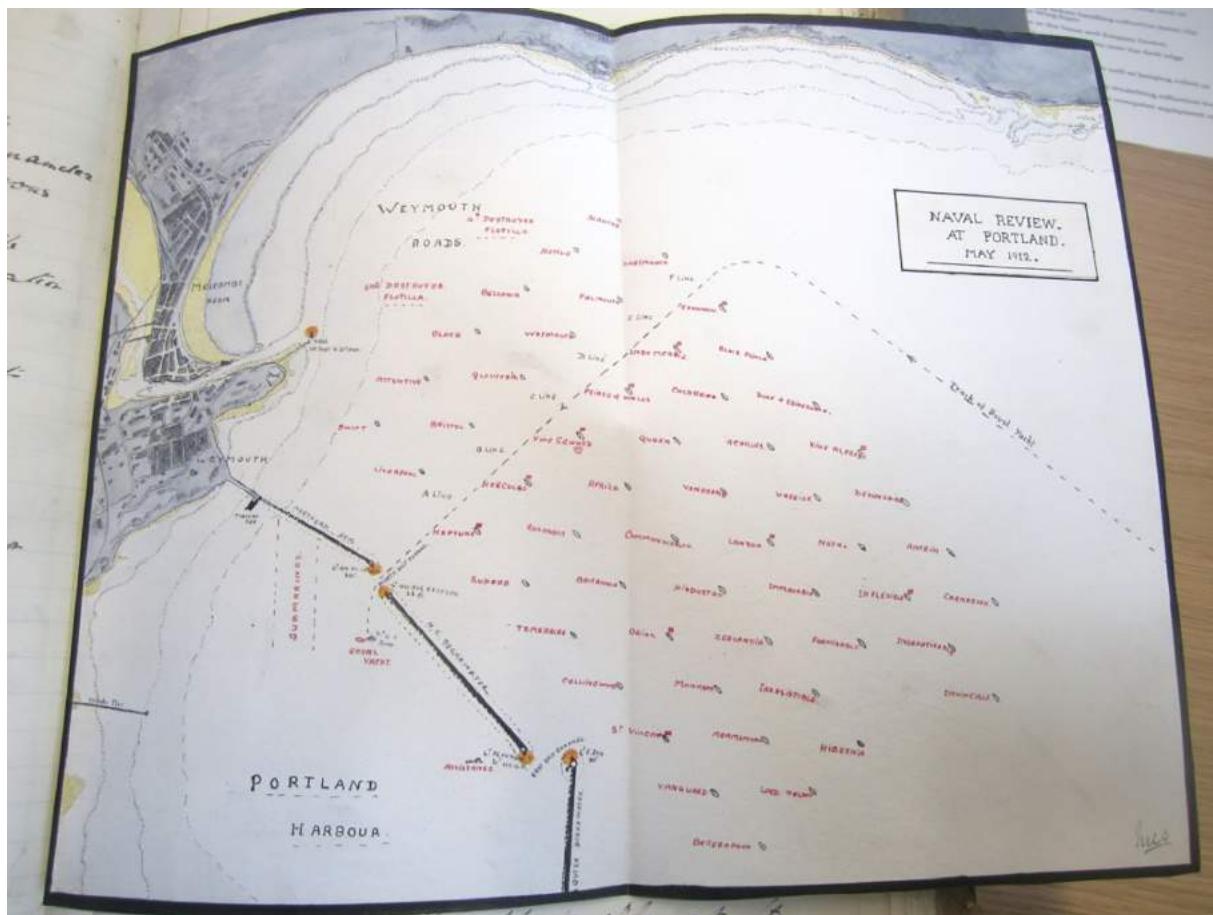
MIDSHIPMEN'S JOURNALS

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.



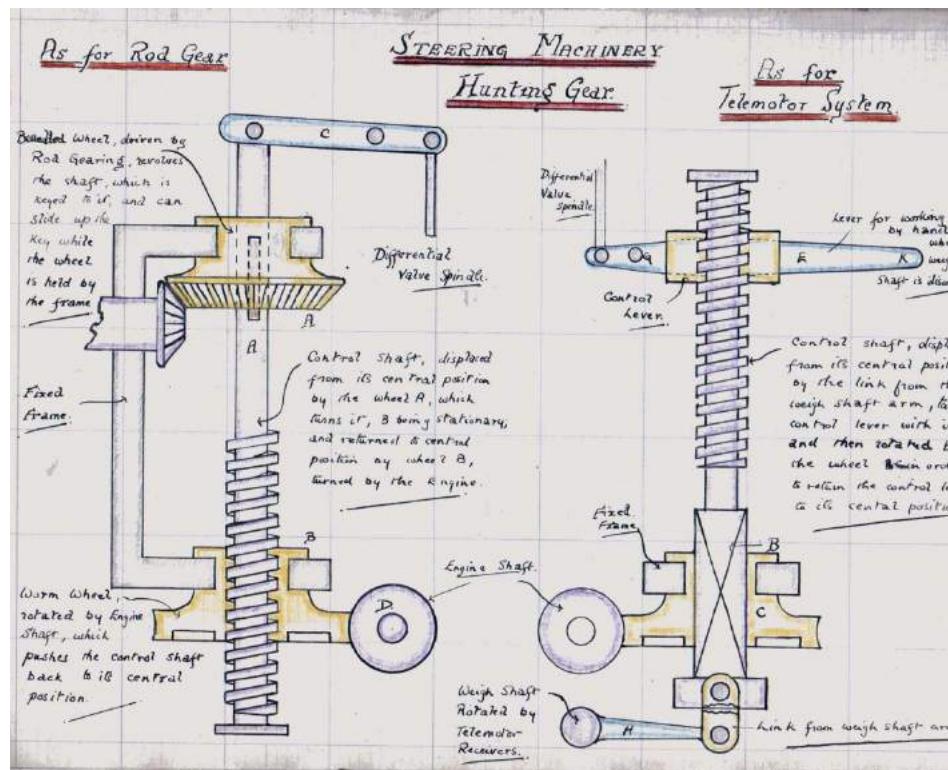
Herbert Richmond's journal on board HMS Winchester in 1886 is more personal than most.

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



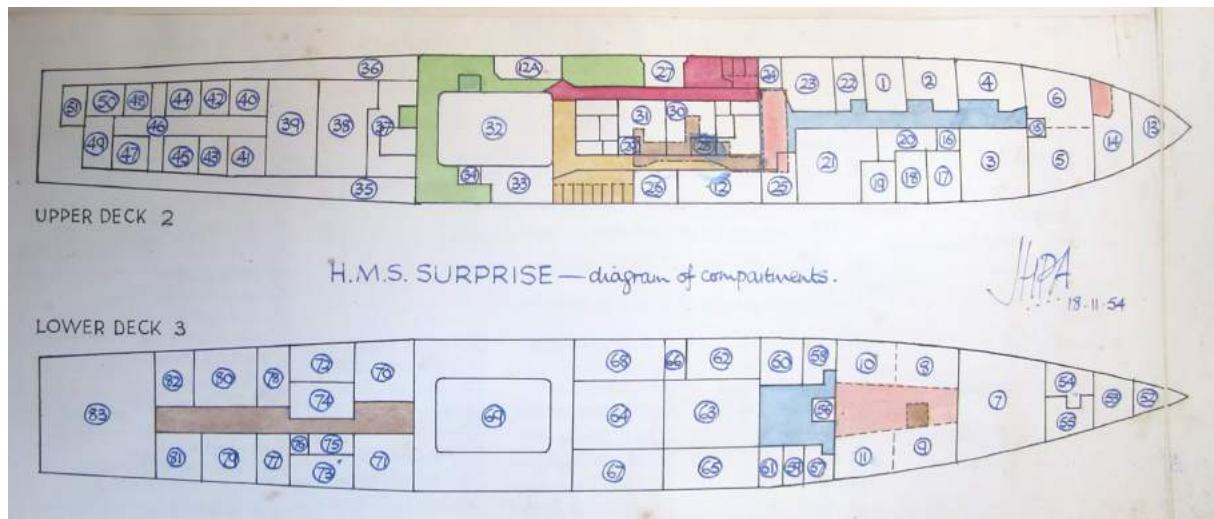
The journal of Midshipman W S Mann on the battlecruiser Invincible from 1911–12 includes a diagram of the fleet review at Portland.

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



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

© Brian Lavery



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

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

WARRANT OFFICERS' ACCOUNTS

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

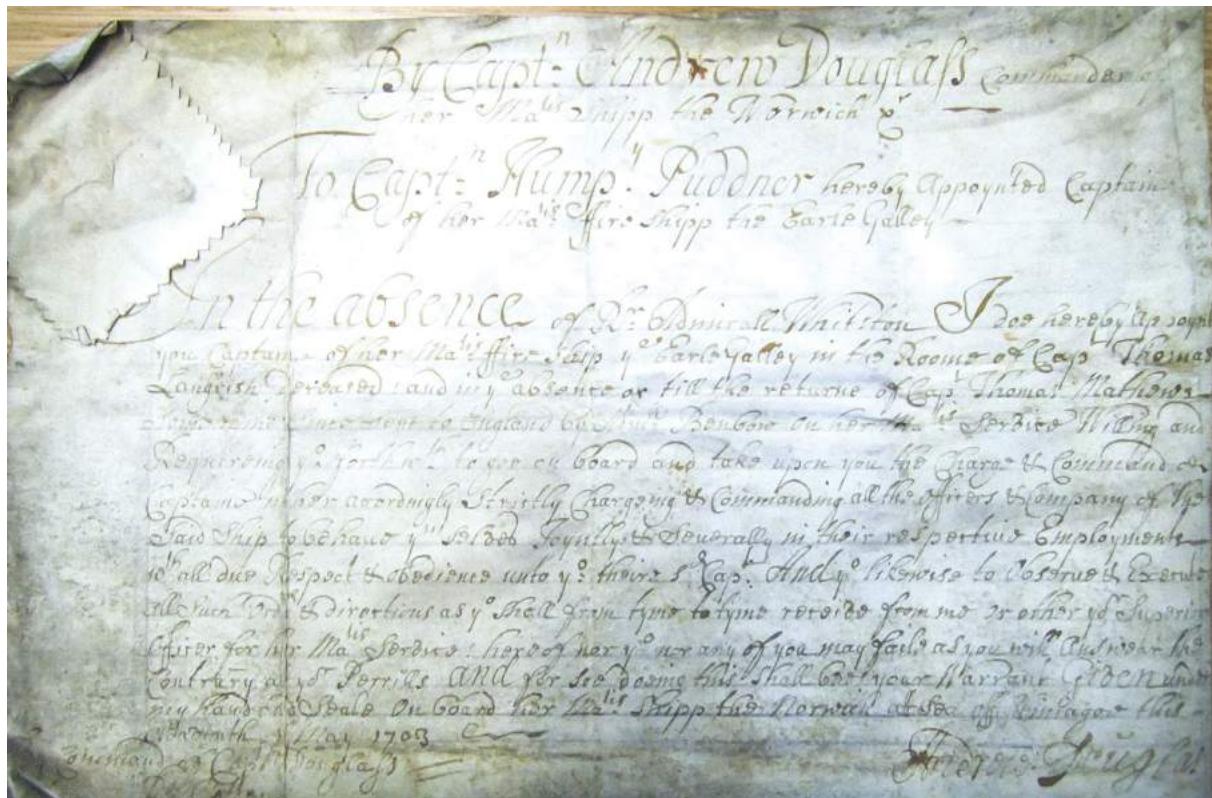
Majesty's Ship the <i>Revenge</i> Robert Meuron Esq ^{rs} Commander.			
Day of the Month	For what Use expended, with the Occasion of Extraordinary Accidents and Conversions	Species.	Number or Quantity in Words.
26	Year 1805 Month October	Bone	One " 10
26	To Shaping the Copper Sheets	broad ldm	Twenty five feet
26	To creating Cutters & Starboard Down from the Single Cutters Brook	{ Single Cutters Brook	Ten pairs
26	To the Difficult small Deslable former Brook	Mutt	One "
27	Pd Paints the Ships Plates	Paint white	Fifty four 10
27		" yellow	Four hundred 00 "
27		Oil Lined	Eleven gallons
27		Starch	Nine 9
27	To Shaping the Chain pump	Water Bottles for Pows	"
28		Sawes	"
28		Pow Corks	Four "
28		To the Dealsmen eight	"
28		School one	"
28	For wood clearing His forces	Gated Hh: Eas	One "
28		Brass pins	One "
28		Oil fat	One "
28		Scrapes	Four "
28		Cold pens	One "
28		Castings	One "
28	After action by the Enemy and her own Board To clear the wreck	Great beams	Two "
28		Brass rings	One "
28		Gun mountings	One "
28		Ship's yard	"
28		Flag	One "
28		Commissary	One "
28		Boatswain	One "
28		Ordnance	One "

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

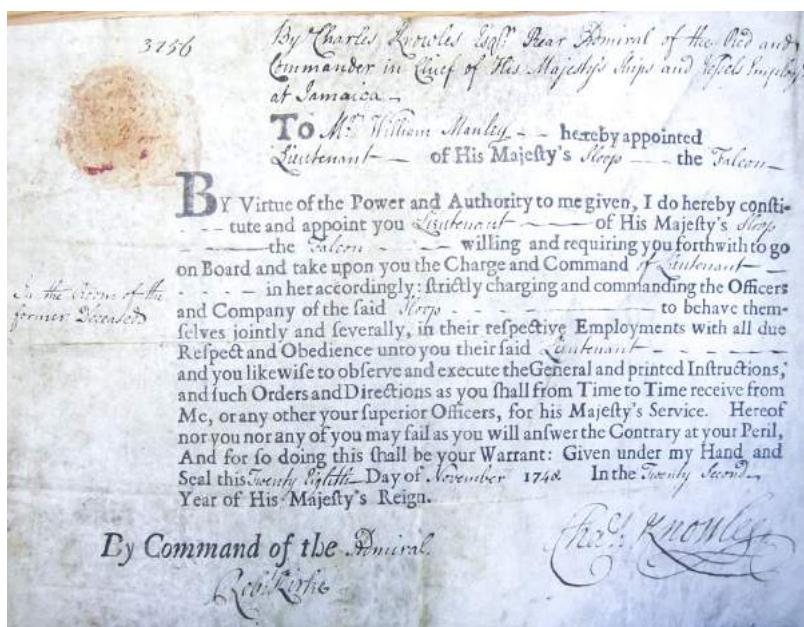
ADL/D/9 © National Maritime Museum, Greenwich, London

COMMISSIONS

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

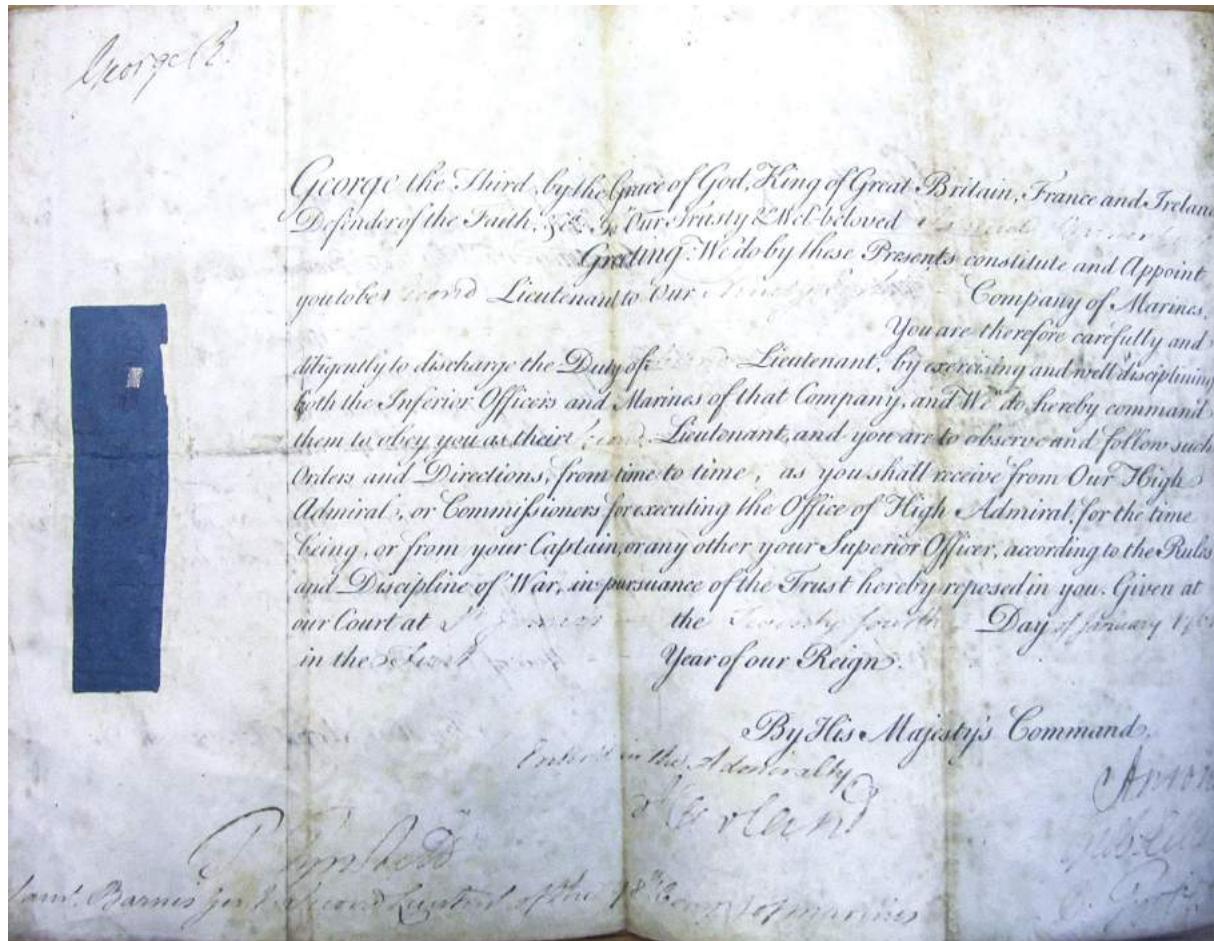


A manuscript commission of 1703
© National Maritime Museum, Greenwich, London



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

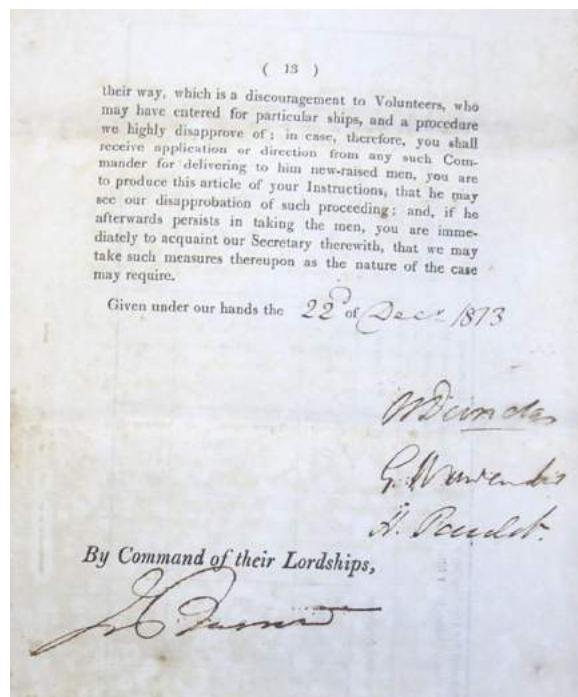
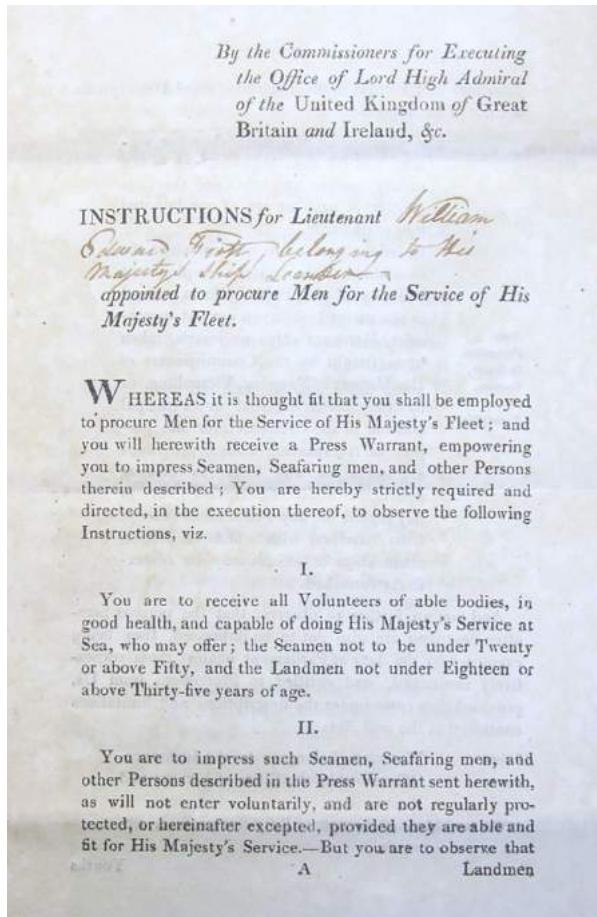
PLA/P/9/1 © National Maritime Museum,
Greenwich, London



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

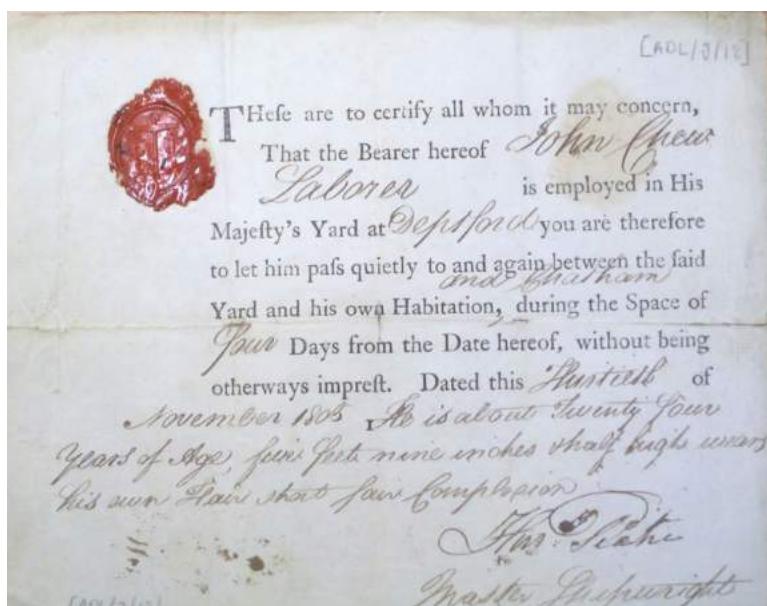
THE PRESS GANG

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.

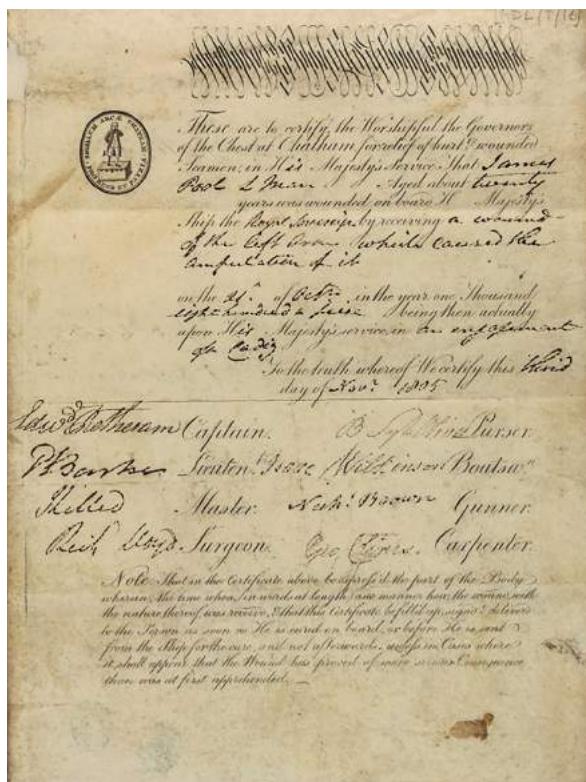
© National Maritime Museum, Greenwich, London



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.

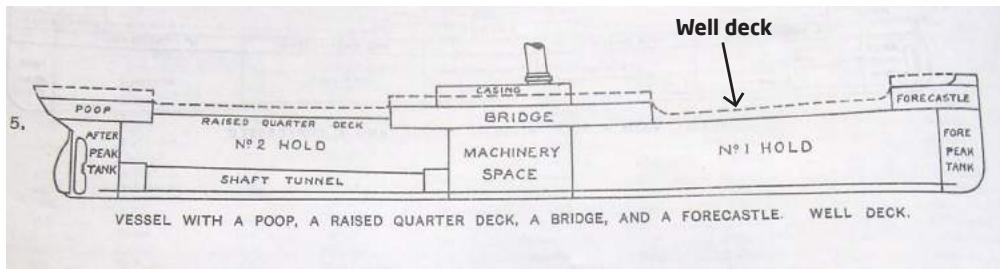
LLOYD'S REGISTER, STEAMERS & MOTORSHIPS.													
1 No. of Book	2 Steamer's Name, Material, Rig, & Late Name if any.	3 Particulars of Classifi- cation.	4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 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753 754 755 756 757 758 759 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 779 780 781 782 783 784 785 786 787 788 789 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 809 810 811 812 813 814 815 816 817 818 819 819 820 821 822 823 824 825 826 827 828 829 829 830 831 832 833 834 835 836 837 838 839 839 840 841 842 843 844 845 846 847 848 849 849 850 851 852 853 854 855 856 857 858 859 859 860 861 862 863 864 865 866 867 868 869 869 870 871 872 873 874 875 876 877 878 879 879 880 881 882 883 884 885 886 887 888 889 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 939 940 941 942 943 944 945 946 947 948 949 949 950 951 952 953 954 955 956 957 958 959 959 960 961 962 963 964 965 966 967 968 969 969 970 971 972 973 974 975 976 977 978 979 979 980 981 982 983 984 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1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1199 1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1229 1230 1231 1232 1233 1234 1235 1236 1237 1238 1239 1239 1240 1241 1242 1243 1244 1245 1246 1247 1248 1249 1249 1250 1251 1252 1253 1254 1255 1256 1257 1258 1259 1259 1260 1261 1262 1263 1264 1265 1266 1267 1268 1269 1269 1270 1271 1272 1273 1274 1275 1276 1277 1278 1279 1279 1280 1281 1282 1283 1284 1285 1286 1287 1288 1289 1289 1290 1291 1292 1293 1294 1295 1296 1297 1298 1299 1299 1300 1301 1302 1303 1304 1305 1306 1307 1308 1309 1309 1310 1311 1312 1313 1314 1315 1316 1317 1318 1319 1319 1320 1321 1322 1323 1324 1325 1326 1327 1328 1329 1329 1330 1331 1332 1333 1334 1335 1336 1337 1338 1339 1339 1340 1341 1342 1343 1344 1345 1346 1347 1348 1349 1349 1350 1351 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1716 1717 1718 1719 1719 1720 1721 1722 1723 1724 1725 1726 1727 1728 1729 1729 1730 1731 1732 1733 1734 1735 1736 1737 1738 1739 1739 1740 1741 1742 1743 1744 1745 1746 1747 1748 1749 1749 1750 1751 1752 1753 1754 1755 1756 1757 1758 1759 1759 1760 1761 1762 1763 1764 1765 1766 1767 1768 1769 1769 1770 1771 1772 1773 1774 1775 1776 1777 1778 1779 1779 1780 1781 1782 1783 1784 1785 1786 1787 1788 1789 1789 1790 1791 1792 1793 1794 1795 1796 1797 1798 1799 1799 1800 1801 1802 1803 1804 1805 1806 1807 1808 1809 1809 1810 1811 1812 1813 1814 1815 1816 1817 1818 1819 1819 1820 1821 1822 1823 1824 1825 1826 1827 1828 1829 1829 1830 1831 1832 1833 1834 1835 1836 1837 1838 1839 1839 1840 1841 1842 1843 1844 1845 1846 1847 1848 1849 1849 1850 1851 1852 1853 1854 1855 1856 1										

The diagram illustrates a ship's hull plate with numerous technical specifications labeled:

- Number:** 80121
- Name:** Olympic
- 'Steel triple screw steamer'**
- 'Fitted for oil fuel'**
- Date of build:** 1911
- Builder:** Harland & Wolff, Ltd., Belfast
- Length:** 852' 5" / 259' 5" (Promenade deck)
- Breadth:** 92' 5" / 59' 5" (P. deck)
- Depth:** 35' 0" (Low Pressure Turbine)
- Triple expansion engines, 8 cylinders, 2x54", 2x84", 4x97"**
- Registered horsepower:** 13,134
- Submarine signal station:** Sub. Sig. Wireless D. F. T.D. in N. hold
- Electric light:** Electric light Ref. Melchior
- Wireless direction finder:** Wireless direction finder in other holds
- Tonnage Gross:** 52,370
- Under deck Net:** 5,000
- Owner:** Oceanic Steamship Co. Ltd. (White Star Line)
- Length on: Forecastle B deck poop:** 172' 0" (P. deck)
- Promenade deck length:** 172' 0" (P. deck)
- Expiry of Board of Trade certificate:** 1915
- Type and maker of engine:** British W.P.T. (Low Pressure Turbine) Harland & Wolff, Ltd., Bel.

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 weldecker, one of many types described in the Register

1801-1802												1801-1802											
326	Bg	Lyderson d 93	160	Norwy s.p.s	79	L. Neilson	12	Lh Nrw	I. 1	98		351	Fortune	Bg	S. Nettles s.p.s	76	Scotl'd s.p.s	84	M'Guire	9	Co Lisbon	E 1	
7	8	M.Martin s 99	296	D.P.	99	Green&C lsp. 99	14	Ya Coast Y. Memd	E 1	4		2	Bg	Olipphant s.p.s	143	Scotl'd s.p.s	96	Capt.	12	Du Ross	A 1	98	
	G	Cow Muller	141	For'gn s.p.s	99	Capt.	10	Du Str'ts	E 1	00		3	S	J. Ransay s.p.s	283	Chestr s.p.s	99	Huthens	15	Gr Jamai	A 1	99	
9	Bg	A. Nesse s.p.s	220	Norwy s.en&grn. 97	82	Foyne&C	12	Co Nrw	I. 1	99		4	Bg	Ray s.o!	100	St Jhns s.p.s	B.B.	Burke	10	Lo Ireland	E 2	1	
330	S	W. Ram s.p.s	221	Finld	94	Capt.	13	DuS'Ubs	A 1	99		5	Sp	G. Ross s.p.s	68	Pothrd s.p.s	98	J. Skelton	9	Lo Derry	A 1	99	
1	Bg	J. Remer Vide No. 334	100	St Jhns s.p.s	100	Marsh&C P.H. Witt	10	Lo Chpst	E 1	00		6	Bg	J. Smith s.p.s	203	Dysar s.p.s	84	Fleming	14	Gr Virgin	E 1	99	
2	S	J. Resse 195	195	Swedn	13	Lo Altna	I. 1					7	S	Snowden s.p.s	296	D.P.		Humble	16	Li Baltic	E 1	10	
3	Bg	G. Rigg 140	234	Snldnd	97	J. Wilson 4-4 P.	13	NcLond	A 1	99		8	S	Stephenson s.p.s	360	D.P. 98 4-4 P.		Eddingtn	14	Lo Riga	E 1	99	
4	Bg	J.Rolofe 140	140	For'gn Foreign	12	Lo Calais	E 1					9	Bg	C. Thistle s.p.s	86	Wells 99	T Hrwood	9	NeCoast	A 1	00		
5	G	Schieldte 125	125	Stralsd	99	Foreign	11	Li Wisnir	A 1	00		360	Bg	Wiseman s.p.s	150	Scotl'd s.p.s	97	Capt.	11	Lo Dublin	A 1	Lost	
6	Dr	J.Schulter 58	58	Einden	88	Foreign	8	LoDantz	E 1	00		1	's Increase Bq	W.Walton s.p.s	113	Arndel s.p.s	50	G. Rey 3-3 P.	11	SdCoastr	I. 1	00	
7	Dr	G.J.Smit 80	80	Hollnd	97	Foreign	8	Lo Emdn LoSvrat	A 1	A 1		2	Foster	Sp	70	Selby s.p.s	85	P. Denton	9	Lo Lond	E 1	99	
8	S	Stephensn 430	DP. 98	Addington	17	Lo Riga	E 1					3	Fountain	S. B. Baxter s.p.s	317	Whthby s.p.s	78	Hogg&Co. rp 94, Drp 98	15	Li Grnl'd	E 1	8	
9	G	Stungroft 268	268	Bremn	80	Foreign	11	Li Bremn	I. 1	00		4	Sw	S. Beck d 67	202	Lynn d 67	52	Hogg&Co. rp 97, rp 00	13	Ly Meml	E 1	8	
340	S	J.Tidsman 250	250	Danish	80	Smith&C.	14	Lo Konin	E 1	00		5	Bg	J. Gibson s.p.s	129	Sundrd s.p.s	00	Blinkinsop 11	SdLondn	A 1	00		
1	Dr	H. Todd 110	110	Swedn	91	Foreign	11	Lo Calais	E 1	00		6	Bg	Nickerson J.W. Lcr	86	Yrmth s.p.s	86	J. Warner	9	Lo Hmbr	E 2	9	
2	G	H. Ustadt 58	58	Norwy	80	J. Beer	7	Lh Nrw	I. 1	99		7	Bg	Pastell s.p.s	113	Lwestf s.p.s	96	Capt.	10	Ya Baltic	A 1	00	
3	Sr	J. Warner 81	81	Dutch	81	T. Bridges	9	Ya Hmbr	E 1	99		8	Four Brothers	W. Borde Sk	80	Prussia s.p.s	96	Capt.	6	Lo Emdn	A 1	00	
4	Dr	Ziederhan 150	150	Crnstd	99	Goodridge	9	Lo Baltic	A 1	8		9	Dr	J. Brams s.p.s	50	Prussia s.p.s	96	Capt.	6	Lo Amstr	A 1		
5	Fortune	B	J. Barnes 201	Whtvh	97	tt. Askew	13	Li Jamui	A 1	00		370	Sk	S. Geerts s.p.s	110	Dutch s.p.s	86	Bowermn	9	Lo Emdn	E 1		
6	Bg	W. Barton 102	102	Livrlp	89	Capt.	10	Lo Limrk	E 1	00		1	G	R.Johnson s.p.s	118	Dutch s.p.s	84	De Boer	9	Lo Antw.	E 1		
7	S	Harlerow s.C. L.B.	492	F.P. OO	AN	Capt. & Co	16	Lo SFish	A 1	00		2	S	M Kruite s.p.s	400	Norwy s.p.s	60	N.B. Aall	15	Ph Nrw	I. 1		
8	Sp	J. Lowe 52	52	River	80	M. Mearns	8	Lh Stkts	E 1	99		3	Sw	T Postgate s.p.s	176	Nbrns s.p.s	01	F. Clarke	12	Ne Lond	E 1	00	
9	S	M'Cichen 221	221	Prussia	97	Fuze&Co.	14	Lo Opto	A 1	8		4	Dr	W. Rubin s.p.s	42	Dutch s.p.s	94	Foreign	5	Lo Brmn	A 1	99	
350	Bg	A. Martin 63	63	Abrdn	95	R.Gibbon	8	Lh Abd	A 1	99		375	H	D. Shuil s.p.s	148	Prussia s.p.s	90	DNomas	9	Li Riga	A 1	98	

A double page from the 1802 New Register Book of Shipping

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LLOYD'S LIST

		LLOYD'S LIST.		
No. 9021.]		LONDON, TUESDAY, FEBRUARY 7, 1843.		
Subscription £2 per Annum, in London, paid in advance. A postage of 1d. each upon Lists sent into the Country.				WIND THIS DAY AT NOON } NNE High Water at London Bridge to-morrow { Morning 8 min. past 7 Afternoon 30 min. past 7
<i>Foreign Papers and Shipping Lists received this day.</i>			3	
Port Adelaide	27 June	Boulogne	6 Feb.	DARTMOUTH
Manila	10 Oct.	Dunkirk	4 *	6 Helena, Tiedeman
Singapore Papers	10 Nov.	Ostend	4 *	sailed for Idegheten, Lind
Madras	24 Dec.	Antwerp	4 *	Friederick, Beck
Bombay	31 *	Ditto Papers	4 *	Concord, Reeves
Ditto Papers	2 Jan.	Flushing	4 *	5 Tiger (s)
St. Helena	24 Dec.	Rotterdam	3 *	arrived from London for Cork
Alexandria	23 Jan.	Amsterdam	3 *	Royal William (s)
Smirna	19 *	Bremen	3 *	Duke of Cambridge (s)
Odessa	23 *	Cuxhaven	4 *	Severn (s)
Constantinople	17 *	Hamburg	3 *	all for London
Patras	24	Ditto Papers	3 *	FALMOUTH
Trieste	28	Elinore	31 Jan.	5 Iberia (s)
Malta	28	Copenhagen	31	arrived from Vigo, &c.
Genoa	31	Stettin	1 Feb.	
Valencia	25	Memel	29 Jan.	
Paris Paper	5 Feb.			
LONDON, February 6.—Entered Inwards.		BROKERS.	4	
TRINIDAD DE CUBA Alice Brown	Palmer	B 172 KD	Herring	DARTMOUTH
ST. JOHN, N.B. St. Martin's	Vaughan	B 572 Coml D	Ryan	6 Helena, Tiedeman
LIMERICK Juliet	Spence	B 178 Union Tr	Ogilby	sailed for Port-en-France Marseilles Bordeaux Gloster
WATERFORD Alexander	Nicholls	B 177 Pen Wf	Brenan	Concord, Reeves
*	Liverpool	B 115 CSWF	Williams	5 Tiger (s)
February 7.			DEAL	arrived from London
MAURITIUS Mary Stuart	Bloom	B — KD	Cookes	for Cork
*	Nautilus	Thomas	B — LD	Terceira
JAMAICA Ida	Passmore	B — WID	Smith	Genoa
ST. MARY'S, Gambia Africanus	Isemonger	B — LD	Norman	
TERCEIRA Torch	Clark	B — Nich. Wf	Adam	Rio Janeiro
TERCEIRA Comet	Bell	B — Fresh Wf	Morice	Demerara
ODESSA Sultan	Barrow	B — Fresh Wf	Rogers	Barbadoes
KERTCH Hope	Guthrie	B — LD	Hodgson	Dominica
HARLINGEN Chamcook	Poug	B — Coming up	Ogilby	Nassau
*	Monarch	Manning	B — Brewers Qy	Brennan
Entered Outwards, February 6.			DOVOR	arrived from Havana
SYDNEY, N.S.W. Cleveland	Morley	B 385 LD	Marshall	for Bremen
MADEIRA Ann	Price	B 665 EID	Lawson	
MAURITIUS Lady Emma	Wilkinson	Entd. 2 Dec. Buckland, Master		
RIO JANEIRO Urania	Stratford	B 173 LD	Leach	
BERBICE Cumerons	Young	B 255 WID	Alves	
TRINIDAD Leguan	Brown	B 349 WID	Alves	
JAMAICA Ocean	Foreman	B — WID	Alves	
Entered 27 January, for Port Adelaide, M'Inn, Master			DOVOR	arrived from Havana
CAPE COAST CASTLE Osborne	Stanfield	B 197 —	Hutton	for Bremen
ALEXANDRIA Rachel	Hamon	B 186 KD	Griffiths	
CONSTANTINOPLE City of the Sultan Baker	Baker	B 216 LD	Wilkin	
GIBRALTAR & Barcelona Mary	Lancaster	B 68 —	Edwards	
DUNKIRK Perseverance	Arnold	B 70 Hdn	Carey	
STETTIN Ayton	Poad	B 132 WID	Castendiecks	
Cleared Outwards, February 6.			DOVOR	arrived from Havana
WELLINGTON, Nelson, &c. Tyne	Robertson	B 427 LD	Marshall	for Bremen
MACAO, Whampoa, &c. Zenobia	Beckman	S 391 WID	Lindsay	
ALEXANDRIA Unique	Clark	B 156 KD	Jackson	
IN BALLAST.			DOVOR	arrived from Havana
MOBILE Hercules	Postill	B 857	Ryan	for Bremen
ST. JOHN, N.B. Elizabeth	Simon	B 418	Page	
SIERRA LEONE Vibilia	Burton	B 369	Lachlan	
1			DOVOR	arrived from Havana
GRAVESEND	arrived from		DOVOR	arrived from Havana
6 Venezuela (s)	Hambro		DOVOR	arrived from Havana
7 Mary Stuart, Bloom	Mauritius		DOVOR	arrived from Havana
Nautlius, Thomas	d*		DOVOR	arrived from Havana
Ida, Passmore	Jamaica		DOVOR	arrived from Havana
Africanus, Isemonger	Gamlia		DOVOR	arrived from Havana
Torch, Clark	St. Michael's		DOVOR	arrived from Havana
Comet, Bell	Terceira		DOVOR	arrived from Havana
Sultan, Barrow	d*		DOVOR	arrived from Havana
Chamcook, Poug	Kertch		DOVOR	arrived from Havana
Hope, Guthrie	Odessa		DOVOR	arrived from Havana
Monarch, Manning	Harlingen		DOVOR	arrived from Havana
Columbine (s)	Rotterdam		DOVOR	arrived from Havana
2			DOVOR	arrived from Havana
GRAVESEND	arrived from		DOVOR	arrived from Havana
6 Fanny, Andrew	Sailed for		DOVOR	arrived from Havana
Thos. Rockinson, Newby	Sydney		DOVOR	arrived from Havana
Mauritius	Mauritius		DOVOR	arrived from Havana
3 SHEERNESS			DOVOR	arrived from Havana
6 Wellington, Brown	Odessa		DOVOR	arrived from Havana
with loss of main-mast—and			DOVOR	arrived from Havana
proceeded to Standgate Creek			DOVOR	arrived from Havana
Off the NORTH FORELAND arr. fr.			DOVOR	arrived from Havana
6 Shannon (s)	Dublin		DOVOR	arrived from Havana
Venus, —	Shields		DOVOR	arrived from Havana
for Weymouth—with loss of			DOVOR	arrived from Havana
top-sail, and other damage			DOVOR	arrived from Havana
4			DOVOR	arrived from Havana
5 John Souchay, Williams	Liverpool		DOVOR	arrived from Havana
PORTLAND ROADS	seiled for		DOVOR	arrived from Havana
5 Elizabeth, M'Laren	Barcelona		DOVOR	arrived from Havana
5 CLYDE			DOVOR	arrived from Havana
3 Calypso, Brown	Trinidad		DOVOR	arrived from Havana
Packet, Burns	d*		DOVOR	arrived from Havana
Essequibo, Mercer	d*		DOVOR	arrived from Havana
Caroline, Crawford	Mobile		DOVOR	arrived from Havana

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, Forester; Savanna Le Mar, Jenkins; Esther, Robinson, and dismasted; Jet, Gibson; Two Brothers, Obrien, and dismasted; Fox, Jones; Sally, Green; Sophia, Harwell; Fox, Lowrie; Providence, Jones; Three Friends, Watt; Grand Folié, Le Feux; Succes, Bonin; Two Friends, Lowring; St. Croix Packer, Campbell, and dismasted; Craigburn, Kington; Ledman and Juno, Smith.	Vessels dismasted.
Flora Man of War; Thyne Pack- et, Wolf; Maria, Jones; Martha, Boyle; Garnet, Harbour; Two Brothers, Brathwait; Nancy, Wad- dington; Dragon, Stonehouse; Bet- sy, Little; Fort Augusta, Wil- liams; and Durald, Marchant; Two Vessels unknown, said to be dashed to pieces on the Rocks near Fort Small, and most of the People per- ished. The Portland Planter, Hawes, is dashed to pieces at the Mouth of P. L. Garden River.	Flora Man of War; Thyne Pack- et, Wolf; Maria, Jones; Martha, Boyle; Garnet, Harbour; Two Brothers, Brathwait; Nancy, Wad- dington; Dragon, Stonehouse; Bet- sy, Little; Fort Augusta, Wil- liams; and Durald, Marchant; Two Vessels unknown, said to be dashed to pieces on the Rocks near Fort Small, and most of the People per- ished. 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 C. Poly, Gill, from London to Philadelphia, in Lat. 40° 32' Loo. 15, all well.	The Lively, Brine, arrived in the Creek from Leghorn, spoke the C. Poly, Gill, from London to Philadelphia, in Lat. 40° 32' Loo. 15, all well.
GRAVESEND — arrived from	
4 Neibit, M'Allister Granada Constant Trader, Wright Jamaica K. George, Dixon Rotterdam Hope & Anker, Holt Norway Gerret Wynolda, Folkens Friesland	Friendship, Lawton Wind East
5 De Santeretta, Silver Lisbon Two Brothers, Fendon Hartle Britannia, Standard Dunkirk Hertiginnan, Hilman Sweden	Sailed for
5 Neptune, Johnson Ostend	Remain for
Loyal Jane, Halfnight Dunkirk Gottenburg, Anderson	W I N D S at D E A L
6 Union, Sharley Amsterdam	5 ESE 6 NE by E 7 ENE
Beckford, Calver Naples	CLYDE — arrived from
Friendship, Milford Virginia	23 Maty, Hunter London
Thames, Linder Hamburg	25 Bonny, Freebairn Belfast
7 Manifest, Gardner Memel	27 Jenny, Gray Londonderry
Antelope, Winter ditto	Lady Charlotte, Marcer Memel
Charlotte, Giddy Rotterdam	Satisfaction, Burr Jamaica
Young Peter, Defreeze Embden	Jenny, Muir ditto
Sailed for	Sailed for
5 Newport Merch. Martin Dunkirk	22 Nicholas & Ann, Falkenberg
HULL — arrived from	Norway
Hambro' Merchant, Atkinson	23 Peggy, M'Robb Londonderry
Hamburg	24 Betty, Smith ditto
Sailed for	25 Young Wallace, — N. Carolina
3 Friendship, Tewtal Koningburg	Jamaica, Crawford Rotterdam
Friendship, Anker Amsterdam	27 Nancy, Stevenson Zetland
WHITBY — arrived from	
2 Albion, Willis Memel	Jeanie, McGill Virginia
Whitby Pqt. Atkinson Norway	28 Bell, Cathcart N. foundland
Eddy, Teasdale Daatrick	Nancy, Young ditto
Sailed for	Swallow, Robertson Halifax
Eagle, Allison Memel	LEITH — arrived from
St. Mary's Plaster, Sorey London	Deepbay Planter, Houzel
OF WHITBY — arrived from	Archangel
Friendship, Farnside Archangel	Spring, Gronvil Peterburg
Christopher, Fotherly ditto	With Damage
BRISTOL — arrived from	BELFAST — arrived from
Pitt, Stevenson Peterburg	Yarmouth, Swinburne Onega
Grafit, Berg Norway	OMEGA — arrived from
Sailed for	North Star, Finlay London
Eagle, Allison Memel	PETERSBURG — arrived from
St. Mary's Plaster, Sorey London	Nottingham, Holland Hull
OF WHITBY — arrived from	ST. SEBASTIAN — arrived from
Friendship, Farnside Archangel	Good-Intent, Goodfire London
Christopher, Fotherly ditto	CHARLESTON — arrived from
BRISTOL — arrived from	Charleston, Hail Liverpool
Pitt, Stevenson Peterburg	Mercy, Bird ditto
Grafit, Berg Norway	Otterburn, Stamp Liverpool

Irish & Foreign Ports

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 110967	Name of Ship <i>Hibernia</i>	Date and Port of Registry 27-11-1899	No. Date and Port of receiving Registry (if any)
Whether British or Foreign Built <i>British</i>	Whether a Sailing or Steam Ship <i>Sail</i>	When Built <i>Good Luck 1899</i>	Name and Address of Builders <i>John Clegg & Sons</i>
Number of Decks Number of Masts Rigged Stern Build Galleries Hood 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 end of the head of stern post Length at quarter of depth from top of weather deck at side amidships to bottom of keel Main breadth to outside of planks Depth in hold from tonnage deck to ceiling at amidships Depth in hold from upper deck to ceiling at amidships, in the case of three decks and upwards Depth from top of lower 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)	FRT 13 13	DEPT 13
Total to measure the depth from weather deck (above amidships in bottom of keel)	Time	Water per inch immersion at same depth	Time
No. of Engines	Description	Whether British or Foreign made	No. of and Description of Cylinders
	<i>Engines</i>		
	<i>Bulbs</i>	<i>Motors</i>	
Number Iron or Steel Pressure when loaded..		Motors	
PARTICULARS OF DISPLACEMENT.			
PARTICULARS OF ENGINES (if any).			
No. of Engines	Description	Whether British or Foreign made	No. of and Description of Cylinders
	<i>Engines</i>		
	<i>Bulbs</i>	<i>Motors</i>	
Number Iron or Steel Pressure when loaded..		Motors	
PARTICULARS OF TONNAGE.			
GROSS TONNAGE.		DEDUCTION ALLOWED.	
Under Tonnage Deck	No. of Tons 55.33	On amount of space required for propelling power On amount of space occupied by Masters or Apprentices, and appropriated to their use, and space free from Goods or Stores of every kind, not being the personal property of the Crew These spaces are the following, viz.,	No. of Tons
Closed-in spaces above the Tonnage Deck (if any)		<i>Tonnes</i>	<i>5.40</i>
Space or spaces between Decks			
Poop			
Forecastle			
Round House			
Other closed-in spaces, if any, as follows:- <i>Access Hatchways</i>			
Spaces for Machinery and Light and Air, under sec. 78 (2) of the Merchant Shipping Act, 1894, if required.		Deductions under sec. 78 of the Merchant Shipping Act, 1894, as follows:- Cubic Metres	
Gross Tonnage	50.00	5.00	5.00
Deductions, as per contra	1.00	0.00	0.00
Registered Tonnage	49.00	4.00	4.00
I, the undersigned Registrar of Shipping at the Port of <i>Rotherhithe</i> , 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 (in) true. That <i>John H. Smith</i> whose Certificate of Competency or Service is No. <i>123456</i> 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 <i>John H. Smith</i> are as follows:-		Number of Sixty-fourth Shares	
Name, Residence, and Occupation of the Owner			
<i>The West Kent Trading Co. Ltd., Rotherhithe, London</i>			
Dated at <i>Rotherhithe</i> the Day of <i>November</i> One thousand eight hundred and <i>1899</i>		Registrar of Shipping	

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

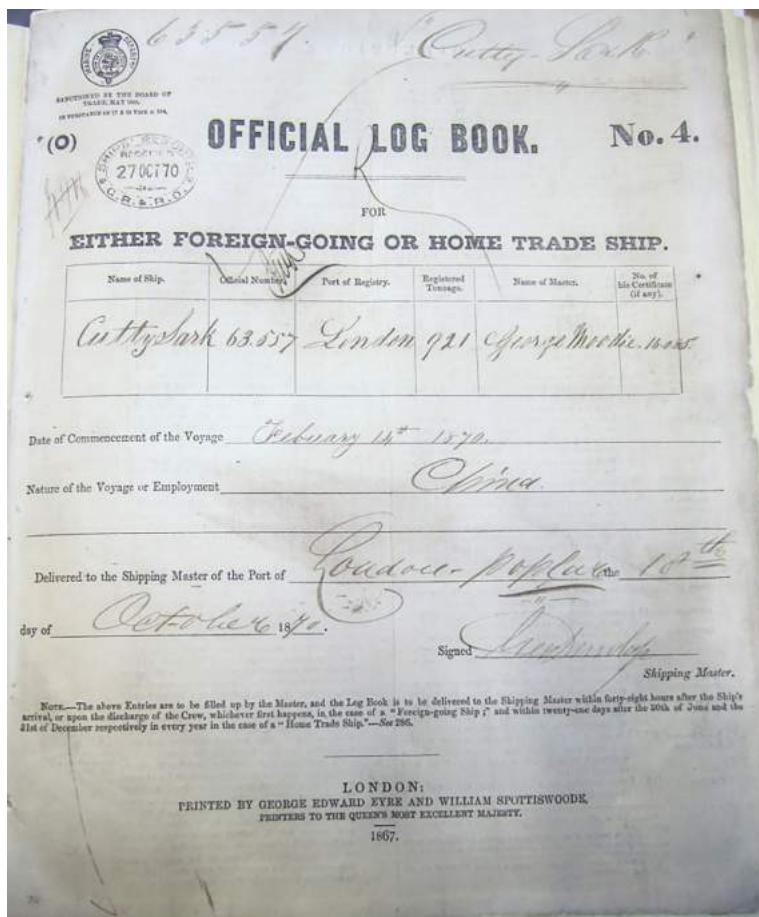
This is the certificate of the *Hibernia* of 1899, showing details of the ship.
AML/L/1 © National Maritime Museum, Greenwich, London

LOG BOOKS

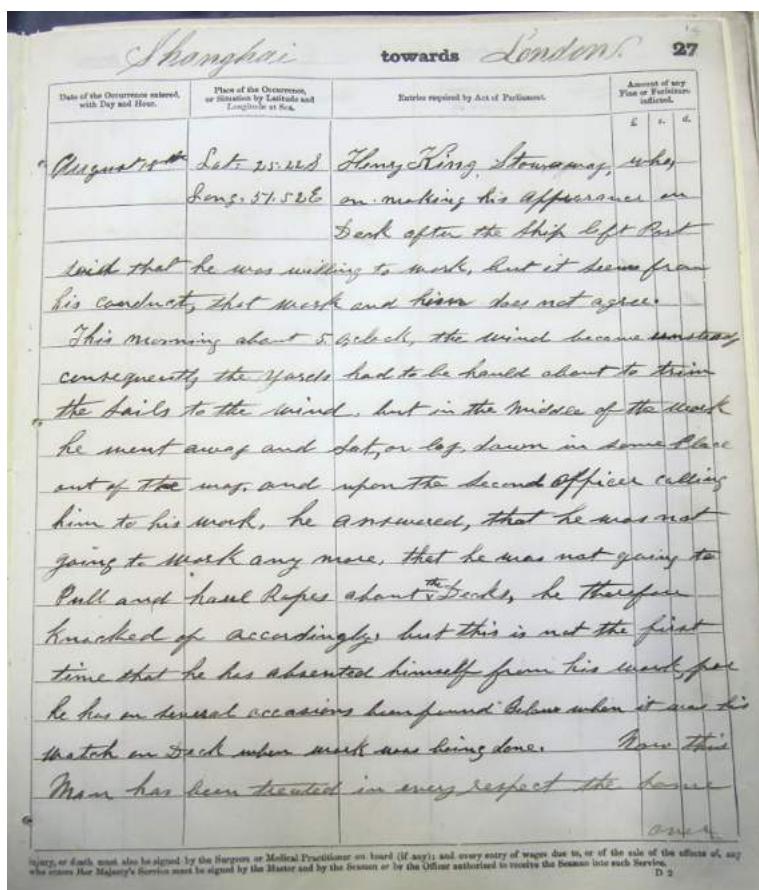
Merchant ship masters usually kept navigational log books, but their survival is a matter of chance as they were not collected centrally.

On board the Duke of Argyle from Liverpool

HR	Courses	Winds
2 4	Sou'w	North
4 3 1	N.W.	
6 3 1		
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12 2 1	N.W.	
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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.



CREW AGREEMENTS

<p style="text-align: center;">March 29th under the line ~</p> <p>Found it necessary to make some further Alterations in the Watch lists to equalize them and they now stand as follows —</p> <p style="text-align: center;"><u>Starboard Watch</u></p>	
<p><u>Midshipmen</u></p>	
Mr Clarke ~	
Mr Montgommery ~	
Mr Campbell ~	
Mr Glass ----- 4	
<u>Boatswain's mate</u>	
James King ----- 1	
<u>Quarter Masters</u>	
George Hood ~	
John Martin ~	
James Ward ~	
John Smith ----- 4	
<u>Afterguard</u>	
Roger West ~ Captain	
Charles Flemings ~	
Thomas Brookiel ~	
William Lovitt ~	
John Battista Waller ~	
Patrick Fitzgerald ~	
Michael Neal ~	
John Jones ~	
George Libek ~	
William Calahan ~	
Thomas Daily ~	
John Caine ~	
John Carlow ~	
Charles Cooper ~	
<u>Afterguard continued</u>	
John Fox ~	
John Field ~	
William White ~	
William Thomas ~	
William Henry 19	
<u>Main Top</u>	
Henry Dexter Captain ~	
Thomas King ~	
George Brown ~	
Lars Stromström ~	
Andrew Bachman ~	
James Connor 6	
<u>Main Top & Poop Boys</u>	
William Lowder ~	
William Cantie ~	
Mrs. Penman ~	
John Flemming ----- 4	
<u>Forecastle men</u>	
James Shields ~ Captain	
Edward Price ~	
John Youngbury ~	
David Jones Jr. ~	
Hans Sonnson ~	
Francisco Buge ~	

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.

17-1 (1st CREW LIST) NO LOG, NOT KEPT AFTER 7 YEARS. NEW FORM
Eng. 1. *[Handwritten]* Executed in Sixteen Pages.
Agreement, Interlineation, or Alteration in this Agreement will be void unless attested by some Superintendent of a Merchantile Marine Office, Officer of Customs, Consul, or Vice-Consul, to be made with the consent of the persons interested.

AGREEMENT AND ACCOUNT OF CREW. 37
FOREIGN-GOING SHIP.

[Small stamp: C.H.A.N.O. REGISTERED 18 JUN. 92]

[Small stamp: THE BOARD OF TRADE, 1890, In Pursuit of the Merchant Shipping Act, 1880 to 1890.]

[Text: "Agreement of the Ship" means every ship employed in trading or going between some place or places in the United Kingdom and some place or places situated beyond the Coasts of the United Kingdom, the Islands of Guernsey, Jersey, Sark, Alderney, and Man, and the Continent of Europe, between the River Elbe and Brest inclusive.]

Name of Ship.	Official No.	Port of Registry.	Port No. and Date of Register.	Registered Tonnage.	Nominal Horse Power of Engines (if any).
Bromdale	98561	Aberdeen	10 1891	1902	1849

REGISTERED MANAGING OWNER.

Name.	Address. (State No. of House, Street, and Town.)	No. of Seamen for whom accommodation is certified (30 & 31 Vic. c. 124.)	FOR PARTICULARS AS TO LOAD LINE, SEE PAGE 15.
Baraldine Lines	Aberdeen		

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 antiseptics in any case required by 30th and 31st Vict., c. 124, s. 4.

	Bread lbs.	Beef lbs.	Pork lbs.	Tinned Meats lbs.	Rings and Bacon pounds	Com- pressed or Pre- served Vegeta- bles lbs.	Fresh Fruit lbs.	Bones lbs.	Tea oz.	Coffee Sugar oz.	Mus- lin Water oz.	
Sunday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Monday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Tuesday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Wednesday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Thursday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Friday ...	1/13	1/4				1/2	1/6	1/2	2		3	
Saturday ...	1/13	1/4				1/2	1/6	1/2	2		3	

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

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

*The several Persons whose names are hereto subscribed, *[Signature]*, whose descriptions are contained on the other side or sides, and of whom one or more are engaged as Sailors, hereby agree to serve on board the said Ship in the several capacities expressed against their respective Names, on a voyage from*

Sydney n.S.W.

... to ... required to any port of discharge within the limits of 60 degrees North and 60 degrees South Latitude, according to and from as may be directed until the ship returns to a final port of discharge on the United Kingdom.

Probable period of engagement 2 years

from 1 to 4 inclusive

Second sign of the crew fail to be on board, notwithstanding 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 *2 years. 4. June 1891* Master,*

*on the *24th* day of *June* *1891*.*

These Columns to be filled up at the end of the Voyage.

Date of Commencement of Voyage.	Port at which Voyage commenced.	Date of Termination of Voyage.	Port at which Voyage terminated.	Date of Delivery of Lists to Superintendent.	I hereby declare to the truth of the Entries in this Agreement and Account of Crew, &c.
26/6/91	Glasgow	11/7/92	London	1.6.92.	2 years 4. June 1891 Master.

1. Here the Voyage is to be described, and the places named at which the Ship is to touch, or, if that cannot be done, the general nature and probable length of the Voyage is to be stated.

2. Here are to be inserted the Numbers of any of the Regulations for preserving discipline issued by the Board of Trade, and printed on the last page hereof, which the parties agree to adopt.

3. Here any other stipulations may be inserted to which the parties agree, and which are not contrary to Law.

This Form must not be unstitched. 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, an additional Form Eng. 1 should be obtained and used.

7300-12-90

2

Reference No.	SIGNATURES OF CREW.	Year of birth.	Town or County where born.	If in the Reserves, No. 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 employed, rank if Officer, Rate or Master's No. of Certificate.	Time when to be on board.
					Year.	State Name and Official No. or Port she belonged to.	Date.	Place.		
1	J. H. Andrew	30	Penzance	'91	Derwent	1891 24 June G'gow	1891 24 June G'gow	Mast	345	
2	William Barnes	43	Adeen	"	Cof Delhi	24	"	O.C. 04549	3pm	
3	Henry Charles Armand Devor	27	Devon	"	East Sothian	24	"	Mate 23 June		
4	William Flanter	20	Dundee	"	Maulesden	24	"	2nd do		
5	Matthew Knowles	34	Partick	'87	Cof Florence	24	"	3rd do		
6	Thomas Colton	23	Penzance	"	Frist ship	24	"	Captain		
7	John Frew	36	Saltcoats	'91	Ruthwell	24	"	Sails		
8	James Palbaith	28	Belfast	"	Alcester	24	"	Steward		
9	John McDonald	29	Strinway	"	Corean	24	"	Cook		
10	John Mathison	36	Shye	"	Kingdom of Swed	24	"	np Bosn		
11	Rod McRae	42	Shropshire	"	Garnet Hill	24	"	np as		
12	Wm. Currie	33	Hestwood	"	Amarynthia	24	"	np as		
13	John Paterson	20	Peterhead	"	Nethesby	24	"	np as		
14	Jas D Steven	24	Canask	"	Empire	24	"	np as		
15	George J Laing	20	A'deen	"	Damascus	24	"	np as		
16	P. L. Leslie	21	Harris	"	adene	"	"			
17	Jas Murray	22	Montrose	"	Naparima	24	"	np as		
18	Robert Stiddes	19	Govan	"	Hibernian	24	"	np as		
19	Jas Brown	39	G'gow	"	Mt Carmel	24	"	as		
20	William Thomson	19	do	"	Scottish Knight	24	"	np as		
				"	Brimal	24	"	np as		
				"	Gw.	"	"			

* All Members of the Crew enter Her Majesty's Service, the Name of the Queen's Ship into which he enters is to be stated under the head of "Caste of Servants".

* Engineers not employed on the Propelling Engines and Boilers

Ship _____					PARTICULARS OF DISCHARGE, &c. To be filled in by the Master or the Receiver, Death or Deserts of any Member of his Crew.			RELEASE (late M.)			Reference No.
Account of Wages per Week, or Calendar Month.	Advances made in the United Kingdom or not more than One Month's Wages, conditional on going to sea.	Other Advances, not held or received on the Seaman's Guarantee, or from the United Kingdom.	Amount of Wages or Monthly Allowment.	Signature or Initials of Officer before whom the Seaman is engaged.	Date, Place, and Cause of leaving this Ship, or of Death.	Balance of Wages paid on Discharge.	Date.	Place.	Cause.	Signatures or Initials of Officers or Officers' Wives, or both, whom the Balance of Wages paid and Received signed.	
11	12	13	14	15	16	17	18	19	20	21	
8 10.	45.		45.	45.	16/92 London died. See 8/10. & Andrew					Mossey	
6 ..					31/12/91 Sydney 10. 12. 1917 William Barron					209	
3 15.	1 14 6			46	11/12/91 Sydney 10. 12. Henry Charles Hamond					210	
6 ..	6 ..		3 ..	46	14/92 London Discharged 14 William Henry					211	
4 ..	4 ..			46	14/92 Sydney 10. 12. 1917 Thomas Colton					212	
5 ..	5 ..		2 10.	46	26/12/91 Sydney 10. 12. John Frew					213	
4 ..	4 ..			46	10/92 London Discharged 6 James Sactwith					214	
4 ..	4 ..		2 ..	46	16/92 Sydney Deserted see 8/10. p 18.					215	
3 10.	3 10.			46	16/92 London Discharged 26/12/91 (See Rutherford) Press					216	
3 10.	3 10.			46	11/92 Sydney Deserted see 8/10. p 18.					217	
3 10.	3 10.			46	26/92 Sydney Failed to find 15 Jan					218	
3 10.	3 10.			46	16/92 London Discharged 26/12/91 John Paterson					219	
3 10.	3 10.			46	13/92 Sydney Des. 1st Jas D Stevens					220	
3 10.	3 10.			46	14/92 London Discharged 24/12/91 George J. Lucy					221	
3 10.	3 10.			46	26/92 Sydney Failed to find 15 Jan					222	
3 10.	3 10.			46	16/92 London Discharged 25/12/91 Jas Murray					223	
3 10.	3 10.			46	" " " 26/54 (See Rutherford) Press					224	
1 ..	3 10.	20. 00 worth at Sydney		46	16/92 Sydney 1st Mr. J. Brown					225	
1 ..	3 10.	80. 00		46	4 4 1 Mr. W. Thomson					226	

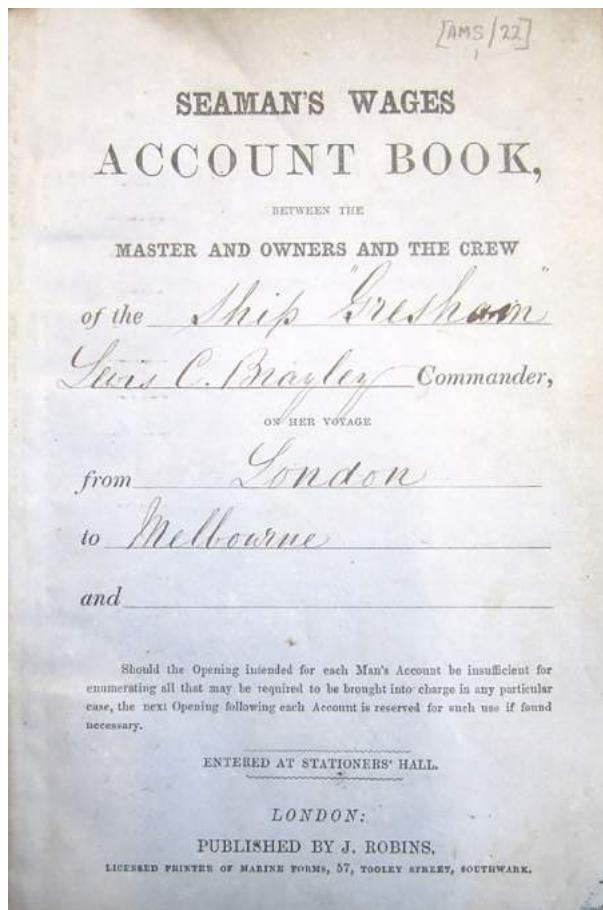
should be described as Engine Drivers here and in Dis. 1.
the Ship, thus, "H.M.S. Revenge," and the other Causes of leaving the Ship should be briefly stated thus, "Discharged," "Deserted," "Left Sick," "Died."

(252as)

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.



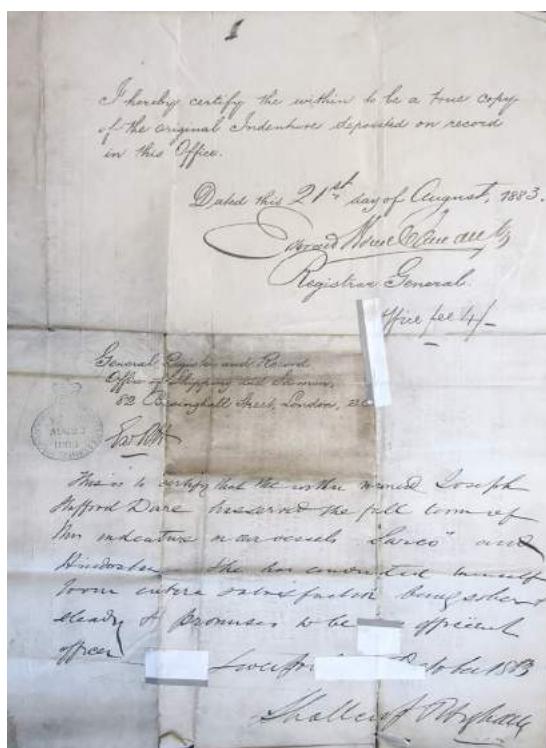
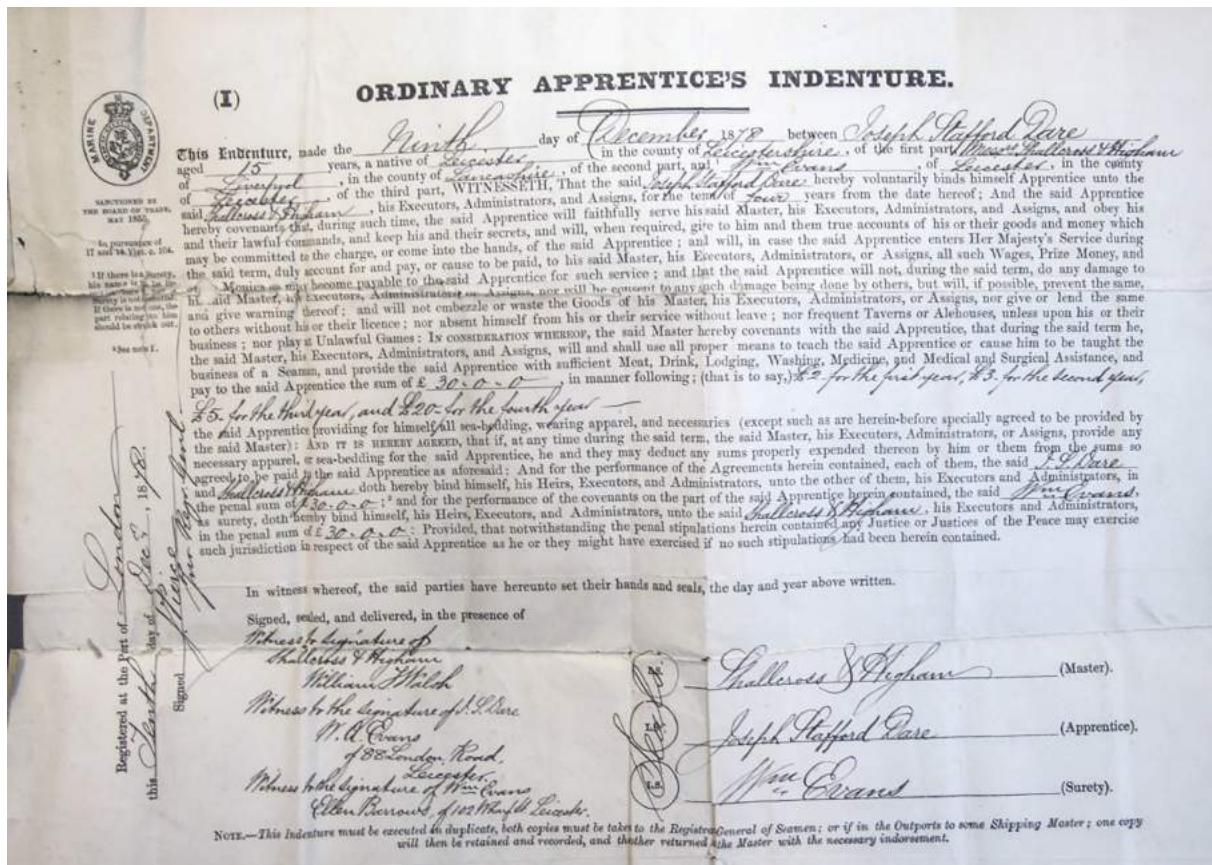
65 *David Eagle in Account with the*

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	
"	Forfeitures	2	10	
 Supplies made during the Voyage, viz.: Nov 16/70 Cash in Shattockong 4 2/3 £ 9 "				
Dec 21 st	Cash in Cochin 15 1/4 2/2	1	18	1/2
	Cash in Shattockong 9 2/3	1	"	3
	Tobacco 1 2/6 4 1/2	"	14	6
	Soap 1/1	"	1	1
April 5	Cash in Mauritius 12 2/4	2	12	"
	do Bumboat 8 1/2 2 4/4	"	9	4
	Total deductions carried over	12	"	4
	Cash on Discharge, (equal to one-fourth Balance per Contra.)			
	Total Cash (being residue, paid before Shipping Master.)			

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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.

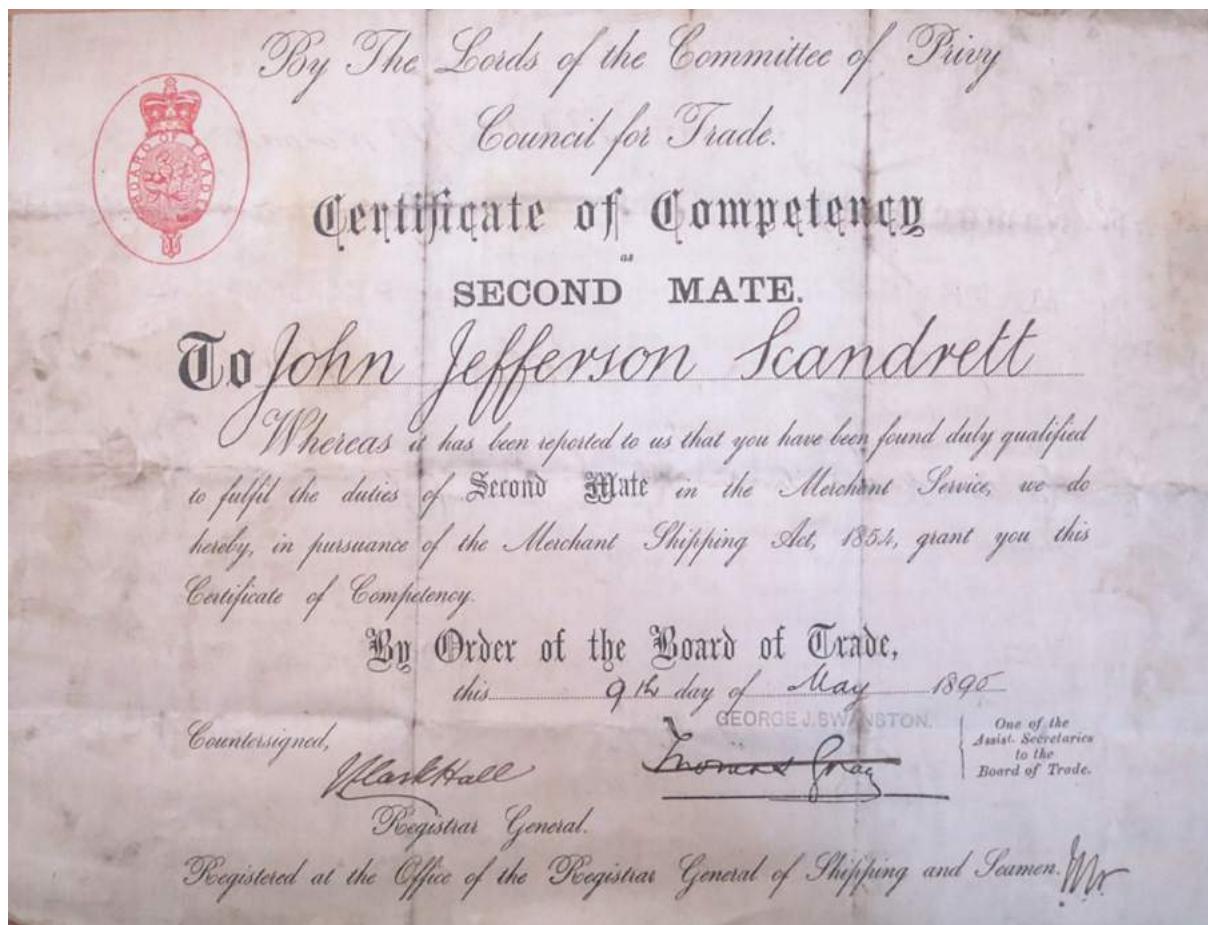


The indenture says a good deal about the boy's conditions of employment, and more details are often noted on the back.

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

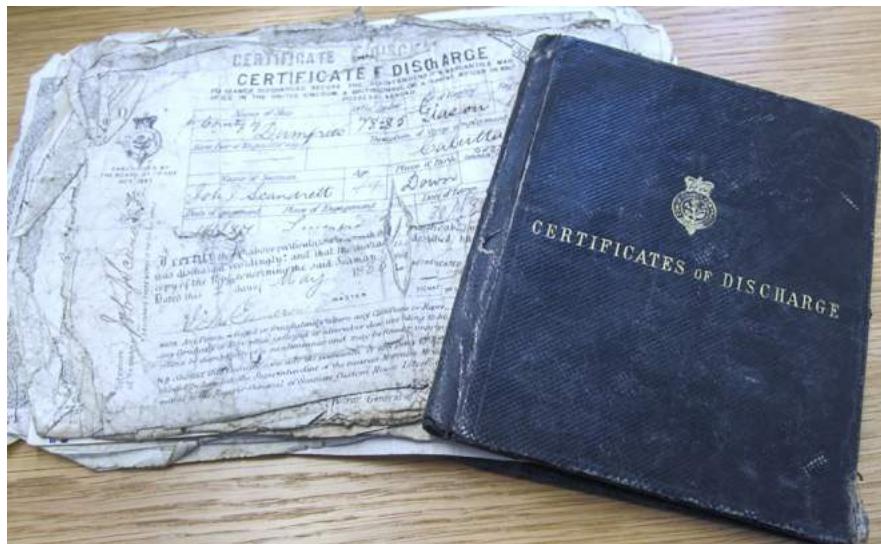
DISCHARGE CERTIFICATES

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

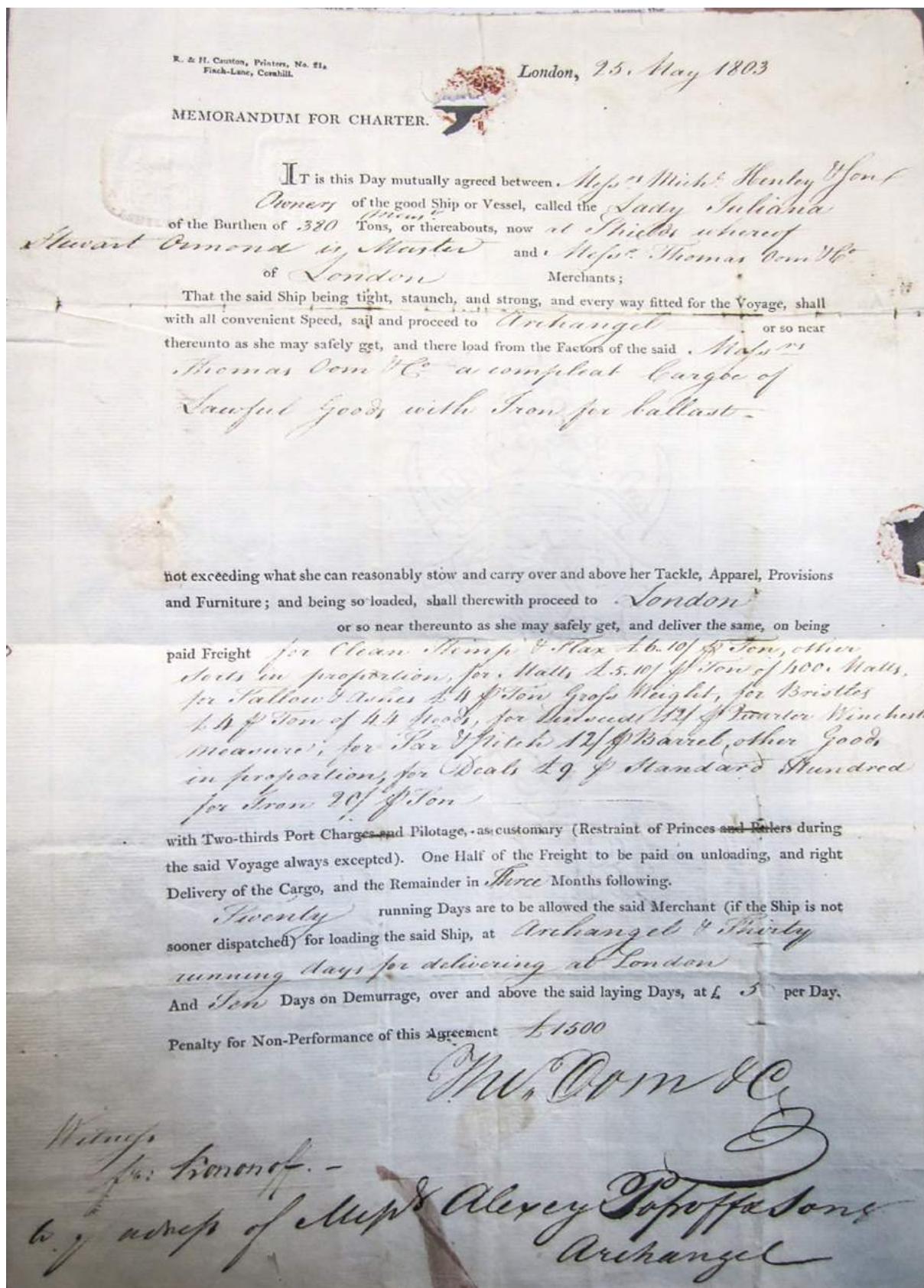
© National Maritime Museum, Greenwich, London



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.

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CHARTER AGREEMENTS



A merchant might charter a whole ship for a specific cargo, in which case an agreement like this one of 1803 was signed.
HNL/77/41 © National Maritime Museum, Greenwich

CARGO DOCUMENTS

A bill of loading 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.

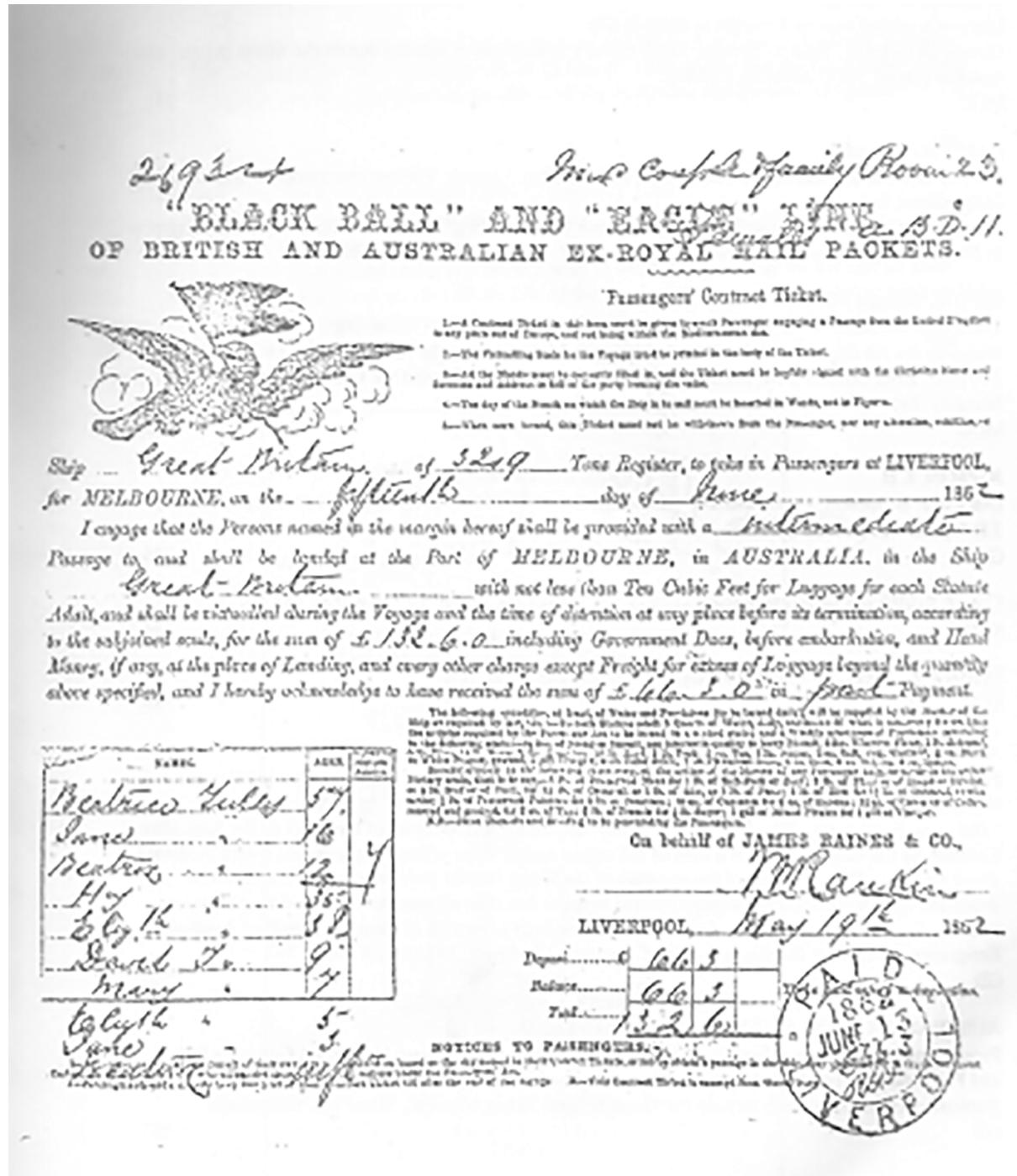
HNL/77/41 © National Maritime Museum, Greenwich, London

A. True Manifest of the Cargo Loaded in the Port of Riga in the Ship Lady Juliana British built & measure Three Hundred and Seventy nine Tons per Register Ralph Chatterton Command		
12	Forty two Square Mast	M
151	One hundred and forty one hand mast	M
262	Two hundred and Sixty two Pairs of Square Fir Timber	M
3.0.15	Three hundred and fifteen Deals from ten And under twenty feet in length	} 3 Pmtl
4	Four fourteen feet Deals	} 2½ Pmtl
1	One Eighteen feet Do	} 2½ Pmtl
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 14½ Pmtl Cable	
	One Bolt of Sail Cloth	
	One Fathom of Fir Wood	
	Ten Gallons of Spirits	
	3 Cart Cranberrys	

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

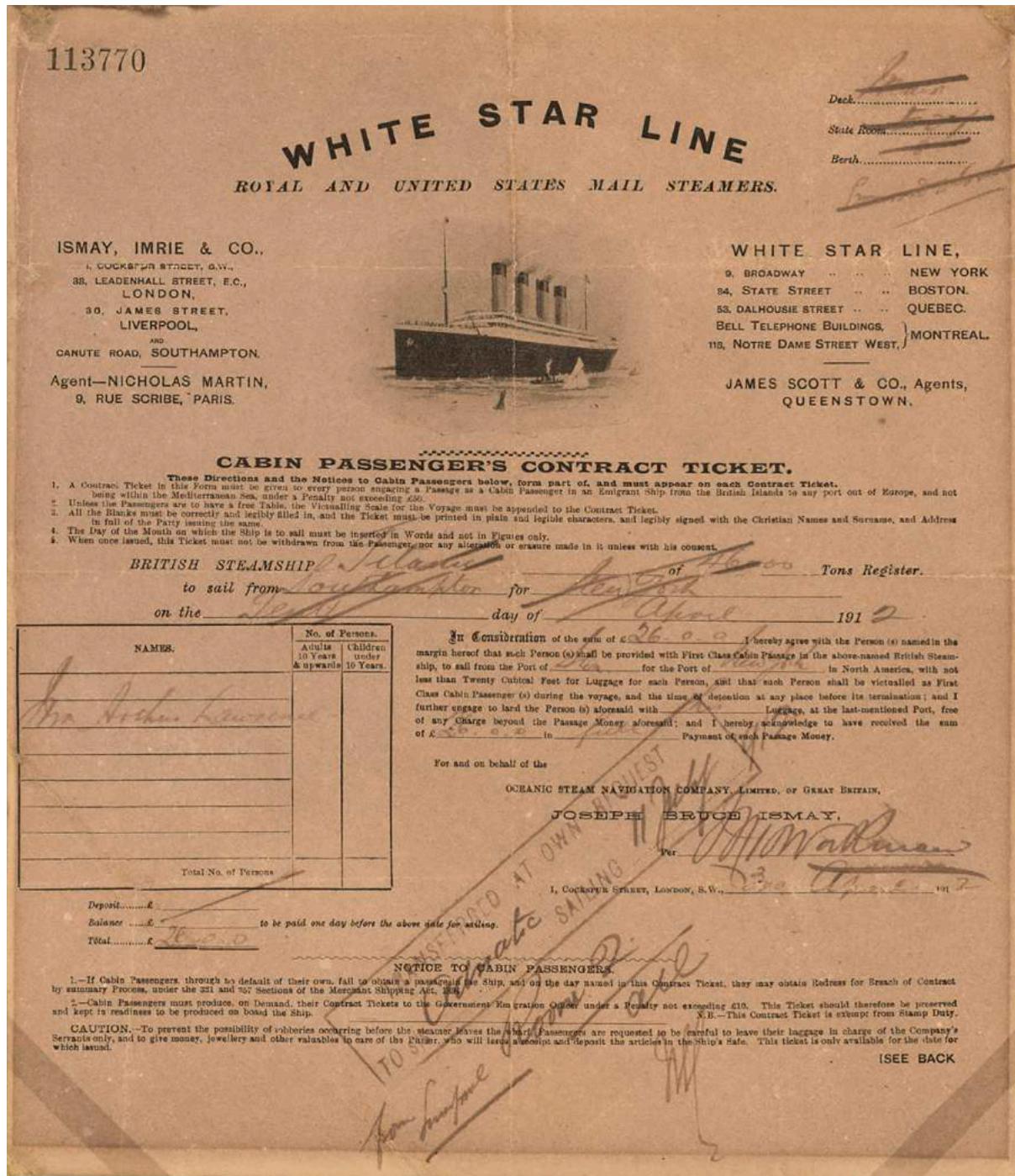
PASSENGER TICKETS

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



A ticket for the Titanic, 1912

MSS/076/064 © National Maritime Museum, Greenwich, London