

‘A ship in port is safe, but that’s not what a ship is built for’
(Grace Hopper)

CENTRAL SCHEMES

The seafaring life involved long periods away from home, with stays in private lodging houses.

Any money earnt had to be carried around. Loss, theft, and overspending on drink were common problems, which could cause serious financial problems for seafarers.

In 1853 a bill was brought before parliament to establish a savings bank specifically for seamen. The bill was read three times and was eventually enacted in July 1856.

SEAMEN'S SAVINGS-BANKS.—The savings-banks for seamen which were opened by the Board of Trade on the 1st of October in connexion with the shipping-offices are answering admirably in the north-eastern ports. These savings-banks offer many advantages to the seamen:—They can pay their deposits first at one port and then at another, just as it may suit their convenience; they can withdraw at any port they please the whole amount of their deposits, or can withdraw portions of their money first at one port and then at another; the deposits, if allowed to remain in the Seamen's Savings-banks, will be increased by the interest which the Board of Trade allows to depositors; and, in the event of the seaman dying without a will, any deposit or interest that may have belonged to him will be paid over to his nearest relation or legal representative. The wives, widows, and children of seamen are allowed to open accounts in the Seamen's Savings-banks, and seamen are also permitted to deposit money for their children, which can be withdrawn whenever required if they are above 14 years of age. Money orders are also now granted free of charge by shipping masters at the principal ports to seamen and apprentices, for the purpose of sending part of their wages to their friends or relations in other ports in the united kingdom. This excellently conceived arrangement is giving great satisfaction, and is likely to be of much advantage to seamen's families, as the money is generally remitted at the time the men are "paid off" at the office, and before they have time to get upon the "spree," or into the hands of the crimps.

Hull Packet, 17 Oct 1856

Under the terms of the Seamen's Savings Bank Act, the Board of Trade was authorized to establish banks in at shipping offices in the principle ports of the country, including Hull.

These banks opened on the 1st October 1856. Under the scheme, seafarers could pay deposits in at one port and withdraw them at another. Deposits attracted interest, and if a seafarer died without a will the interest was paid to his nearest relation or legal representative.

Wives and children of seafarers were able to open accounts, and seafarers were allowed to deposit money on behalf of their children, who were able to make withdrawals once over the age of 14.

The scheme also allowed for the granting of free money orders by shipping masters at any of the principal port to seafarers and apprentices for the purpose of sending part of their wages to friends and relations in other ports in the UK.

Fact: The Board of Trade established a Seamen's Savings Bank in Hull on 1 October 1856

During the 18th and 19th centuries there was no welfare state to help you if you could no longer work, either through injury or old age.

Being low paid and unable to save much, seafarers were particularly at risk.

In 1747, an act was passed to establish a landmark scheme to provide pensions to merchant seamen who found themselves no longer able to work.

MERCHANT SEAMEN'S FUND.

The Guild or Brotherhood of Masters and Pilots, Seamen of the Trinity-House of the Town and Port of Kingston-upon-Hull, Trustees for collecting, recovering, and applying the Duties payable under and by virtue of an Act of Parliament, passed in the 4th and 5th Years of the Reign of His Majesty, King William the Fourth.

1837.	Dr.	£	s.	d.	1837.	Cr.	£	s.	d.
Dec. 31.—To amount of Duty collected between the 1st January, 1837, and this day		1700	15	9	Dec. 31.—By Cash paid in permanent Pensions between 1st January, 1837, and this day (606 Pensioners at present on the books)		1467	15	6
To amount of Wages due to deceased Seamen at the time of their deaths, received between the 1st January, 1837, and this day		9	1	2	By Cash paid in temporary Relief on distributing Coals		145	17	0
To balance for decrease on the Account for the Year		1	12	4	By Cash paid for Coals, and Labourage attending their delivery		54	15	0
					By Cash paid for Printing, Stationary, Advertising, and Postages		17	17	4
					By Commission paid Receivers at Hull, Gainsbro', Selby, Goole, Grimsby, Bridlington, London, and at the various outports, at 5 per cent		85	5	11
					By return of Duty overcharged ..		0	12	4
					By Wages paid the representatives of deceased Seamen		45	6	3
					By balance of unclaimed Wages due to the representatives of deceased Seamen		54	11	
		£18	4	3			£1871	3	

W. T. DEILBY, Receiver.

Hull Packet, 19 Jan 1938

The Humber was a dangerous place to navigate.

Tidal conditions meant that the banks of the river were always changing. Shallow channels developed, which could easily leave an unwitting crew stranded.

List of Wrecks removed by explosion by the Humber Conservancy Commissioners

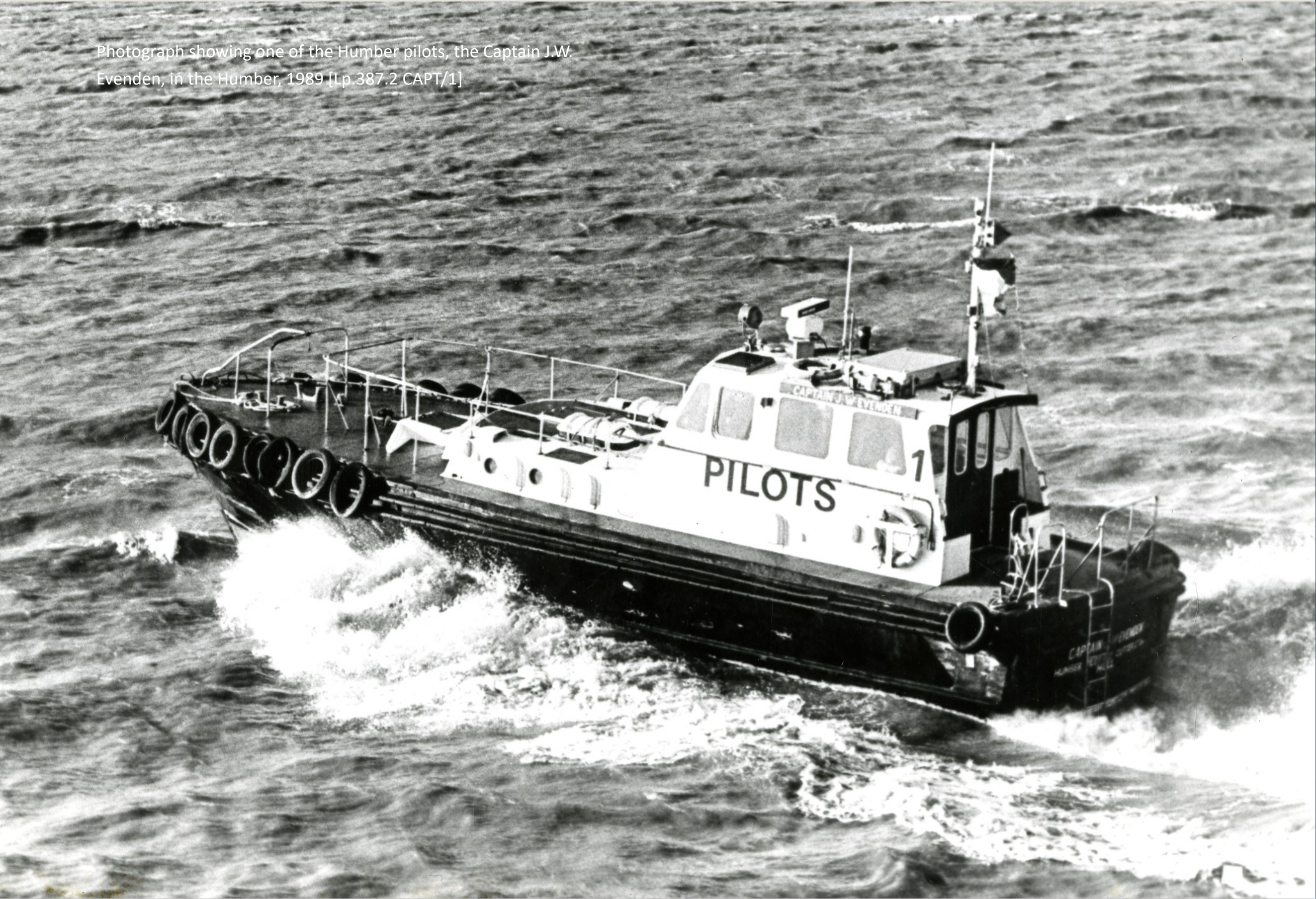
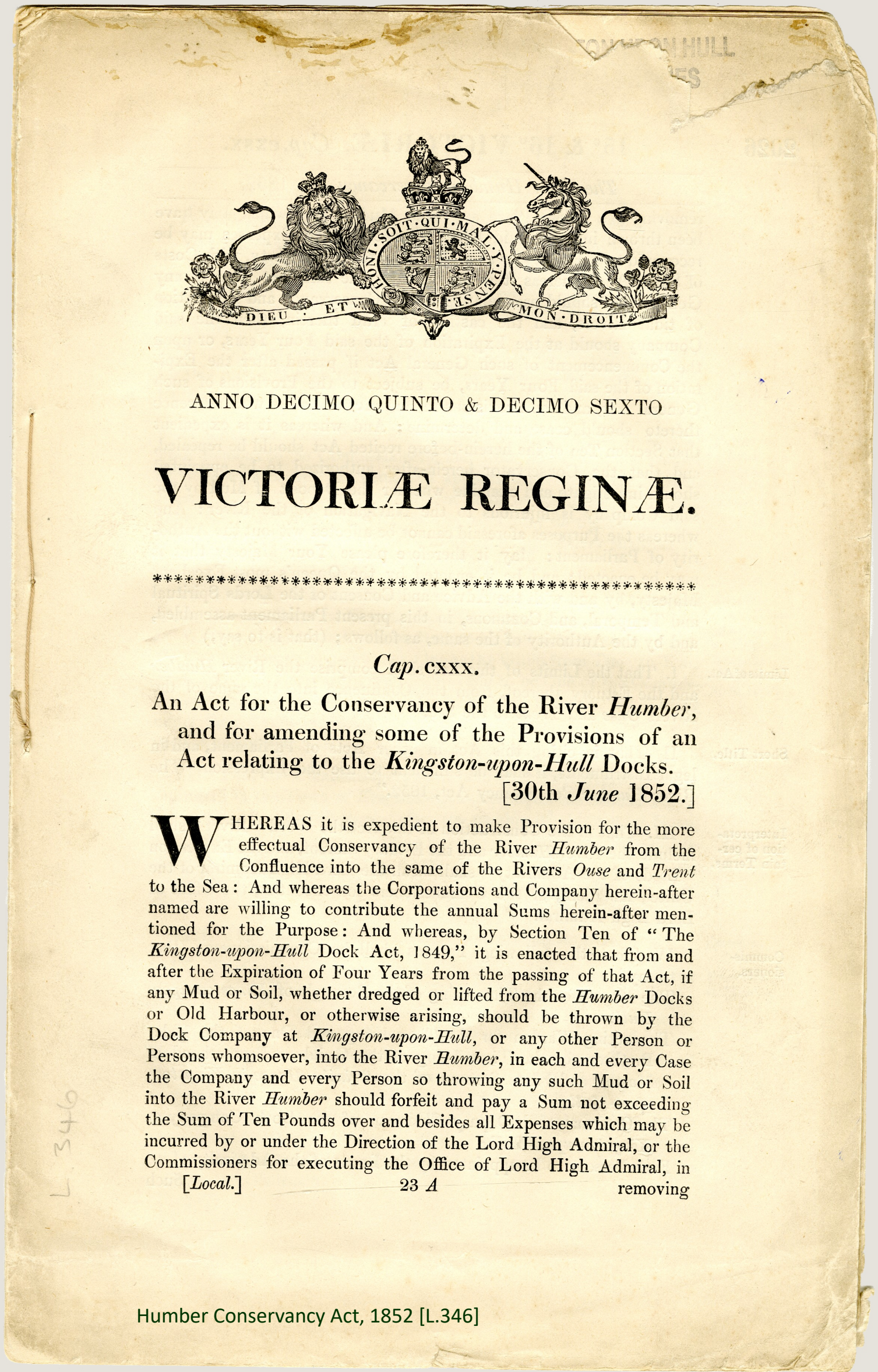
Description	Tonnage	Name of Vessel	Date when reported for Wrecks Commission	Name of Boatwrecks	Boatwreck Price	Where wrecked
Schooner	about 100	Barbington	5 December 1876	Newton Brothers	110	Near Upper Middle Bank
Schooner	about 100	Pilgrim	2 January 1877	Newton Brothers	180	Near Middle Bank
Keel	about 50	John T. Hardman	11 March 1877	Newton Brothers	50	Off Hauls Jetty
Barque	499	Deerfoot	5 December 1878	Newton Brothers	217. 10-	Hauls Roads
S.S.	1055	Peace	22 August 1879	Newells	700	Hull Roads
Schooner	100	Hammerbrook	2 September 1879	Newton Brothers	115	Near the Bull Head
Smack	about 80	Edward	28 February 1881	Newton Brothers	95	Hauls Roads
Smack	about 75	Jane	28 February 1881	Newton Brothers	75	Grimsby Roads
Smack	about 80	Mary	16 January 1882	Newton Brothers	97. 10. 8	Near the Bull Head
S.S.	637	Alfred	8 May 1882	Jukes and Co	1250	Hull Road
Schooner	99	Pearl	8 May 1882	Jukes and Co	75	Spurn Point
Smack	about 80	Rosetta	2 October 1884	Newton Brothers	67. 15. 0	Enhance to Harbour
Smack	about 70	Kelly	2 January 1885	Shelton Brothers	100	Off Albert Dock
Keel	about 60	Annie	9 January 1885	Newton Brothers	57	Whitton Ness
Keel	about 50	Ellen	18 May 1885	Newton Brothers	36. 15. -	Near
S.S.	171	Wickfield	8 December 1885	A. Gunn & Co	380	Hauls Roads
Keel	about 60	Reverend	8 December 1885	Newton Brothers	33. 15. -	Off Bawsey
Smack	about 60	Catharine	8 December 1885	Newton Brothers	63. 15. -	Off Bawsey
Hoop	about 50	Bessy	17 December 1885	Shelton Brothers	30	Grimsby
Schooner	about 100	Rye Merchant	13 March 1886	J. J. Fletcher	53. 15. -	Near Bull Head
Keel	about 50	Ann	3 July 1886	Shelton Brothers	35	Knocking at Island
Smack	about 60	Band of Hope	1 April 1887	Newton Brothers	63. 15. -	Near Bull Head
Schooner	about 100	Harriet	17 May 1887	Newton Brothers	21	Near Banks
Schooner	238	Quinn	17 November 1888	Shelton Brothers	135	Near Upper Middle Bank
S.S.	1453	Ly	22 December 1888	Morrell & Shelton	900	Near Middle Bank
S.S.	700	Johanne	19 December 1890	Gunn & Co	530	Near Middle Bank
Brig	216	Emma	8 June 1891	Newton Brothers	115	Near Middle Bank
Keel	60	True Love	7 September 1891	Newton Brothers	85	Hull Road
Keel	60	Vacuna	15 September 1891	Newton Brothers	35	Enhance to Harbour

Referred to by Mr. Jackson at page 5 of his proof
of Mr. Humber's D. 2 D.

List of wrecks cleared by order of the Humber Conservancy Commissioners, c.1891[C DPD/1/2/3/37/14]

Under a statute of 1852, the Humber Conservancy Commissioners were established with responsibility for the administration of various matters associated with the river Humber.

The commissioners were given powers to maintain, improve and mark navigation channels. This work was vital to keeping the river safe. Their work included the maintenance of safe harbours of refuge and the marking and removal of wrecks.



Fact: In 1852, the Humber Conservancy Commissioners were established by an Act of Parliament