'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 Savingsbanks, 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 infithe Seamen's Savings-banks, and seamen are also permitted to deposit money for their children, which can be withdrawn whenever required if they are above 14 years of age.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 arm Drive

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



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Fact: In 1747, the Act for the Relief and Support of Mariners and Disabled Seamen was passed, which established the Merchant Seamen's Fund

MERCHANT SEAMEN'S FUND.

The Guild or Brotherbood of Master and Pilots, Seamen of the Trinity-House of the Town and Port of Kingston-apon-Hull, grusses for collecting, recovering, and applying the Duties payable under and by virtue of an Act of Earlie sent, passed in the 4th and 5th Years of the Reign of His

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The Act for the Relief and Support of Mariners and Disabled Seamen required shipmasters to collect and record compulsory payments of 6d per month from themselves and from each mate and seaman in their crew.

These contributions were recorded on muster rolls, and were handed to receivers in port at the end of a voyage. At Hull, Trinity House were the designated receivers.

Contributions went into the Merchant Seamen's Fund, which was intended to be used for the granting of pensions to sick, maimed and disabled seamen, and also to the widows and orphans of seamen who had been killed or drowned in the merchant service.

In the early years, the fund was kept afloat by additional charitable contributions from local businesses associated with seafaring. These eventually petered out, however, and by 1851 the fund had collapsed due to a large deficit.

The circumstances of the fund's collapse serve to illustrate how much sick and injured seafarers were at the mercy of private charity in this period. 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.



ANNO DECIMO QUINTO & DECIMO SEXTO

VICTORIÆ REGINÆ.

Cap. cxxx.

An Act for the Conservancy of the River Humber, and for amending some of the Provisions of an Act relating to the Kingston-upon-Hull Docks. [30th June 1852.]

THEREAS it is expedient to make Provision for the more effectual Conservancy of the River Humber from the Confluence into the same of the Rivers Ouse and Trent to the Sea : And whereas the Corporations and Company herein-after named are willing to contribute the annual Sums herein-after mentioned for the Purpose: And whereas, by Section Ten of "The Kingston-upon-Hull Dock Act, 1849," it is enacted that from and after the Expiration of Four Years from the passing of that Act, if any Mud or Soil, whether dredged or lifted from the Humber Docks or Old Harbour, or otherwise arising, should be thrown by the Dock Company at Kingston-upon-Hull, or any other Person or Persons whomsoever, into the River Humber, in each and every Case the Company and every Person so throwing any such Mud or Soil into the River Humber should forfeit and pay a Sum not exceeding the Sum of Ten Pounds over and besides all Expenses which may be incurred by or under the Direction of the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, in [Local.]

Humber Conservancy Act, 1852 [L.346]





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

ks removed by explosive by the Humber Consurancy Commissioners					
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age	Name of Vessel	Sute when reported to Wrecks Committee	Nume of Cartractor	Contract Price	Where weeked
100	Darlington	5 December 1876	Newton Brothers	110	and the second se
100	Pelopin	2 January 1877	Newton Brothers	180	Between Upper illedille Bury and Clee Nos Burg Lower Buerows
1 50	John & bardene	14 March 1877	Newton Brothers	50	Off Heale Jetty
499	Deerfoot	5 December 1878	Newton Brothers	247.10-	Hawke Roads
1055	peace	22 August 1879	Nowello	700	Hull Roads
100	Hannah Booth	2 September 1879	Newton Brothers	115 .	Near the Bull
1 80	Edward	28 February 1881	Newton Brothers	85	Near the Bull Lightship Hawke Mouds
1 75	Jame	28 yebruary 1881	Newton Brothers	75	Guimoby Roads
1.80	Win	16 January 1882	Newton Brothers	87.10.8	Near the Bull Sand
637	Alfgan	8 May 1882	Jukes and los	1450	Hull Road
99	Pearl	8 Mary 1882	Jukes and lot	75	Spurn point
d 80	Rosetta	2 October 1884	Newton Brothers	67.15.0	Enhance to Harbour
d 70	Ruby	2 January 1885	Skellon Brothers	100	Off albert Dock
1 60	anne	9 January 1885	Newton Brothers	57	Whitten Ners
4 50	Ellen	18 Mary 1885	Newton Brothers	36.15	Pier
1171	Walkefield	8 December 1885	A. Gann & C.T.	380	Hawke Road
1 60	Reward	8 December 1885	Newton Brothers	33.15	Off Barrow
1 60	Catherine	8 December 1885	Newton Brothers	63.15	Clee News Bury
at 50	Beary	17 December 1885	Shelten Brothers	30	Ferrily sluce
100	Repe Merchant	13 March 1886	9. 9. Fletcher	53.15	Near Bull Sand
1 50	Any	3 July 1886	Shellow Brothers	35	Pudding Pil Island
ut 60	Band of Hope	1 April 1887	Newton Brothers	63.15	Near Bull Sand
1 100	Hannal	17 May 1887	Newton Brothers	21	Near Binks
238	Giarum	17 November 1888	Shelton Brothers	130	
1453	Ginterster	22 Gecember 1888	Morrell & Shelton	900	Near Upper Middle Burg Near Middle Sand
700	Jehanne	19 December 1890	Gann 4 6°	000	Near Middle Versel
216	Emina	8 June 1891	Newton Brothers	142	Near Mutter Vessel
60	True Love	7 September 1891	Newton Brothers	85	Hull Road
60	Vacuna	15 September 1891	Newton Brothers	35	Enhance to Harbour

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Newton Brothers	63.15	Near Bull San
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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.

Under the Humber Conservancy Act of 1907, the Commissioners were dissolved and their responsibilities were taken over by the newly created Humber Conservancy Board. At this point, the Board's powers over safety measures were extended to include the administration of beaconage, buoyage, lighthouses, and pilotage; functions formerly undertaken by Hull Trinity House.

This work was seen as a vital way of aiding the physical wellbeing of seafarers.