

CHAPTER 9

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

The Master Attendant

In the section on the Development of the Dockyard, mention is made of the laying up of warships in the Medway after 1550. Old prints show naval vessels moored from Rochester Bridge to Gillingham. These ships, out of commission, were maintained by shipkeepers who formed the cadres for the crews of the ships when put into commission. In Elizabeth's reign, ships of 800 tons or more in ordinary would carry a Master, Boatswain, Master Gunner and two gunners, Purser, Cook, two Carpenters and 12 Seamen for labouring duties. Ships of between 300 and 500 tons would carry a Boatswain, two gunners, Cook, Carpenter and 5 seamen. Most of the ordnance would be taken from the ship when it was laid up.

These ships in Ordinary were the special charge of the Principal Masters of the Navy or Masters of Attendance of whom, after 1588, there were six. Their duties included the supervision of the shipkeepers, the maintenance of the moorings, the moving of ships in harbour, assisting the grounding, graving, careening and docking and undocking of ships, the masting, the rigging, ballasting and fitting out of ships and the reverse processes, the taking of ships from their moorings at Chatham to other Yards for rebuilding and repair and returning them, the transport of newly-built ships to their moorings at Chatham, etc. They would supervise the stowing of storeships and landing and discharge of stores. The Master Attendant was assisted by the Boatswain; usually a senior man from a first or second-rate either in active service or the ordinary.

The Master Attendants were specifically attached to one Yard but went where their services were needed. When the largest ships were put into commission the Principal Masters would act as Masters. The largest ships in the Navy were almost twice as large as merchant ships and required special skill in their handling. The Master functioned as sailing master, navigation officer and pilot. There are instances where they secured additional employment with merchant shipping, particularly the East India Company.

In St Mary's Church, Chatham, there is a brass for Steven Borough, 1525/84, one of the Principal Masters in Ordinary of the Navy in the reign of Elizabeth. (The Ordinary was the establishment of persons employed to take charge of warships which were laid up out of commission in harbours near the Royal Dockyards.) Borough had acted as pilot for ships trading to St Nicholas (Archangel) until he was appointed Principal Master of the Navy. In 1562 Borough was Master of the Victory. He was Master of Trinity House in 1573/4 and his brother, William Borough, was Comptroller of the Navy from 1589 to 1594.

After 1618, the number of Masters Attendant was reduced to four. Their salary was £61 12s per year besides their victuals and ceremonial uniform.

In the Church of St Nicholas with St Clement at Rochester, there is a tablet on the SW wall of the Chancel to the memory of George Wilson:

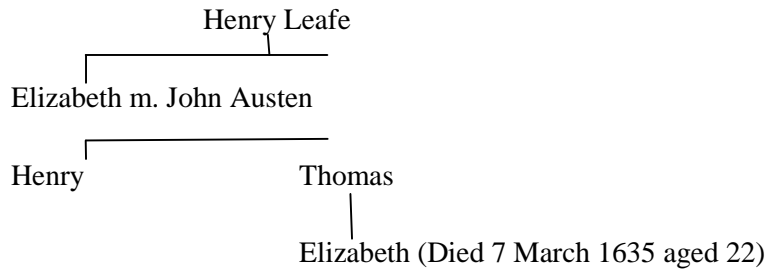
. . . one of the Four Masters of the Navie Royal

He died 3 October 1629. Wilson was twice Mayor of Rochester. He gave away Susan Yardley at her wedding to Phineas Pett, the Commissioner at Chatham, in 1627 and was godfather to Phineas Pett's grandson, the son of John Pett.

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In the same church there is a brass plate on the wall of the north aisle to the memory of:

. . . the wife of John Austen, Esq, one of ye four Masters of His Maj Navy and sometime maior of ye City, also ye body of Elizabeth Austin, daughter of Thomas Austin, Esq, one of ye four Masters of His Majies Navy, sonne of ye said John Austen . . .



John King was appointed one of the six Principal Masters in 1610. In the Declared Accounts there are records of payment made to John King, one of the Principal Masters for transporting the **Defiance** from Chatham to Woolwich, and **Merhonor** and **Dreadnought** from Chatham to Deptford.

In the Accounts of 1614, John King was paid £6 5s 10d for serving as captain in **Defyance** guarding the Thames against pirates.

William Cooke was appointed one of the four Principal Master Attendants in 1626. In 1645, he is recorded as going to sea as Master of the James, and he was still in office in 1650. Cooke, as Master of the Triumph, the Admiral's flagship, gave evidence concerning the articles presented to Charles I in 1636 by the Earl of Northumberland touching the defects and abuses of the Navy. Cooke was one of the governors of the Chatham Chest and attested at this enquiry that Sir Sackville Crow owed about £3,000 and Sir William Russell about £500 to the Chest. In the Gillingham Churchyard there is a tomb with the inscription:

Here lieth interred the body of Mr William Cooke, one of the four Masters of England and of Trinity House in the year 1642, who died 21st December 1654, aged 72 years.

In 1628 the duties of the Master Attendant were defined:

1. *Every quarter successively two of them are to attend at Chatham to take charge of his majies ships and vessels in harbour, to see them well moored and their due berths to prevent all mischances that may happen by stress of weather, or otherwise, and to perform such directions as shall be given them by the Lord Admiral and Principal Officers, from time to time.*
2. *To see the stream cables laid out in mooring time and taken up again when the season of the year groweth calm that so by good usage they may serve two years.*
3. *To command all the ship-keepers and mariners in harbour to see they give attendance aboard their ships and appoint them their labour by day and watch by night, and to that end one of them at least to lodge and diet aboard the chief ship and to visit the watch in every ship once or twice a week.*
4. *To take charge of the King's ships in all removes, whether to bring on ground or carry off, to bring into the river or to carry forth, to transport at the dry docks at Deptford and Woolwich or to bring them from there again.*

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5. *To suffer no strange bottoms to come near the King's ships or to lye suspiciously in the river of the Medway, nor any unknown boats to come aboard them or doubtful persons to linger about the ships, docks, storehouses or yards.*
6. *To cause the Boatswain and Gunner of every ship to instruct and train his company in the several duties belonging to their professions, and to become bound to provide for those that are their servants as well in sickness as in health.*
7. *To see the rigging, cables, anchors and all the furniture of the ships well fitted and orderly disposed and to direct and limit the Boatswains in all their demands of sea-stores or otherwise and at the end of the service to judge of the reasonableness of the waste and expense.*
8. *To assist and advise the Surveyor or in his absence, his deputy, to make out the demands of cordage for new moorings of His Majesty's ships and to shift such of the old ones as may serve again, as also to assign anchors, props, trunks and armings for mooring cables, to set out old cordage for tackling, junk for platts, etc for the better preservation of the sails, cables and groundalk.*
9. *To examine at every general survey and certify the Principal Officers, under their hands, what old and decayed materials are found past use and service for his Majesty's ships, to the end the stores may be no longer pestered with them, but that the Lord Admiral may be moved for warrant to sell them and the money delivered to the Treasurer of the Navy to be accountable for it.*
10. *To suffer no stranger or unknown person of what country or nation so ever to be conveyed aboard any of his Majesty's ships without special order from the Lord Admiral or some of the Four Principal Officers.*

These duties were redefined in Duke of York's Instruction for the Commissioners and Subordinate Officers of the Royall Navy of 1662.

The Master Attendant normally acted as one of the Governors of the Chatham Chest. (See chapter on Charities associated with Chatham and the Navy.)

The salary for the post was reduced to £40 a year and in 1633 a petition from four Master Attendants for an increase of wages was refused.

For their encouragement, two were to attend at Chatham to command in turns the pinnace on guard in the Thames and Medway, one to command the guardship at Portsmouth and one to go as master under the Admiral of the Narrow Seas.

In the 1630s there were two Master Attendants at Chatham, Thomas Austin, mentioned earlier, and Peter White. White's name appears in the Declared Accounts of 1637 as having received £7 5s as:

*. . . reward for overseeing and directing the launching, fitting and rigging of the **Leonard** and **Swallow** by a space of 54 days.*

In April 1637 he got into serious trouble. He was master of the flagship, Anne Royal, and had only one anchor down when the ship was in the Hope, a reach of the Thames below Gravesend. The ship swung with the tide and fouled her anchor. Informed that the hold was full of water, White had the topsails hoisted. The ship heeled over until it was

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held by the main yard. The disaster is mentioned in Pett's Autobiography; he was responsible for her salvage. White seems to have retained his post, for in the accounts of 1643 appears the entry:

Peter White, Master Attendant, last December 1643 for three years salary, £120 3s 10d

In 1643, Thomas Rabinett, Boatswain of the **Sovereign of the Seas**, was appointed one of the four Masters Attendant of the Navy vice Captain Thomas Austin, deceased, at Chatham. In 1645, William Cooke, the Master Attendant at Chatham, went to sea as Master of **James**; Thomas Rabinett was in the **Henrietta** Pinnace guarding the Medway, and Thomas Arkinstall was acting as Assistant Master Attendant. Rabinett died in 1658, it was reported that he had been . . . through age and other infirmities a long time disabled from acting. As a result it was decided that Rabinett's post was not to be filled. Boatswains acted as deputies in the absence of the Master Attendant. Rabinett was at one time Boatswain of the **Anne Royal**.

In an attempt to prevent the illegal export of fullers earth to the Continent, two government ships were posted to watch the Medway Estuary for smugglers. In 1634, Captain William Cooke of the **Henrietta** employed in guarding the Medway wrote that great store of fullers earth goes out of the Medway . He stated that he had intercepted and seized a lighter of earth which came down the river to deliver to a Ketch of Colchester for shipment overseas. Fuller's earth was dug out at Grove Green pits in Boxley Parish. [Arch Cant XCIX, 1983, page 75]

By the middle of the 17th century when the Royal Yards became very busy it became the practice to make the post of Master Attendant that of a permanent official at a specific Yard with the title of Master Attendant.

After the Restoration, Captains Cox and Brooke were appointed Master Attendants at Chatham. In 1665 Cox was appointed to Deptford: he was later to become Commissioner at Chatham. Cox was succeeded by Captain William Rand. The salary of the Master Attendant was then £100 a year. Brooke and Rand were in post at the time of the Dutch raid on the Medway and assisted in the defence preparations. Just before the attack, Rand had supervised the sinking of fireships near the Muscle Bank in Long Reach; a measure which was ineffective. The other Master Attendant, Brooke, was criticised by Pepys who wrote in his diary:

Captain Brooke's running aground with the Sancta Maria, which was one of the three ships that were ordered to be sunk to have dammed up the river at the chain, is mightily cried against and with reason.

They both retained their posts and supervised the clearing of the wrecks afterwards. In 1673, Brooke was appointed Master Attendant at Woolwich.

In 1678 one of the posts was designated that of Assistant Master Attendant. The Master Attendant was allowed a clerk and in the list of Officers of Chatham Yard of 1686 appears: Master Attendant, Richard Vittells, £100; Simon Dunning, Assistant Master Attendant, £80; John Ocrum, Clerk to the

Master Attendant, £24. Vittells was superannuated in 1689 at the rate of £100 a year.

At this time there was criticism of the promotion of Boatswains to the post of Master Attendants; it became the usual practice to appoint Master Attendants from Masters rather than Boatswains.

The promotion of a Master in the Navy to the post of Master Attendant was the only

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reward, apart from retirement on half pay, that an officer of that class could look forward to.

In 1694 there were again two Master Attendants at Chatham: Sampson Bourne and Thomas Jennings, each with a salary of £100 a year. Jennings was appointed Master Attendant, Deptford, and was followed by Baruch Pitts. Bourne was pensioned 8 January 1704 at £100 a year. Bourne owned land at Hartlip and is buried in Rochester Cathedral. In the floor of the nave is a slab bearing the inscription:

Here lyeth the body of Sampson Bourne Gent formerly Master Attendant of his Majies Yard at Chatham who departed this life 16 of September 1724, aged 85.

In an Admiralty letter dated 8 March 1689/90 appeared:

Navy Board to be spoken about a house for Mr Jennings, Master Attendant, Chatham.

It was decided that the Master Attendant was to have the Master Joiner's house.

After the Pay Revision of 1695 the salary of each Master Attendant was £200 a year. On 5 November 1699 it was ordered that the Master Attendants at Chatham and Portsmouth should in turn
. . . weekly lodge on board the Ordinary as neare ye centre of it as conveniently they can . . .

In 1707 they were asking for an allowance for candles for their office as other officers have

. . . regard they are at expense for lights when they lye aboard ship in turns as their instructions direct.

They were each allowed 24 lbs of candles yearly.

Apart from the responsibilities with the ships in ordinary and the movement of ships, the Master Attendant directed the activities of the sailmakers, the riggers and the ropemakers. When the Ropery was mechanised in the 1870s the responsibility for ropemaking was transferred to the Engineering Department. The Master Attendant had the privilege of having apprentices in both the Rigging House and the Sail Loft until the Revision of 1801.¹

In a letter from the Secretary of the Admiralty to St Lo, the Chatham Commissioner, dated 31 January 1703/3 appears:

Mr Pitt's warrant to be the first Master Attendant at Chatham . . . you cause them to be delivered after they have taken the Oathes and Tests required by law and the former payd for the stamps.

Commissioner St Lo was in dispute with the riggers at Chatham Yard and blamed their departmental heads, the Master Attendants. He secured the superannuation of Sampson Bourne and suspended Pitts. An Admiralty letter dated 9 February 1703/4 stated:

. . . when you come to towne the Prince has ordered the Navy Board to discourse with you about Mr Pitts whom you have suspended from his duty as Master Attendant in Chatham . . .

1 See Apprentices in chapter 4

2 See Dockyardmen in chapter 3

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On 12 April 1704 St Lo was ordered to take off Pitts suspension and to return the warrants for both the Master Attendants (Pitts and Coalk) at Chatham in order to their being made out anew without the distinction of First and Second Master Attendants.

After the accession of George II, warrants dated 25 August 1727 were issued to the two Master Attendants, Robert Frost and James Young. Similarly after the accession of George III warrants were issued in 1761 for the Master Attendants, Michael Goden and John Towers. There is a memorial to:

Mr Michael Goden, Master Attendant at H.M. Dock, Chatham, died 9th of June 1771, aged 70.

in St Mary's Church, Chatham. In the same church there is a memorial to:

Magnus Falconer, Esq., Master Attendant, died 16 September 1785, aged 64.

John Madgshon, ex-Master of the Victory was appointed to Chatham in 1786; his salary and that of his colleague, William Nicholson, was £200 a year and the clerk received £40 a year. Madgshon has a memorial in Gillingham Church:

John Madgshon, Master Attendant, H.M. Dockyard, Chatham, died 17 May 1818, aged 84 years.

Samuel Hemmans succeeded Madgshon in 1809 as First Master Attendant. (An office for the Master Attendant was built between Nos 1 & 2 Slips in 1808.) A letter from Chatham Yard dated 19 June 1810 to the Navy Board from Hemmans stated:

Honble Sirs,

In compliance with your directions of the 6th of March last to attend the Iron Foundry belonging to Messrs Meale, Fowler & Co, and survey the Pattern for Cast Iron Mooring Blocks. I beg leave to send the Honble Board an account of my expenses in performing this service, viz:

<i>Coach Hire from Chatham to London</i>	<i>13s 0d</i>
<i>Coach Hire from London to Foundry</i>	<i>7s 0d</i>
<i>Chaise from London to Chatham</i>	<i>£2 9s 6d</i>
<i>Turn Pikes and Driver</i>	<i>8s 0d</i>
	<i>£3 17s 6d</i>

I request you will be pleased to give directions for me to be paid the said sum.

S.H.

In 1809 the Society of Arts awarded to Samuel Hemmans a silver medal in recognition of his designing an improved form of anchor. This had a cast iron block of wedge shape form and is the forerunner of the mushroom anchor.

In July 1783, Admiralty approved the appointment of 24 Masters from the half pay list to superintend the large numbers of ships that were laying in Ordinary after the War of American Independence. Eight of these were to reside at Chatham and Sheerness and each was to command a division of ships with a proportion of seamen on board each vessel; roughly 36 men to a ship of 100 guns and 26 to a ship of 74 guns. Ships that were fit for service kept their lower masts in, with bowsprits, yards and topmasts struck and covered over on board to preserve them from the weather. The ships were docked at intervals of not more than 3 years for the examination and repair of the under water parts.

By the Pay Revision of the first decade of the 19th century, the salary of the First Master

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Attendant was £650 per year and of the Second Master Attendant, £500 per year; the salary of the Clerk was £200 per year. The office of the Master Attendant, later the Assistant Queen's Harbourmaster's Office, bears a plate with the date 1808. The salaries of the Master Attendant and the Master Shipwright were the same, but there was an incident where the former claimed to be the first of the Principal Officers of the Yard.¹

Among the reforms made at the beginning of the 19th century was the splitting up of the Ordinary into divisions each under a Superintending Master responsible to the Master Attendant. The nucleus crew on board each ship was responsible for airing and ventilating the vessel and keeping it in good shape. In August 1803 Chatham Ordinary consisted of 20 ships in Chatham Reach, 10 in Bridge Reach, 8 at Cockam Wood, 13 at West Gillingham and 4 in Long Reach, with 56 boatswains, 53 gunners, 58 carpenters and 145 seamen dispersed among them. These 55 vessels were organised into six divisions each with a Superintending Master responsible to the Master Attendant.

Later there was a complement of officers of the Ordinary. In 1816 the Superintendent of the Ordinary was Captain Edward Dix. In the period of peace the senior officer of the Ordinary was a Commander and he was assisted by one or more Lieutenants, Boatswains, Purser and Surgeon. After 1832 when the military status of the Superintendent of the Yard was changed the Captain of the guardship acted as deputy to the Superintendent of the Yard.

A move to provide training for the officers and men of the Ordinary and to tighten up discipline took place in 1836 when **Brune**, 5th-rate, 38 guns, was put into commission as a guardship of the Ordinary. The Superintendent of the Yard was sent the establishment of officers and men for her; the Gunners, Boatswains, Carpenters and Cooks late belonging to the Ordinary at Chatham, were to be borne on a supernumerary list. The establishment was to include Petty Officers and men who volunteered from the Ordinary to enter for five years service. The Warrant Officers on the Supernumerary list were to be employed in charge of the ships of the Ordinary as well as Petty Officers and Seamen from those on the books of the **Brune**. The Carpenters were assigned a ship, but the others could be moved from one ship to another or recalled to **Brune**.

The Captain of the guardship was to have the care of the ships in Ordinary under the sanction of the Superintendent. In the absence of the latter he had charge of the Dockyard.

The Commander of the **Brune** was to reside in one of the ships and to carry on the duties performed before by the Commander of the Ordinary. The Master was to reside on the guardship and to be employed in looking after the moorings of the ships in Ordinary, to assist in transporting any ship which was to be moved, and the piloting of ships in and out of the harbour. The Surgeon, Chaplain and Purser were to reside in the guardship, and the Assistant Surgeon on the Commanders ship.

The Carpenters Mates were to be qualified shipwrights and were to assist in making good the defects and repairs of the ships in Ordinary, and if required, to work in the Yard. Besides the Petty Officers and seamen allotted for the charge of the various ships in Ordinary, there would remain a number on the guardship, to be trained by the Lieutenants, etc.

The officers of the **Chatham Yacht** and other Yard craft were to be appointed to the **Brune**: the Supernumerary List contained 39 gunners and boatswains, 23 carpenters and two cooks.

Three-deckers in Ordinary were to have a gunner, boatswain, carpenter and men to a total of eight; two-deckers, one gunner and one boatswain, carpenter and men to a total of seven. Every ship building or in dock under repair was to have a carpenter.

¹ See Spiritual Welfare in chapter 16

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It was ordered in 1836 that the names of Masters in the Navy appointed to posts of Master Attendant or Assistant Master Attendant should stand on the effective list of Masters and they were not to receive their half-pay as long as they continued in these situations. At the expiration of their appointment they were to be again placed on half-pay of the class in which they stood in the official list of Masters of the Navy and were eligible for re-employment but without any claims to a superannuation allowance. An addition of 1s a day was to be made to the half-pay of those who had held the situation of Master and Assistant Master Attendant for five years.

The pay of the Master Attendant had fallen to £480 a year, and of his Assistant £300 a year. In 1861 the pay of the Master Attendant was raised to £600.

In 1808 the rank of Lieutenant had been conferred on Masters but they ranked after Lieutenants. After 1843, Masters were appointed by Commission instead of by Warrant. In 1864 the Master was designated Commander and the title of Master was finally abolished. The Navigation Branch of the Navy became a specialist branch of the Executive; the officer responsible for navigation in a ship being the Navigating Lieutenant.

In the Navy List of 1855 the Master Attendant was Charles Pope: from 1860 he was listed as Commander Charles Pope, Master Attendant and Queen's Harbourmaster. In 1864 it was ordered that the appointment of Master Attendants was to be made for five years only.

The Act for Regulation of Dockyard Ports came into operation on 1 January 1866. This Act defined the limits of the Dockyard Port for the purposes of the Act and prescribed regulations to be enforced by the Queen's Harbourmaster. By the original Act, Chatham and Sheerness were combined under one authority. In 1915, the Act was amended and the Dockyard Ports of Chatham and Sheerness were separated. Vessels under the authority of the King's Harbourmaster flew the Union Jack with a white border and in the centre of the flag the letters KHM surmounted by a crown.¹

In the Estimates of 1869/70 it was announced that the post of Master Attendant was to be abolished. In 1869, Staff-Captain Valentine Roberts, RN Assistant Master Attendant at Sheerness, was appointed Queen's Harbourmaster at the Ports of Chatham and Sheerness. By 1871 it was decided to restore the post of Master Attendant at Chatham and Staff-Captain Spain was appointed 1 August 1871 with a salary of £600 a year. In the Dockyard hierarchy he ranked immediately after the Captain Superintendent; he took over the Chaplain's house, the latter receiving a lodging allowance.

In 1873 the Headquarters of the Steam Reserve were transferred from Sheerness to Chatham; this Reserve was under the command of the Captain of the Steam Reserve. This officer became the Deputy of the Captain Superintendent. He ceased to be an official resident in the Yard after 1877 and his house was taken over by Staff-Captain Batt, newly appointed Master Attendant and Queen's Harbourmaster. This is the house at the south end of and detached from The Terrace (Admiralty Conservator). The official residence of the Master Attendant was taken over by Mr Bisley, Storekeeper.

From 1885 there was a change in the administration of the Yard. Two sections were formed: civil and naval. The former came under the control of the Civil Assistant, the latter under the Captain of the Steam Reserve, who with the Staff Captain, the Assistant Staff Captain and the Master Rigger, were responsible for ships in reserve, the movements of ships outside the Yard, moorings, etc.

The Steam Reserve was abolished in 1892 and the reserve ships divided into Fleet and Dockyard Reserves. The first to hold the office of Captain of the Dockyard Reserve was Lord Charles Beresford, 1893/6.

¹ See Internal Security of the Yard in chapter 15

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In 1904, as a result of the Fisher reforms the care of the Dockyard Reserve was handed over to the Dockyard authorities. The RN Barracks were opened in that year and the Basins were eventually cleared of Depot and Training Ships. The Captain of the Dockyard took over the duties of the Master Attendant. The first to hold the post of Captain of the Dockyard was F H Henderson, appointed 5 February 1904. His responsibilities included: Queen's Harbourmaster; tugs and yard craft attached to CD Department; ships under Dockyard control,* berthing and movement of ships; pilotage of ships; dredging, tidal observations; supervision of Sail and Colour Loft ¹ and Rigging House and Naval Assistant and Deputy to the Admiral Superintendent. In 1969 his title was changed to Captain of the Port.

An earlier Act for the regulation of the harbours of Portsmouth, Plymouth, Chatham and Sheerness had been passed in 1814 (54 Geo III 159) to control the building of private jetties and wharves, etc and the mooring of vessels in those harbours.

*In the case of conversion, modernisation or large repairs the ship would be normally paid off into Dockyard control. The Captain of the Dockyard acted as her commanding officer and had general responsibility for her safety. In the case of periodical refits the ship would remain in commission. The CD was responsible for the movement of the ship in and out of dock and the placing of it in the right position for pumping down the dock; the Constructive Department then assumed responsibility. (The docking intervals for ships in commission ranged from 12 months for battleships to a few months for coastal force craft; for ships in reserve the interval was a little longer.)

The Dockyard was not solely a repair establishment, but served as a naval base providing facilities for berthing, fuelling, storing and victualling ships of the active and reserve fleets.

The parking of motor cars, etc became an additional duty.

Master Rigger

To assist the Master Attendant in his duties in connection with the rigging and berthing of ships an appointment of Master Rigger was made in 1807. Although riggers were employed permanently in the Yard, during time of war hired men, contract riggers, had to be employed to rig the ships. There were many complaints about the rigging of ships in the Yard, especially by contract riggers. There was great difficulty in supervising their work afloat and in any case during war time sub-standard materials often had to be used. This problem led to the appointment of a Master Rigger in each Yard.

Before that, the work was carried out under the supervision of a foreman whose wage in 1739 was 2s a day and that of his workmen 1s 6d a day. By Navy Board Order of 22 December 1781, a Leading Man of Riggers was to be entered at 2s a day and the Foreman paid 2s 6d a day.

Master Riggers were recruited mainly from boatswains of the Navy and in later years had the rank of Lieutenant, RN. The first occupant of this post was John Cressy; the salary in 1808 was £250 a year, later reduced to £200 a year. The Foreman of Riggers received a salary of £130 a year and the pay of the Leading Men is given below:

	Summer/day	Winter/day	Extra/hour
Leading Man superintending Day work	4s 3s 3d	5d	
Leading Man superintending Task work	5s 4s 6d	6d	
Cabin Keeper	£70 per year		

¹ Sail and Colour Loft Transferred to the Constructive Division in 1959

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Resulting from trials in 1838 the introduction of wire for rigging began. The Riggers were trained in wire splicing and strop making by the contractors.

In 1864, the Master Rigger, Mr Degee, was in charge of the iron frigate **Achilles** on the occasion of her being allowed to get on a bank when being floated out of the building dock. He was relieved of his post and superannuated. It was decided to abolish the post of Master Rigger at Chatham; the Master Rigger was to be borne at Sheerness and a Foreman of Riggers was to be in charge at Chatham. The salary of the Foreman was raised from £150 to £190 a year. (The rates of pay after 1873 are given in the section on Dockyardmen.)

The office of Master Rigger at Chatham was restored by 1875, when the salary for the post was £220 a year; by 1888 it was £255 a year. In the 1920s the Master Rigger lived in the Boatswains section of Main Gate.

The afloat side of the work - pilotage and tugs - became the function of the Port Auxiliary Service which came into being in 1959 in place of the former Yard Craft Organisation, taking into its scope the manning and operation of vessels formerly the responsibility of Naval Stores, etc. The vessels operated by the Port Auxiliary Service included tugs to move the ships, tank cleaning vessels and those for the carrying of stores, water, fuel and lubricating oils (by 1881 sailing yard craft had been replaced by steam vessels). This organisation was replaced by the Royal Maritime Auxiliary Service, civilian manned. Their vessels at Chatham were painted with black hulls and buff upper works.

The ashore side was the responsibility of the Master Rigger. The Riggers, in addition to the movement of ships in locks and docks, worked in the Rigging House and produced ships rigging, guard wires, towing hawsers, replenishment gear, etc. Riggers in the Mooring Department at St Mary's Wharf laid and serviced the Admiralty moorings in the river and any navigational buoys not taken over by the Medway Conservancy Board.

On 1 January 1968, Mr G H Dangerfield was appointed the first Civilian Master Rigger; before that appointment he was acting Foreman of Riggers. By tradition the Master Rigger has always worn civilian clothes.

Superintending Masters

Their duty was to assist in navigating ships from Chatham to their stations. A tombstone dated 1807 in Gillingham Churchyard bears the inscription:

William Tatlock, 27 years Master in the Royal Navy and late one of the Superintending Masters of Chatham Dockyard. He lived bravely and nobly died

In the Instructions of 1808 it was ordered that they were to give bonds guaranteeing their integrity for £500 instead of three times the amount of the salary as required by their instructions. ¹

Pilots ²

John Vale performed pilotage duties for many years. In 1599 he was the Boatswain of the **Elizabeth Jonas** and for acting as pilot received £6. In Phineas Pett's autobiography he is called Boatswain Vale. In 1602, he received £5 for his attendance in the ketch **Minikin** for sounding a navigation channel. The Commission of 1618 proposed to pension him off as aged and blind.

¹ See section on Finance chapter 10

² See Dockyardmen in chapter 3

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In the Accounts of 1628, the Pilot for the Black Deeps (the main channel into the River Thames) received £20.

Outside the church of St Margaret, Rochester, is a memorial with the inscription:

Here lies the body of John Bullard, 20 years a pilot and late Master of his Majesty's Yacht, the Chatham who departed this life January 9th 1795, aged 65 years

Under the inscription is another referring to John Bullard, Principal Clerk in HM Victualling Office at Chatham who died 29th October 1833, aged 67 years.

A stone in Gillingham Churchyard bears an inscription to the memory of Mr Simon Bagge, late Master of his Majesty's Yacht, the **Chatham**, who died in 1827, at the age of 60.

In 1809 Timothy Walker was appointed a Harbour Pilot at Chatham with an allowance of 6s a day and his provisions. He was employed only on HM Ships and was responsible for navigation from the Nore to Rochester Bridge.

In 1810 there were to be three pilots at Chatham: the Master of the Long Boat, the Master of Lighter No 1, and it was proposed that William Bardo be appointed Resident Pilot. In his book, Moat Defence D P Capper related that in the Mutiny at the Nore 1797:

Captain Cunningham (Resident Commissioner of Chatham 1823/29) Clyde took on board to pilot his ship in the darkness, the mate of the Commissioner's Yacht, a man named Bardo, who knew his water as few others did. After the Clyde escaped, Cunningham arranged to smuggle Bardo on the San Fiorenzo to allow her to escape.

"Chatham News" of 20 December 1873 reported that Mr Shepherd had been appointed Pilot at Chatham and to the command of the **Monkey**, succeeding Mr Blackey, who had been promoted to the command of the **Arrow**, attached to the RN College at Greenwich for the instruction of officers.

The Master or Mate of a Yard craft could qualify as a pilot in the port, subject to his satisfying examining officers as to his special abilities and knowledge of all the prescribed channels within the locality he is to act. He was allowed a gratuity on qualification. The senior Pilot at Chatham was granted an allowance of 1s 6d a day in 1914.

The career structure for an Admiralty Pilot is illustrated by an article in Periscope May 1982 about Mr Henry George Millen who retired in March 1982 after 45 years service. Both his father and grandfather had been Admiralty pilots.

Mr Millen entered Chatham Yard as a Hired Boy in the Rigging House in October 1936. Two years later he joined the Captain of the Dockyards Yard Craft as a Cabin Boy on the tug West Hyde and became in succession Ordinary Seaman and Able Seaman. In 1942 he became a Mate, progressing to Master in 1945, and later in the same year qualified as a Pilot.

In 1958 the various Yard Craft Sections were combined into the Port Auxiliary Service (PAS) and he was given temporary promotion as PAS Administrative Officer to assist the changeover.

He was accepted for training as Compass Adjuster in 1964 and took over all swinging commitments at Chatham.

Mr Millen piloted the first nuclear submarine, **Valiant**, to enter the Naval Base. In 1980 he was appointed Shipping Master at Chatham two years before his retirement.

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

The Boatswain

The Boatswain of the Yard was in the 19th century (and later) on the staff of the Master Shipwright. For much of this time he was an officer of the Royal Navy, and for this reason he has been included with the other naval officers performing civilian duties.

There are records of the employment of the Boatswain of the Yard since 1589. From 1589 to 1603, John Homely occupied the post at the wage of £1 a month; in 1581, Homely brought the galley **Elenor** round from Portsmouth to the first dock at the old Chatham Yard. He was followed by Michael Gargrave who received the same rate of pay. John Harrison took over in 1618 and received a higher rate of pay, £25 a year; in 1625 he received an additional £5 for pains and services at Chatham. The next Boatswain, Christopher Elmington, received the same rate, £25 per year, and in the Accounts for 1630 appears an addition of £5 for sundry nights and tides about the docking, graving and launching of HM Ships, also for shutting the gate of dock, for one year. An Order dated 7 February 1645 stated:

*Thos Cooke, late of **Garland** to be entered as Boatswain at Chatham vice Chris Elminston who is to take his place on the **Garland**.*

The duties of the Boatswain were defined in 1629:

1. *To take charge of the cranes and all things belonging thereto and all carts or drags, slings, handspikes or other instruments in hauling, lifting or carrying provisions to and fro.*
2. *To take care of the speedy and orderly lading and unlading of all vessels with provisions and to help the Storekeeper in receiving, issuing, housing or removing the same.*
3. *To govern the labourers and direct them in their works, to call them at the due seasons thereto and to give notice to the officers of their diligence and neglect.*
4. *To look to the plugs, wharves and dock gates, that they be kept safe and all things in the Yard placed in good order.*
5. *To look to the boats, pinnaces and skiffs and masts in the mast docks and to take care that they be so laid that the boats be not underladed or bilged by the masts, to bring them in and carry them out so often there is occasion and generally to attend to the Storekeeper's directions for whose assistance he is chiefly ordained.*

It was ordered in 1657:

The room now used by the painter for his shop and chamber with a little room adjoining be fitted at a cost of £43 for the residence of the Boatswain at Chatham.

In the 1698 Map of the Yard, the Boatswain's house is shown on the eastern range of buildings. When Main Gate was built about 1720 the Boatswain was accommodated on the east side of the Gate.

In the Accounts of 1686, Rice Herbert received £60 for the wages of this post. He was followed by Henry Morgan, who in 1695, was appointed Master Attendant at Sheerness. In that year the salary for the post was raised to £80 a year.

On the accession of George II, the warrant of Richard Reynolds was renewed and in 1761, John Sargent's warrant was renewed on the accession of George III. The pay scale

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

was revised in 1695; it was raised from £60 to £80 per year, and remained at that figure for the remainder of the century. In Mr Williamson's Memoirs, 1717, appears:

The Boatswain would be given treats and rewards in money.

One disgruntled shipwright estimated that it would cost an uninitiated merchant £40 to buy off the officers and clerks of the Yard, beginning with the Boatswain of the Yard who had to be courted to unload his vessel, otherwise, he said she shall lie until she sinks.

In 1808 the salary of the post was fixed at £250 a year, reduced in 1848 to £200 a year. The post of Boatswain until 1961 had always been held by a Warrant, or in more recent years, a Commissioned Officer of the Navy. After the reorganisation of the Yard, a civilian, Mr Beare, was appointed in 1961 as Boatswain of the Yard.

At the Dockyard Enquiry of 1858, Robert Beeman, Boatswain of the Yard, stated that his age was 48, and that his salary was £200 and a house. There were 270 labourers in the yard: 21 single-stationed men and 10 leading men. The labourers received 13s per week. The best labourers were taken away for sawyers, the engineering department and for hammermen. The salary of the Boatswain was raised to £220 in 1866.

Apart from the Boatswain of the Yard, there was an additional post for the Boatswain of the **Chatham Hulk**. This hulk was used in the refitting of ships and appears in many prints and drawings of the Medway. It was a hulk fitted with sheers, etc, used for stepping and unstepping the masts of other vessels. In 1674, Isaac Bradley, Boatswain of the **York**, was appointed Boatswain of the **Chatham Hulk**. In 1736, William Landell was transferred from the Chatham to the **Sheerness Hulk**. In 1809 the post was held by George Johnson.

In 1885 an additional Boatswain was appointed for service at the New Basins. The Chief Boatswain was attached to the Staff-Captain's Department; the other, the Boatswain of the Yard, as formerly, to the Chief Constructor's Department. The former post was abolished in 1889.

The "Chatham News" of 20 December 1886 reported under the heading:

Dockyard Boatswain:

Warrant Officers in the future to be appointed for a period of five years, renewable for a further term of three years if the officer be within the regulation age for compulsory retirement and reported fit for service.

In 1888, Mr Kelly, Chief Boatswain, applied for an extension of service so as to get eight years service on shore for maximum pension.

Laying up a ship

When a ship arrived the Captain informed the Commissioner of the Yard and sent him a copy of her pay books and muster books; the originals were sent to the Navy Board. The Master Attendant sent a pilot to arrange for her mooring and the Commissioner informed Admiralty of her arrival with the state she appeared to be in for service. The Navy Board told the Commissioner if she was to be dismantled, kept serviceable, docked, etc. He in turn informed the Captain of the ship and her precedence for paying off. Before they did so the Master Shipwright, the Master Attendant and the Clerk of the Survey, went aboard and mustered the Bosun's and Carpenter's Stores, deciding what was to be retained or returned. All three signed a clearance note which was forwarded to the Navy Board declaring her in a proper state for laying up.

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Commissioning a ship

When a ship was commissioned the Navy Board informed the Commissioner of the Yard and sent orders to the Agent Victualler for provisions such as peas, flour, salt pork, cheese, beer, etc. Royal Proclamations were then posted up for volunteers and the press gang got busy. The Master Attendant requisitioned men from the Ordinary to assist and riggers, shipwrights and caulkers went aboard. If the ship was mastless she was taken alongside the sheer hulk to have them lowered in, the masts and yards coming from the Mast House unless some portion had been stowed on board. Topmasts, yards and bowsprits were set up and the bowsprit gammoned, the yards blackened and standing rigging set up; the running rigging was rove. Boatswains and Carpenters with their crews drew stores, the Boatswain drew the ship's cable, the anchors coming from Gun Wharf in a lighter. The cables were then stowed and the anchors bent to them. The Sailmaker and his mates went to the Sail Loft to assist in fitting, then brought the sails on board for bending on. A certain amount of ballast was hove in and the orlop whitewashed.

The Gun Wharf placed her guns, carriages and shot in a lighter or hoy and Upnor magazine supplied the barrels of powder in a lighter, ready for picking up in deep water.

The officers appointed to her found the Commissioner waiting for them on arrival at Chatham. The Commissioner administered the Oath for which they gave him a fee for stamps, etc, which was forwarded to Admiralty: (Captain, £1 1s 6d; Lieutenants, 10s 9d; Chaplain, 10s.) The Master received his warrant from Admiralty. The officers produced their commissions to the Clerk of the Checque who then entered their names on the ship's muster book. The ship was in commission once the Captain had read it on board, no matter what state she was in.

Royal Marines were some of the first to go aboard, usually embarking from Gun Wharf. Provisions arrived in lighters and coal was provided for the cookhouses, volunteers and pressed men arrived in batches while Dockyard workers carried on their work. Fifty men took thirteen days to rig a First-rate in summer, working 6 am to 6 pm; in winter 16 1/2 days - there are instances of ten days.

The Clerk of the Survey supplied the ship with an inventory showing all stores to the Boatswain, Carpenter and Sailmaker with her sail plan, dimensions of masts, yards, riggings and blocks. Sails had a stipulated time if they had been in previous use. The Master Attendant received a signed certificate from the Captain when she was fully rigged. The Master took her clear of the Yard when more ballast was taken in, the main yards topped and ordnance stores taken aboard.

Log Book of HMS Thunderer

In 1801, **Thunderer**, 3rd-rate, came home from the West Indies and was to be docked. The entries in her Log Book illustrate the procedure.

9 June	At Blackstakes (Sheerness)
10 June	Unbent mainsail and secured (cocked) main yard for getting out the guns
11 June	Getting out gunners' stores and sent 292 men, petty, able and ordinary, onboard Irresistible , 3rd-rate 74
12 June	Sent remainder of ship's company on board Theseus , 3rd-rate 74, except officers and men employed getting out shot and gunners' stores.
13 June	Received 32 duty harbour men from Theseus
15/16 June	Getting up empty casks from hold and cleaning ship
17 June	Received men from Harpy , brig sloop 18 and set sail

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

18 June	At Gillingham, unbent courses and topsails, down topgallant yards and got topgallant masts on deck, returned men to Harpy, employed unreaving rigging and getting Boatswain's stores and cables into lighter
19 June	Set job and staysails and got anchors into lighter
20 June	Got sheet cable and running rigging into lighter and cleaning up spirit room and after hold
21 June	Returned Boatswain's and Carpenters' Stores and clearing hold
22.24 June	Similarly employed
25 June	Getting ballast away and unrigging lower masts
26 June	Riggers came aboard and transported ship to alongside Sheer Hulk, got out lower masts and bowsprit
27 June	Cleaning ship
28 June	Returned officers' stores and getting out iron ballast
29 June	In dock

Extracts from Registers in Master Attendant's Department

The following extracts from old correspondence registers throw light on some of the work carried out in the Master Attendant's Department during the periods 1807/1811 and 1834/1839

30/10/1807	Ref to Rigging House and Sail Loft
12/1807	Port Moorings
5/02/1808	Sunday work for Riggers
23/02/1808	Floods at Northmarsh, Gillingham, and breach in wall
5/05/1808	New Beacon at Oakhamness, Gillingham, Claim by a Mr Peak for £1 per quarter compensation
24/05/1808	Senior Master Attendant's pew in new Chapel in position not in accord with his position
29/06/1808	Moorings in Gillingham Reach for 7 in No Prison Ships and one Powder Ship
25/08/1808	Inflexible - completion date. Soldiers employed to hasten.
9/09/1808	Swallow Longboat to Deptford for mooring blocks for Prison Ships
29/09/1808	Greenwich-out Pensioners - paid in error - Riggers
7/10/1808	The Cook of HMS Utrecht supplied crew of HMS Adamant with gin - three empty and one full bottle under the bed
30/11/1808	Report of Survey - moorings at Northfleet
3/03/1809	HMS Sceptre Larboard Quarter foul of HMS Courageous Catt head - Call for 30 or 40 to assist to disengage vessels refused by Officer on HMS Dictator Report
3/1809	Mud on Anchor Wharf prevents ships unloading stores
29/03/1809	Prison Ships Moorings - propose chain mooring. Hemp too dear
21/07/1809	Master Rigger and Master Sailmaker (Stationery)
30/08/1809	Moorings Chatham Reach - recovery of anchor laid in 1700
12/10/1809	Beef supplied to HMS Maidstone - stinking and unfit for men to eat
6/02/1810	Delay in docking HMS Theseus - Lieut piped crew to dinner

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

- 25/04/1810 Cleansing of Dirty Ballast of HM Ships
2/06/1810 Greenwich Pensioners returned by Long Boat as incapable of performing their duties - replacements
1810 Pensioner absent - embezzling beer and belongings of Boatswain
7/08/1810 Annual Demand Stationery - Pens 700 - Penknives 3 (Quill pens?)
9/08/1810 Ships in Commission leaving the receiving ships they have occupied in a filthy, dirty state
26/01/1811 66 gallons of beer drawn found unfit to drink
25/05/1834 Work people who own Beer Houses given one week to give them up or be instantly dismissed
2/07/1834 Admiralty Order Ships brought forward for Sea - Wives and families of Warrant officers are not to reside on board.
22/07/1834 Reduction in Establishment of Dockyard from 1150 to 1000. 25 Riggers, 20 Sailmakers
20/12/1834 Admiralty Order Dockyard Officers not to endeavour to influence workmen when voting - men to record their vote and return to work out lost time
23/03/1835 Employment of Labourers - Convicts to be included
5/09/1835 Admiralty Order Plan for making cordage as made in Portsmouth to be adopted at Chatham
14/11/1835 Preservation of Ropes - should be coiled in a keg filled with neatsfoot oil
6/01/1836 Cordage for guns. HMS **Hawke** and **Blenheim** of 74 guns
10/02/1836 Drawing from Foreign Office - a new Egyptian Pilot flag
21/03/1837 Commence 51/2 day week from 5 days
13/02/1838 Rates of Pay - Labourers

1st Class	2s 9d a day including convicts
2nd Class	2s 3d a day
3rd Class	2s 0d a day

12/03/1839 Temporary rudder to be supplied to each of HM Ships in case of necessity. Drawing attached
19/06/1839 Fire precautions - sweeping of sawdust and oakum, etc not to be loaded into carts. Bos'n of Yard to have sweepings thrown into sea
24/06/1839 Embezzlement of Stores - a cache of copper and mixed articles weight approx 12 cwt seized as public property

Duties of Master Attendant 1786

A Report on the Royal Dockyards in 1786 stated that the number of ships at Chatham required two Master Attendants whose duties were:

To attend the survey of all boatswain's stores delivered into this Yard; to certify their fitness and proper quality by signing bills for the same jointly with the Clerk of the Survey; to inspect the works carried on in the sail loft and rigging houses; and when the sails and rigging are made and fitted, to see them properly stowed away in berths in the storehouse, and ,to visit the same

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Duties of Master Attendant 1786 continued

occasionally, to see that they are kept in good condition, and that the sails are aired at proper seasons; jointly with the Clerk of the Survey to give directions for making out rigging and block warrants, and abstracts for canvas for sails, for the guidance of the storekeeper in making out timely demands of such articles as are necessary for carrying on the service; to examine the storekeeper's issues and returns on the several heads relative to his department; on the arrival of ships from sea to examine their ground tackle, rigging, sails, and all other boatswain's stores, and to distinguish the state of such articles before they are delivered into the charge of the storekeeper;¹ to examine and report on the boatswain's expense books; to attend every morning the call of the boatswains of the several ships in harbour; to muster the ordinary, and divide them into proper gangs for carrying on the different duties required on board the ships in harbour and on shore; to approve of and enter all seamen requisite for carrying on the said service, and to discharge them where necessary; to attend the launching, docking, undocking and graving of all ships of war at this Yard, and to direct and see laid out proper anchors, chains, cables, bridles, etc, for the security of the same, and to attend that they be kept in good repair; to visit occasionally the ships in ordinary, and see that they are properly secured at their respective moorings, and kept clean, aired, and that the officers attend their duty; to direct the mooring and unmooring, transporting, masting and un-masting, ballasting and unballasting the ships of war; to attend the launching of your Majesty's ships built in merchant yards in his district, and to navigate them where directed; to attend the sailing of all ships of war from this yard, and to provide them with proper pilots; to superintend the loading of all store ships at this yard for foreign service; to give the necessary directions to the masters of transports, and to all the sailing craft at or belonging to this yard; to attend the surveying, valuing and approving of all ships tendered to the Navy Board for purchase or for hire, as transports or store ships, and report his opinion thereof.

The 1786 Report went on to say that they each have a salary of £200 per year, are allowed two servants each and an allowance of 10s per day when employed on duty distant from the Yard. They each have an unfurnished house in the Yard and have a moiety of the premium given by their clerk on appointment ² they likewise occasionally receive a few dozen of liquor in presents from contractors and others.

They are officially governors of the Chatham Chest and receive an allowance each of 11s 8d for every day they attend that duty.

1 The examination of all sails, rigging and other boatswain's stores on a ship coming in from sea was carried out after 1795 by Surveying Masters who were not under the Master Attendant but the Commissioner

2 Premiums were stopped in 181

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Master Attendants

Pre 1584	Steven Borough	
1583/1620	John Austin, Hugh Meritt, Thomas Thompson	
1610/25	John King	
1620/29	George Wilson	
1626/49	William Cooke	
1629/43	Thomas Austin	
1634/43	Peter White	
1643/59	Thomas Rabinett, Henry Hubbert	
1645/60	Thomas Arkinstall	(Assistant M A)
1648	Thomas Scott	
1657/62	Capt Wm Badily	then appointed M A Deptford
1659/60	William Hill	
1660/66	Capt John Cox -	then appointed M A Deptford
1660/73	Capt John Brooke	then appointed M A Woolwich
1666/73	Capt Wm Rand	
1673/77	Philip Lately	
1673/78	John Kirk	
1678	Robert Small	Assistant M A
1678	John Attewell	Assistant M A
1679/89	Richard Vittells	
1679/88	Simon Dunning	in office in 1688
1689/90	Captain Benbow	then appointed M A Deptford
1690/94	Thomas Jennings	then appointed M A Deptford
1690/1704	Sampson Bourne	ex-Master Attendant, Sheerness
1694/1716	Barak Pitts	
1701	Bernard Diffo	then appointed M A Woolwich
1704/19	John Coalk	
1716/28	Robert Frost	
1719/40	James Young	
1728/33	Francis Davis	ex-M A Sheerness
1733/52	Robert Aggar	
1740/48	Peircy Brett	
1748/55	Edward Collingwood	then appointed M A Deptford
1752/55	John Broom	ex-M A Sheerness
1755/69	Michael Goden	ex-MA Sheerness
1755/76	John Towers	
1769/70	Thomas Cosway	then MA Deptford
1770/83	William Hammond	Superannuated
1776/85	Magnus Falconer	
1783/99	William Nicholson	1st M A
1785/86	John Westcott	2nd M A
1786/1809	John Madgshon	2nd M A
1799/1809	Samuel Hemmans	2nd M A
1809/16	Samuel Hemmans	1st M A
1809/16	Charles Duncan	2nd M A

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Master Attendants continued

1816/26	Charles Duncan	1st M A
1816/26	William Payne	2nd M A
1826/36	William Payne	1827 appointed KHM. After this date the M A held this office
1836	Alex Louthean Charles Brown,	Assistant M A
1837	William Purdo - James Henderson,	Assistant M A
1845	F M R Sadler	
1846	Alex Karley - Saml Northcote	Assistant M A
1849	J F Thomas	
1849	Thomas Lane	
1853	Charles Pope	(1860 Cdr Chas Pope)
1864	Staff Capt Richard Stokes	
1871	Staff Capt S Spain	
1872	Staff Capt Jabez Loane	
1876	Staff Capt Robert Batt	
1882	Staff Capt Henry Ley	
1886	Staff Capt John Palmer	
1889	Staff Capt John Chapple	
1891	Staff Capt James Cole	
1893	Staff Capt William H James	
1897	Staff Capt A R Wonham	
1897/1904	Staff Capt A G Douglas	

Captains of the Steam Reserve

1863/65	W King Hall -	to Captain Superintendent Sheerness
1865/66	G G Randolph	
1866	G W Reed	
1866/70	Hon A A Cochrane, CB	to Captain Superintendent Sheerness
1870/71	W G Luard, CB	to Captain Superintendent Sheerness
1872/74	C Murray Aynsley	
1875/77	J Clark Soady	
1878	F W Richards	
1878/82	W Hunt Grubbe, CB ADC	
1882/85	Lord W T Kerr	
1885/86	A Buller, CB, ADC,	Retired on reaching rank of Rear-Admiral
1887/88	Lord C Scott, CB, ADC	
1888/90	H F Stephenson, CB, ADC	
1890/93	H G Andoe, CB, ADC,	Admiral Superintendent Chatham 1895/98

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Captains of Dockyard Reserve

1893/95	Lord C Beresford, CB ¹
1896/97	A B Jenkins
1897/1900	G L Atkinson, ADC
1900/01	J Durnford, CB, DSO - then to Admiralty
1901/02	W H B Graham, ADC
1902/04	E H Bayley, CB

Captains of the Dockyard and King's Harbour Master

1904	F H Henderson, CMG (borne in Algiers)
1905	F G Kirby
1905	T Y Greet
1907	W F de Salis, MVO
1909	A D Ricardo
1911	H Grant-Dalton
1913	H Jones
1913	E H Grafton
1916	M L'E Silver
1919	C S Wills, CMG, DSO
1922	R Horne
1923	E W Leir, DSO
1924	A F S Carpenter, VC ²
1926	R C Hamilton
1928	A Kemmis Betty, DSO, ADC
1929	Niel O'Neill, ADC
1931	A T Tillard, DSO, ADC
1932	A R Smithwick, DSO
1935	C G Stuart, DSO, DSC
1937	E K Boddam-Whetham, DSO, ADC
1939	C S Sandford, OBE, ADC
1941	L F N Ommanney
1943	A E Tate, DSC
1943	J B May
1946	C I Horton
1947	R F Nichols
1949	D Jones, DSO, DSC
1951	R C Boyle, DSC
1958	C C Suther (borne in Pembroke)
1961	P G C Dickens, DSO, MBE, DSC (borne in Pembroke)

1 Commissioned 1st August 1891, Algiers (Late Anson) Captain the Lord Charles Beresford CB (and for service with Captain i/c Medway Dockyard Reserve) Commissioned at Chatham Pembroke (late Duncan) (and for the command of the fleet Reserve at Chatham

2 Commanded HMS Vindictive in the attack on Zeebrugge 1918 See Development chapter 1

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Officers of the Ordinary at Chatham 1816/1836

March 1816	Captain Ed Dix	Superintendent of the Ordinary
	Wm Knight -	Lieutenant of the Ordinary
	Wm Hutchinson	Boatswain
	Geo Jackson	Purser
	Ralph Eden	Surgeon
March 1819	D M Level	Commander of the Ordinary vice Dix
	Wm Cockcroft	Lieutenant of the Ordinary
	Thos Gray	Boatswain
	J T Lanyer	Purser
1828	Cdr William Gregory	
1831	Cdr Thomas Gallwey	
1834	Cdr Robert Scallon	
1834	Lieutenant Henry Church	
1834	Lieutenant Amos Plymsel	
1835	Surgeon: William Clarke	
1835	Purser: Mark Marsden.	

Ships on whose books Superintendents of Chatham Yard were borne

Poictiers	72	Depot ship of the Ordinary, 1848
Cumberland	70	Guardship of the Ordinary, Chatham, 1850
Boscawen	70	Guardship of the Ordinary, Chatham, 1851
Wellesley	72	Guardship of the Ordinary, Chatham, 1856
Pembroke	74	Base ship, Chatham, 1873, renamed Forte 1890

Boatswains of the Yard

1589	John Homely	
1603	Michael Gargrave	
1618	John Harrison	
1628	Christopher Elminston	
1645	Thomas Cooke	
1649	Thomas Colpott	
	Henry Harman	(in office, pre-1666 to 1668)
1668	John Attwell	
1678	Rice Herbert	
1689	Valentine Cockline	
1693	Henry Morgan	- to M A Sheerness
1695	Ambrose Warham	
1695	John Williams -	ex-Boatswain of Victory
1715	Philip Austin	
1720	Richard Reynolds	
1742	John Sergeant	

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Boatswains of the Yard continued

1771	John Frazier	
1786	Thomas Mann	
1800	Samuel Follett	
1811	William Willmott	- (in office 1840)
1845	William Hall	
1855	Robert Beeman - ¹	Pensioned at £150 a year in 1870
1870	- Newby	- Pensioned at £72 a year
1870	John Kellaway, VC ²	
1877	William H Cruys	
1880	William Hartland	
1883	Robert E Kelly, RN	Superannuated at £150 a year with rank of Lieutenant
1888	John Mahoney, RN	(ex-Boatswain of Monarch). Retired on pension of £150 per year
1892	Elias Lake	Retired with hon rank of Lieutenant
1899	H T Atkins	
1961	Mr Beare	first civilian to hold this post

Master Riggers

1807	John Cressy	(Foreman - Buckleden; Cabin Keeper - Graham)
1811	Melchisadek Jones	
1819	Michael Austin	Retired with rank of Lieutenant and pension of £135 pa
1847	John Flinn	
1855	- James	

In 1861 the post of Master Rigger was abolished and the work carried out by Foreman and Boatswain. The post was reinstated in 1862.

1862	- Degee	Superannuated with a pension of £100; £60 for sea service and £40 for Dockyard service
1865	- Hatch	Suspended for being drunk
	John Kellaway	Appointed Boatswain of the Yard
1870	- Jenkins	
1874	William H Cruys	Appointed Boatswain of the Yard
1877	William Hartland	Appointed Boatswain of the Yard

¹ Robert Beeman was in office as Boatswain in the years 1855 and 1858. In the census return of 1861, however he is shown as Master Rigger at 8 Park Terrace Marlborough Road Gillingham

² John Kellaway was the first naval VC to become prisoner of war. In 1865 he was a member of a raiding party at Marienpool. During their escape Kellaway went back to help a comrade who had fallen and was captured by the Russians. He and others were later released during an exchange of prisoners. After Retirement he lived in Luton Road Chatham, he died in 1880. A road in Chatham is named after him.

DEPARTMENT OF THE CAPTAIN OF THE DOCKYARD

Master Riggers continued

1880	Robert C Kelly	Appointed Chief Boatswain of the Yard
1883	James Woodley,	RN
1885	George Moore,	RN Retired in 1889 with hon rank of Lieutenant
1889	Michael T Taynor,	RN Retired with pension of £135 pa and hon rank of Lieutenant
1892	James Horrigan,	RN Retired with pension of £132 10s and hon rank of Lieutenant
1896	S J Goodfellow	
1899	Lieut J Vosper	
1903	Henry Penfold	

The last Naval Officer to hold the post of Master Rigger was Lieut B Porter.

1.1.1968 Mr G H Dangerfield First civilian to hold the post of Master Rigger at Chatham Yard

CHAPTER 10

FINANCE DEPARTMENT

Clerk of the Checque

In Elizabeth's reign this officer was described as the Keeper of the Prick and Check of Mariners' and Artificers' wages and of the Book of Reports of all manner of provisions delivered to Her Majesty.

The Clerk of the Prick and Check at Gillingham from 1572 to 1581 was John Brown at a salary of 40 marks, (£26 13s 4d). He was assisted by Christopher Andrews, Clerk of the Reports, paid 8d a day and later by Austin Moreland, Clerk in charge of the Paybook. It is probable that these clerks were not employed full-time at Chatham, for in 1580, Christopher Andrews was sent with £100 for the relief of ships serving upon the coast of Ireland and was drowned.

Brown was followed by Peter Buck who held the office from 1582 to 1596; his pay was raised to £40 in 1590. Eastgate House, Rochester, built 1590/1 was Buck's residence and he probably travelled to the Yard each day by boat.

Rumour had it that Buck, like many of his colleagues, was dishonest and one charge made against him in 1597 was:

There is a private game in the ordinary sailors for whatsoever he be that wants entertainment he presently repairs to Mr Buck. He enters his name in the book and sends him aboard any ship which he thinks good. The fellow received his wages every quarter, he has for his year's service, £6. He gives his master £4 and 40s he keeps for himself; so by every servant they keep they gain £4 a year. Peradventure some one man has 20 servants. This is an abuse . . .

After leaving Chatham, Buck held the office of Clerk of the Ships until his death in 1625.¹

John Legatt (Legate) followed Buck and in the Declared Accounts of 1600 appears the item:

John Legatt, Clerk of the Prick and Check Books, for his riding charges from Chatham to London with Quarter Books and attending the Principal Officers, 13s 4d.

The Clerk of the Prick and Check must have been an officer of importance at this period. Phineas Pett tells us in his autobiography that in 1611 Prince Henry landed at the Old Dock at Chatham and walked on foot to Mr Legatt's house, where supper was prepared for him and his train, to his great content. The Earl of Arundel was lodged at a boatswain's house next to Mr Legatt's, the Earl of Shrewsbury and the Earl of Mar were lodged at Pett's house, and the other members of the train in other convenient places. Pett lived at the Manor House, the site of which is now occupied by British Home Stores. Legatt lived at Rome House, the site of which lies between Railway Street and Clover Street, Chatham. In 1612 a party of the Prince's servants were entertained at Legatt's house, and in the following year he twice entertained and provided lodgings for the Lord Admiral, the Earl of Nottingham.

¹ See Administration of the Navy chapter 23

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Legatt died in 1615 and his widow continued to live in Rome House until her death in 1648.

In 1604, Nottingham, the Lord High Admiral, ordered grants to be drawn up for the reversion of the Clerkship of the Navy for life to John Legatt, after Peter Buck, senior, and the Clerk of the Checque's post at Chatham to Peter Buck junior, after John Legatt. Legatt died before Peter Buck senior.

In the Declared Accounts of 1618 appears:

Peter Buck, Keeper of the Prick and Check Books of Mariners' and Artificers' wages as well as book of reports of all manner of provisions delivered, for 23/4 years ending last December, 1618, £110.

In the following year, the salary appears to be £50, but confusion as to the actual money he was paid is caused by the inclusion of reward for attendance at New Dock, £23 6s 8d.

In 1623 and 1625, the reward for pains and services at Chatham¹ amounted to £43 6s 8d. In 1628, Peter Buck received an addition of £6 13s 4d for:

. . . paper, quills, ink and travelling charges coming quarterly with the books from Chatham to London, to deliver them to the Treasurer and other Officers.

His emoluments of that year were £100. The Report of the Commission of 1618 credited a shipwright's pay to the Clerk of the Checque at Chatham, i.e. dead pay.

An additional duty of the Clerk of the Checque, assisting in the manning of ships, was given in the Acts of the Privy Council of 1620:

Impress of Seamen for expedition against pirates.

Instructions to be observed by His Majesty's Commissioners for presting mariners . . . to deliver to everyone whom you prest their prest and conduct money at His Majesty's reasonable rates, together with a tickett or noate in writing contayning the name and description of the partie, the place whence he was prested, the money paid unto him, with commandment in His Majesty's name, to appear on such a day before the Clerk of the Checque at Chatham, to be appointed by him in what ship he shall serve . . .

Duties of the Clerk of the Checque

In 1628, the duties of the Clerk of the Checque were laid down:

- 1 To keep perfect books both of the entries and discharge of all manner of persons to whom any wages shall be due for service done in His Majesty's Navy.*
- 2 To enter no disorderly or suspicious person, especially into the ships or watch, nor any men at all, upon the ordinary or extraordinary books, without special warrant under one of the four Principal Officers' hands at least, nor make out tickets¹ of*

1 A ticket was a certificate specifying a man's service which when countersigned by the Navy Board was the warrant for drawing his pay. The payment would be made at the Port or the Pay Office in London.

If the ticket holder wanted ready money agents were prepared to buy the tickets at an appreciable discount, say 25%

On the return of a ship from commission to pay-off the Clerk of the Checque mustered the ship's company. Pay books and tickets signed by the ship's officers were sent to the Navy Board Pay Office, countersigned, and returned to the Clerk of the Checque for issue to the ship ready for payment

FINANCE DEPARTMENT

discharge for any men but upon like warrant and whosoever may be entered into the ships or works shall depart without leave of an officer shall be reputed a Runaway and have no wages for the time.

3. *To see all the officers of the ships and shipkeepers do well attend and eat their victuals on board and that none of them be suffered to diet or lodge on shore without leave.*
4. *To this purpose to take a general muster both of boys and men once every month at least, of all that guard the ships, forts, yards and storehouses, and inform the Principal Officers of the due attendance of every man upon his charge.*
5. *To prevent the abuse of loyterers and idle workmen, to cause the bell to be tolled at set times according to the season of the year, both morning and afternoon to warn the men for their work, at which times he is to take notice of their coming into work as well as at the usual times of call when they leave working and to keep true check books of all men's attendance and absence that wages and victuals be defaulted accordingly.*
6. *To suffer no man's wage, for whom there is not former precedent, to be rated but in the presence of an officer and all that are not so rated, shall be left blank for the officers to rate when they appear unto them.*
7. *To have a care that joiners who of all artificers are most chargeable to the King, waste not their time and His Majesty's materials upon private men's uses and to that end the Principal Officers may be judge hereof, to leave their wages unrated, till the particular expenses be examined by them.*
8. *To employ no other labourers or artificers without warrant from the officers, for his own private use nor to permit any other to employ them but for His Majesty's service only.*
9. *To bring all warrants of entry and discharge with him to every pay, to the end it may appear unto the officers that there is no man present to receive pay, but according to their own warrants given in writing.*
10. *When ships are preparing for sea and warrant given under two officers' hands at least for a competent number to rig and fill them, to muster the companies during the times of petty warrant¹ every two or three days at the farthest, in the presence of*

1 When a ship was in port petty warrants were issued by the Clerk of the Checque to the Purser and were the authority by which the Victualler supplied petty victuals to the ship. Petty warrants were renewed every few days adjusted for the total number of men on board. The actual victuals were the same as those supplied to the shipkeepers in Ordinary whose warrant was usually issued once a month when, apart from bread and beef, the victuals would be drawn monthly.

At the major ports the duty of mustering the ship's company in order to check that the names and numbers borne on the ship's books corresponded with those present was carried out by the Clerk of the Checque. This duty was otherwise performed by Muster Masters.

When ready for sea the ship would be victualled for sea service and the Clerk of the Checque would take a final muster.

On 1 April 1708, it was ordered that the Suffolk was to be fitted out for service in the Channel and the Clerk of the Checque was to enter men on her until complement was increased to 440.

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some of the officers' clerks, and to deliver a note of their names under his hand that petty warrants may be made out according to the number attending on board and no more.

11. *So soon as ship is set to sail to sea and entereth upon sea victuals (see footnote on previous page) to take an exact muster and deliver one book thereof to the purser, and send up the other books to the Officers, especially to the Treasurer avouched by that Clerk that was present with him, to the end that the Paymaster may control the purser thereby and enter such passages thereon as shall be discharged by him.*
12. *At the end of every month to make a perfect certificate under his hand, of all wages and like charges incident to the Ordinary and send it to the Treasurer of the Navy, and at the end of every quarter to make up true and ordinary quarter books of all the ordinary and extraordinary wages and like allowances, containing every man's name, time, office and wages according to the warrants of entry and discharge directed to him.*

A summary is made of the duties of this very important officer:

He kept the accounts of entry and discharge of all workmen and ascertained that all were properly rated and that tradesmen were in possession of indentures of their apprenticeship. He was responsible for the in & out musters of the workmen. His house and office were adjacent to the Gate and the men were mustered by roll calls by his clerks, and were checked for absence and lateness. He calculated their pay and drew up the pay books for the quarterly payment of their wages ¹.

He received, imprests (advances) of cash from the Treasurer of the Navy from which he made disbursements for petty emptions, local purchases, and for paying board wages, etc. As a check on the Storekeeper he was required to keep a computer book of that officer's receipts and issues, and he dealt with the bills for contractors' goods delivered to the Yard. It was an office of great trust and the Clerk of the Checque had to find security for £2,000 in the 18th century. Because few officers could be trusted with money there was a tendency for the authorities to employ the Clerk of the Checque as an out-station cashier, paying bounty and conduct money to seamen for which he was allowed 5% poundage. He issued imprest bills to the captains of ships in harbour.

The Clerk of the Checque did not pay the wages of the men in the Dockyard or the seamen. Such pay was made by Clerks from the Pay Office and the actual payment, made at a Port or ships, was supervised by a Commissioner of the Navy. In the 19th century the men on board ships were paid monthly by the Purser, later the Paymaster. By the middle of the 18th century seamen were able to allot some of their pay to relatives and allotments were later paid at various offices, including those of the Clerks of the checque at Portsmouth, Plymouth and Chatham. ²

¹ The form of the Quarterly Pay Book is set out in the Appendix to this chapter.

² By the Navy Act of 1758 a seaman could remit part of his pay to his dependants by having their names entered on the Pay Bill. When the Navy Board received the pay bill from the Captain it made out two copies: one to the local excise officer or receiver of Land Tax; the other to the seaman's dependants who presented it to the former for payment

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In 1638 Buck was succeeded by John Short, who had served under Kenrick Edisbury; ¹ his salary was £100 a year. (See family tree of the Petts.) Short had royalist sympathies and ran foul of the Parliamentary Party during the Civil War. In a letter dated 15 May 1649, the Commissioners of the Navy were ordered:

. . . to allow John Short, late Clerk of the Checque, Chatham, two months to find himself a dwelling house before he is outed, and find any one like him who signed the Kentish Petition.

There were a number of these petitions. The one referred to here is probably that organised by the Grand Jury of the Special Court at Maidstone assembled to try rioters. The main request was that people:

. . . for the future be governed and judged by the known and established laws of this Kingdom.

The suppression of this petition by the County Committee led to the rising of 1648 when Upnor Castle was captured by the Royalists, who were finally defeated by Fairfax's forces at Maidstone.

Captain Phineas Pett, brother of Commissioner Peter Pett, was appointed to the office of Clerk of the Checque in 1649 and held it until the Restoration. This Phineas Pett was the seventh son of old Phineas Pett and was born in 1619. He commanded the **Mary Rose** in the Parliamentary Fleets of which Batten, the Surveyor, was Admiral in 1645, 1646 and 1647. In November 1647, Phineas was appointed to the **Phoenix** frigate, then under construction at Woolwich, to which his nephew had been sent as purser two months before. In the section on Master Shipwrights, mention was made of the Commission of Enquiry of 1651 into the abuses at Chatham Yard. Phineas Pett, the Clerk of the Checque, was one those accused of malpractices, and was ordered to be discharged, but this was not carried out.

In 1658, the Navy Commissioners informed the Admiralty Commissioners that they had received a report from Chatham:

. . which if true is a great dishonour to God and a scandal to the Navy Officers.

They had been shocked to hear the rumour that Captain Phineas Pett was the father of an illegitimate child. They made discreet enquiries in the town and from these it appeared that a child was born seven or eight weeks previous and put out to nurse. The midwife was examined and declared Mr Milton's wife was the mother and at its birth:

. . . the strumpet did say that Captain Pett is the father, which is not denied.

What made this behaviour more reprehensible was that Captain Phineas Pett was one of the Churchwardens of St Mary's Church, Chatham in 1655.

At the Restoration, John Short resumed his post at Chatham; his clerk was William Dyer, who was paid £20 a year. There was some difficulty in getting Phineas Pett to vacate the house of the Clerk of the Checque. However, in May 1661, Pett forwarded to Pepys the Chatham Yard Muster Books made up to the last day of June 1660, and about this time he returned to his Navy duties. Phineas Pett was killed in action in 1666 when in command of the **Tiger**.

In 1667, Frances Pett, his widow, petitioned the King for money, stating that on her husband's death she had been promised £550, the value of the brandy stored between the decks of a prize captured by the **Tiger** and that she had only received £200. She enlisted the help of Lord Brouncker, a Commissioner of the Navy, who wrote to Sir Joseph

1 1616 Assistant to the Treasurer of the Navy. 1626 Paymaster of the Navy. 1632 Surveyor of the Navy

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Williamson, Secretary of State, requesting him to assist Mrs Pett by getting an old ship, sunk at Woolwich for defence against the Dutch, from the King. Pepys' register of ships' names mentions several given to various persons, but not one to the widow of Captain Phineas Pett. Their son was Muster Master at Gravesend from 1668 to 1679 when the post was abolished.

The Gregory Family

Short died in September 1661 and was succeeded by Edward Gregory who held the post of Storekeeper for a short period in 1661. He, in turn, was followed by his son, Edward Gregory, one of the most famous of the Chatham Dockyard Officers. Before his appointment he had served as a purser in the Navy, and had been associated with the Chatham Chest Charity. Gregory gave an account of the Dutch Invasion of the Medway in 1667, described in the section on Resident Commissioners of Chatham. Gregory did not enjoy the best of health although he remained in the service until 1703. In 1675, Secretary Pepys was enquiring of the Navy Board their opinion of the following:

Mr Gregory, Clerk of the Checque, Chatham . . . for reason of health desires leave to take the benefit of his patent, by which he hath power given him of executing his said employment by deputy, and propounds William Brown as his deputy, who hath been employed under him therein for eleven years past, and for whose future performance of his employment as deputy he is ready to stand accountable.

Brown took over the work and in 1676 Pepys was writing to him; in 1677 Brown stated that he paid 256 prest men 5s a week on new and old work, board wages. Incidentally the deputy system persisted until the beginning of the 19th century.

In 1683, Jeremy Gregory, Gregory's son-in-law, was appointed Clerk of the Checque at Chatham. It is thought that Edward Gregory assumed duty with Chatham Chest. Despite the ill-health, in 1689, he was appointed Resident Commissioner at Chatham, and held this post until 1703.

The authorities must have been very impressed with Edward Gregory. A letter from the Admiralty to the Navy dated 19 January 1681/2 stated:

In pursuance of Order in Council of 18 January to make good unto Edward Gregory, Clerk of the Checque at Chatham, the remainder of his Majesty's bounty of £1,000 granted by Privy Seal in May 1667 in consideration of his long and faithful service.

Jeremy Gregory, appointed by Lord Admiral's warrant, had a salary of £120 a year and £5 paper money. He had four clerks,¹ each paid £30 a year; in the Estimates of 1664, two clerks were mentioned.

As a result of illegal practices by Storekeepers and the Clerks of the Checques at other Yards, the holders of these posts had to give a security for their posts. The Clerk of the Checque in 1739 had to find security for £2,000.² A Navy Board letter dated 13 February 1716/7 relating to the post of Clerk of the Checque at Portsmouth stated:

Mr John Pole, Master Mastmaker, proposed as one of Lea's (Clerk of Checque) securities being possessed of good personal estate.

1 The post of clerk to the Clerk of the Checque or to the Commissioner was regarded as a stepping stone to the post of purser in one of the King's ships.

2 Instances are quoted in this work when after the beginning of the 19th century, officers of the yard were required to give a bond three times their salary as a guarantee of their fidelity.

See also Storekeeper, chapter 11.

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It must be remembered that the Clerk of the Checque received advances of money, imprests, to meet local expenditure. On 7 October 1709, a bill of imprest was ordered to be made out to the Clerk of the Checque for £400 *for the contingency of the Yard . . . and shall be assigned and sent down as soon as possible.*¹

There is a memorial to Jeremy Gregory in St Mary's Church, Chatham:

In this chancel is interred the body of Jeremy Gregory Esq son of Major Jeremy Gregory of ye city of London who after more than thirty years' faithful service to ye crown as Clerk of the Checque of His Majesty's Yard Chatham departed this life on 2nd September 1713 in ye 55th year of his age. He had one wife Mary the second daughter of Edward Gregory deceased by whom he had issue six children viz: Thomas, Mary, Jeremy, Edward, William and Edmund whereof lie buried near him, Thomas, William and Edmund. He was in the various changes of time always loyal to the Crown.

Clerks of the Checque after 1713

Gregory was succeeded by Thomas Pool Parmenter (Parmiter). In 1694 Parmiter had been a clerk in the Office of the Commissioners for executing the Office of the Lord High Admiral with a salary of £80 a year. Prior to his appointment he had been Clerk of the Checque at Sheerness.² On 22 September 1713, the Navy Board wrote to Mr Parmenter:

Understanding that you have about £400 of the Queen's money which you received while Clerk of the Checque at Sheerness, we do direct you to pay such part thereof as Captain St Lo shall direct to Mr Oldnor, now Clerk of the Checque at Sheerness, for the contingencies of that Yard, and take and send us his receipt for the same, that he may be charged therewith and you discharged thereof. You are also to pay the rest of the said money as Captain St Lo shall direct for HM service at Chatham.

By Order of the Lord High Admiral Pembroke, dated 13 December 1708, the Clerk of the checque at Chatham was empowered to administer:

. . . the Oathes and Tests appointed by the said Act of Parliament unto such Persons, whose Commissions, Warrants or Letters of Mark shall be sent unto you by my Secretary and see that they take the said Oaths and subscribe to the said Tests before you deliver the same to them.

This duty, formerly carried out by the Commissioner, was also discharged by Parmenter, Gregory's successor.

By Order of the Lord High Admiral, dated 24 January 1708/9, Lt Col Webb of the Marines was to place a guard at or near Aylesford to intercept seamen making their way to London and avoiding Rochester. Webb was to carry them to the Clerk of the Checque at Chatham, who was to pay 20s for each man brought in and to take receipt for the same. In the case of seamen from HM ships the money was to be stopped from their pay.

By Navy Board Order dated 23 February 1754, stragglers fit for HM service found by Admirals of Maritime Counties' were to be sent to the nearest Yard or ship and a reward of £1 per man and 6d a mile up to 20 miles was to be paid by the Clerk of the Checque.

1 In chapter 15 on Security, mention is made of trouble at Sheerness over imprests.

2 The salary of the post at Chatham was £200 and at Sheerness £150 after 1695.

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The pay of the Clerk of the Checque remained at £200 a year until the Pay Revision at the beginning of the 19th century when it rose to £600 per year; many of the perquisites of the post were then lost. In 1787, the office carried seven clerks with salaries in the range of £30 to £45 per year; the pay revision of 1808 gave the seven clerks salaries ranging from £80 to £400 per year.

Parmiter died in office in 1734 and was succeeded by Thomas Colby. Colby had a varied career as officer in the Royal Yards. In 1721, after acting as Agent Victualler at Dover, he was appointed Clerk of the Checque at Portsmouth. In 1727, an informer told Admiralty that Colby was paying allowances for transporting seamen's bedding to fictitious names. A study of the books substantiated the charge and Colby who claimed that the frauds were committed by his clerk, was demoted to the post of Storekeeper at Harwich. Presumably he had a powerful patron for he was promised a Purser's post in a 100-gun ship. However, the post of Storekeeper at Plymouth fell vacant in 1728 and Colby was given the post. He was appointed to Chatham in 1734 and held the post until he was succeeded by his son in 1746. Colby was pensioned at the rate of £100 a year.

According to Leeds in his book Chats about Gillingham there was a much defaced stone slab in the north aisle of Gillingham Church to the memory of:

Thomas Colby Esqre, died ye 6th of March 1759 aged 78 years. Also the body of Mrs Elizabeth Colby, his wife, died ye 16th of October 1758 aged . . years.

The warrant of Thomas Colby, Junior, Clerk of the Checque was renewed after the accession of George II on 18 March 1761. In 1768 Thomas Colby, Jnr, was promoted Commissioner of victualling. William Campbell who followed him in 1768 was in 1783 appointed to the post of Commissioner of the Navy.

The next occupant of the office was John Williams, son of the Surveyor of the Navy. Williams had been appointed Clerk of the Checque at Sheerness in 1773 and was transferred to Chatham in 1783. There is a memorial to father and son in St Mary's Church, Chatham:

Near this lies John Williams Esq,¹ for many years Surveyor of HM Royal Navy died 27 July 1786, aged 70. Also John Williams, Esq, son of the above, late Clerk of the Checque, Chatham, died 12 December 1791, aged 42.

In the economies effected after the conclusion of the Napoleonic War the post of Clerk of the Checque was merged with that of the Storekeeper. A similar reduction took place at Woolwich Arsenal. According to Brigadier O F Hogg in his book The Royal Arsenal the following posts at Woolwich Arsenal were abolished 1 August 1821: Clerk of the Survey, Paymaster and Clerk of the Checque; the post of Deputy Storekeeper was then instituted.

The last holder of this office in Chatham Yard was William Proctor Smith who was appointed in 1822; in 1831 he was appointed Storekeeper at Chatham.

¹ There is one mystery here. Williams was knighted (KB) on 27th September 1771 and there is no reference on the memorial

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Clerks of the Prick & Checque

572	John Brown	
1582	Peter Buck	
1596	John Legatt	
1615	Peter Buck, Junior	
1638	John Short	
1649	Captain Phineas Pett	
1660	John Short	
1662	Edward Gregory	
1665	Edward Gregory, Junior	
1683	Jeremy Gregory	
1713	Thomas Pool Parmenter (Parmiter)	Died in office
1734	Thomas Colby	Superannuated
1746	Thomas Colby,	Junior to Commissioner of Victualling
1768	William Campbell	to Commissioner of Navy
1783	John Williams	
1791	George Thomas	(ex-Clerk of the Survey, Plymouth)
1796	George Palliser	
1821	George Gainer	
1822	William Proctor Smith	appointed Storekeeper, Chatham in 1831

The Storekeeper ¹

After the combination of the office of Clerk of the Checque with that of the Storekeeper the responsibilities of the latter became: Stores, Storehouses, the payment of wages and salaries, the keeping of accounts and the enrolling and mustering of the workmen.

It will be noted that an additional duty had been imposed on the Finance Department of the Yard: the payment of wages, etc. The Pay Office had been moved from Hill House to the Yard in the early part of the 18th century and the wages of the men were paid quarterly by clerks of the London Navy Pay Office. Between 1805 and 1814 there were changes in the payment of the wages of the men from quarterly to weekly² The payment of wages was made by Clerks of the London Navy Pay Office who were on detached duty at the Yard. One of the pay clerks was John Dickens, father of Charles Dickens, who joined the Navy Pay Office in 1805 and was transferred from Portsmouth to Chatham in 1816. He served at Chatham until 1822 when he was recalled to Somerset House. Charles Dickens was a visitor to the Pay Office in Chatham Yard and sometimes accompanied his father when he went to Sheerness in the Pay Office Yacht to pay ships at that port. The Dickens family lived, until 1821, in Ordnance Terrace, Chatham, when they moved to 18 St Mary's Place, The Brook, Chatham. According to "Chatham News" of 8 January 1898, the salary of John Dickens was £200 per year in the period 1818/1819 and £350 a year in 1820, together with an outpost allowance of 5s a day.

A colleague of John Dickens in the Pay Office at Chatham Yard was R S Newcomb whose four sons founded the firm of Newcomb, Hosiers, Hatters and Shirtmakers. The Company's main shop was on the corner of Globe Lane and High Street, Chatham.

On the south wall of St John's Church, Chatham, is a memorial to George White, who served 50 years in the Pay Office. He died in 1843 aged 70. He formed the Sunday

¹ See Naval Stores, chapter 11.

² See Administration of the Yard, chapter 2.

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School at this church in which he worshipped from the opening in 1821.

As a result of the findings of the Duke of Wellington's Finance Committee of 1828 the Navy Pay Office was finally abolished in 1836, when the Navy & Army Pay Departments were combined in the Paymaster-General's Office to provide an uniform system of accounts.

A Pay Clerk was attached to the Storekeeper's Department to deal with pay. The first was Mr J F Clifford ¹ appointed 1830. In 1838 the Chief of the Pay Department was W T Hardy and the second Pay Clerk was W T Wright.

The Accountant ²

On 1 April 1856 the new post of Accountant was created and the responsibility for the payment of salaries, wages, bills for local purchases, allowances, half and retired pay, pensions and seamen's allotments, was transferred to this Officer from the Storekeeper. The Accountant was also responsible for the receipt of all monies from the sale of old stores and for the entering and mustering of workmen. His office was the old Pay Office.

At the Dockyard Enquiry of 1858, Ebenezer Clatworthy, Accountant in Chatham Yard, gave evidence. He stated that he was 37, his salary was £500 per year and he was provided with a house, the rent of which was £40 a year. (This officer was pensioned off in 1881 with a pension of £453 6s 8d.)

According to R G Hobbes, ³ the Accountant at Sheerness had to provide money for the payment of officers and men of the flagship and for ships paying off there. He also states that he had to provide a bond of £2,000 ⁴ obtained by payment of a premium of £11 15s from the Guarantee Society. Giving evidence to the Dockyard Enquiry of 1858, Charles Slade, First Class Clerk and secretary to the Superintendent at Chatham, appointed June 1854, stated that officers on salary did not give bonds; they had been relieved of the necessity of doing so by Admiralty Order.

Edward Brietzcke, Store Receiver, aged 52, with a salary of £450 and a house stated that he gave no bond. "Chatham News" of 25 November 1876 stated that the bond entered into by all Dockyard Officers ⁵ was unnecessary and the practice had been discontinued except in the case of Accountants and Storekeepers who had to give bonds on appointment to the post. The declaration of allegiance required by officers and clerks was also unnecessary. The same paper announced in November 1877 the promulgation of an

1 A headstone in Gillingham Churchyard had the inscription: Here lies the remains of James F Clifford, Esq fifth son of the Hon Thomas Clifford of Tixall, in the County of Stafford, and Chief Clerk to the Treasurer of the Navy at Chatham, who having performed the various duties of the Navy Pay Office at Plymouth, Sheerness, London and Chatham for 33 years . . . died 18th of April 1833, aged 59.

2 See Dockyardmen chapter 3

3 R G Hobbes, Reminiscences of Seventy Years of Life, Travel and Adventure. On his first appointment as Third Class Clerk at Sheerness he had to execute a bond of three times his salary.

4 In the 1820's the Chief Clerk of the Contract Office had been given the additional title of Registrar of Public Securities and was responsible for the custody of security bonds required under the Act of 1810 and 1812 for Admiralty Staff in charge of money. He also kept the bonds furnished by contractors.

5 As mentioned in other parts of this work, by Navy Board Regulations of 1808, Superior and Inferior Officers were required to give a bond of three times their salary. In some cases, as for example, the Superintending Master of Yard Craft (See Captain of Dockyard) the bond required was for £500 instead of three times the salary

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order abolishing bonds and securities given by officers and men in charge of stores in the Dockyards. The order was not applicable to Engineer Students and Shipwright apprentices appointed to study at Greenwich.

An extract from "Chatham News" of 30 June 1863 lists some of the payments made by the Accountant:

<i>Chatham Dockyard Payment</i>	<i>Quarterly Payment</i>
Wednesday, July 1st	Allotments of 20s and under. Pensions to salaried officers.
Thursday, July 2nd	Allotments over 20s.
Saturday, July 4th	Pensions to commissioned and warrant officers. Pensions to widows of naval and marine officers.
Monday, July 6th	Pensions to artificers.
Wednesday, July 8th	Recalls.
Friday, July 10th	Half pay to naval and marine officers.

In the section on the Clerk of the Checque mention was made of the system of allotment of pay by seamen to their relatives. This allotment could be drawn at various government offices including the pay offices in the Royal Yards. After 1894, allotments were paid at Post Offices.

Pensions were paid quarterly up to 1869 but after this date those of former Dockyardmen were paid monthly.

The Cashier

On 1 April 1865, the post of Cashier was created in the Yards and from that date the Accountant dealt with Expense Accounts duties (see below). The first Cashier at Chatham Yard was B H Churchward whose post as Store Receiver had been abolished. The salary of the Storekeeper was £600; the Accountant received £600 and the Cashier £500 a year (in some later naval estimates a percentage was allowed the Cashier on the payment of wages; in 1872/3 this amounted to £24).

The Cashier was responsible for paying pensions, allotments, etc. The following notice was inserted by the Cashier in "Chatham News" of 25 June 1881:

Dockyard Payments, Chatham Dockyard, 20th June 1881

The following payments will be made at the Yard in the month of July 1881:

Allotments. Seamen of all Rates - First working day, and second and last Tuesdays of the month.

Pensions - Civil, Naval & Marine

Civil Artificers	A to H	Saturday	2nd
Civil Artificers	I to Z	Monday	4th
Salaried Officers and Clerks		Tuesday	5th
Commissioned and Warrant Officers		Tuesday	5th
Relations of ditto and officers slain		Tuesday	5th
Widows and compassionate allowances		Tuesday	5th

Half and Retired Pay

To Naval and Marine Officers	Tuesday	5th
Recalls. All services except Allotments	Monday	11th

FINANCE DEPARTMENT

Salaries To Officers and Clerks of the Yard - last working day of the month

Yard Wages Every Friday at Noon

All payments cease on Saturday at two o'clock and on other days of the week at three o'clock.

R G Hobbes, Cashier.

Notices in the local press relating to the payment of pensions in the Dockyard appeared at least until 1931. Thus on 26 July 1929 appeared:

Dockyard Payments

The following payments will be made in HM Dockyard in August 1929:

Relatives of Officers and Men killed in warlike operations	August 1st
Superannuation allowances and injuries grants under the Superannuation Act 1887. Civil Artificers	A to J August 2nd
-do-	K to Z August 3rd
Civil Salaried Officers and Clerks Commissioned and Warrant Officers; relatives of officers deceased, Naval, Marine & Air Force; half and retired pay to Naval and Marine Officers, good service, wounds and Greenwich pensions	August 6th
Recalls	August 12th

Injury compensation allowances under Workmen's Compensation Act are paid on the first day of the week

All payments commence at 10 o'clock except on August 6th when payments will commence at 11 o'clock. The Dockyard will be closed Monday, August 5th.

"Chatham News" of 12 August 1893 gave an account of the reorganisation of the Cashier's Department:

Cashier (Mr Ternan)	£600
Chief Clerk becomes Deputy Cashier (Mr Henwood)	£350 x 15 to £450
Clerk becomes Assistant Cashier (Mr Egan)	£100 x 10 to £350
Second Assistant Cashier to be appointed	
2 Principal Writers (Navy Pensioners)	8s to 10s a day
7 Pensioner Writers	5s to 6s a day

Up to the reorganisation in the 1960's the responsibilities and duties of the Cashier were:

1. Local representative of the Secretary of the Admiralty.¹
2. Adviser on the financial and accounting aspects of public money.
3. Interpretation of regulations.
4. Correct application of regulations for the entry and discharge of locally engaged employees and rates of pay and allowances.

The Cashier made advances for departmental contingencies and was responsible for securing the payment from Dockyard Resident Officers for coal and firewood.

The Superintendent of the Yard was responsible for inspecting and taking an account of the public money remaining in the charge of the Cashier both in the Cashier's public banking account and in cash or cash equivalent such as stamps, etc.

¹ He was responsible to the Secretary of the Admiralty in his capacity as Accounting Officer for the Navy Vote for the correctness of all amounts received or disbursed by him and for the production of proper vouchers.

FINANCE DEPARTMENT

The Expense Accounts Officer (E.A.O.)

Since 1886 the Accountant had been renamed Expense Accounts Officer because he headed a department recording and producing cost accounts. The Cashier acted as a local representative of the Accountant-General whilst the E.A.O. had to make and keep the whole of the accounts of the Yard, including the cost of labour and materials issued to the Departments and the manufacturing costs. He had to render these accounts to the Inspector of Dockyard Expense Accounts in the Controller's Department of Admiralty.

The salaries of this officer and his assistants in 1897 were:

Expense Accounts Officer	£500 x 20 to £650 and a house in the Yard
Deputy Expense Accounts Officer	£350 x 15 to £500
Assistant Expense Accounts Officer	£100 for 2 years, £120 x 12 to £200 x 15 to £350

Up to the reorganisation in the 1960's the duties of this officer were as given below.

In the section on the Administration of the Navy mention is made of the Programme of Work which, when finally approved, was forwarded by Admiralty to each Yard. As local representative of the Director of Expense Accounts, the E.A.O. was charged with keeping under review the expenditure on the items of the Programme throughout the year.

He was responsible to the Superintendent for recording the cost of all Vote 8¹ production and supply relating to the establishment. He was responsible for recording and measuring labour employment, for the clock mustering of work people, and the computation of earnings under the system of payment by results, etc.

The Heads of other Departments had to supply the E.A.O. with all vouchers and documents pertaining to the preparation of cost accounts and all information for the accurate recording of expenditure and for contrast with estimates and provisions in the Programme.

The E.A.O. had to supply the costs of labour, etc to the Superintendent and Heads of the Departments when it was necessary to review the organisation or to compare costs with approved estimates.

The offices of the Department of the Expense Accounts were on the floor above the Admiral's office. (During World War II premises at Sandling, Maidstone were used by the E.A.O.)

In 1961 the Finance Department was established in the Yard in charge of the finance Manager, combining the functions of the Cashier and the Expense Accounts Department. There were a number of divisions formed: Payroll, Cost Accounts, Recording, Machine and Office Service Divisions. The Recording Divisions were responsible for the timekeeping of the Industrial Staff, and the collection of information necessary to operative the Incentive Schemes and the physical payment of wages on Thursdays. (Thursday payment of wages started April 1963.) The Machine Divisions operated the computers dealing with details of wages, tax and other deductions.

¹ The recorders of work were ex-artisans of various trades who received extra pay for recording duty. (See Dockyardmen) The clock cards and work sheets were passed from the recorders to the wages clerks. The latter checked the clock cards against the work sheets and calculated the weekly wages allowing for overtime, piece work, Job Contract Work, allowances for working in obnoxious conditions, etc. After the money was obtained from the Cashier the wage clerks made up the wage packets for the work people; these were put into boxes and taken by the recorders to the clocking stations

FINANCE DEPARTMENT

Cost Accounts

Cost accounting started in the 19th century and the E.A.O. as a Department was formed in 1886 with the object of recording and producing costs accounts. In 1927/30 the Hilton Committee recommended the form of the accounts used in most of the period covered by this work.

The direct charge to the account of the cost of a job carried out in the Yard was restricted to direct production labour, e.g. a fitter repairing a ship's turbine, and for the material that entered into the composition of the product.

All other expenditure of labour, materials or service was termed indirect and was charged in the first instance to the Factory Expense Account. The share of this indirect expenditure attributable to the job was debited to it in the form of on cost on the direct labour, store on cost on the materials, and service charges.

The Yard was divided into centres of activity and workmen of each Department were allocated to a centre. Every demand for material was from some centre. There were Productive Centres, e.g. Electrical Shop, Electrical Fitters Afloat; Service Centres such as the Generating Stations; Indirect Centres such as the Surgery and the Police; Storekeeping Centres covering the activities of Naval Stores, etc.

The Factory Expense Account covered expenditure other than direct labour or material. Centre expenses were items of the Factory Expense Account allocated directly to a specific centre. Departmental expenses were those allocated to a Department, e.g. salaries of officers, clerical staff, etc. General Yard expenses were those pertaining to the whole Yard, e.g. Departments of Secretary, Expense Accounts Officers, etc.

Absorption of Factory Expense Account

This account was credited with amounts attributable to the Fleet, Port and National Account to allow for the Dockyard acting as a Fleet Base as well as a shipbuilding and ship repair Yard. The residue of the Factory Expense Account represented the on costs which Vote 8 production and supply had to bear.

The cost of indirect centres was distributed in accordance with a scheme of allocation laid down by Admiralty. The cost of service centres was distributed by charging centres and jobs served at a tariff rate for the service provided.

The on costs in productive centres, which included each centre's share of the distributed costs of the indirect and service centres, were charged, usually at a rate per hour, on direct labour. The expenses involved in the ordering, checking, storing and issuing of stores was added to the cost of material in the form of Store On cost.

By this process the Factory Expense Account was reduced to nil, the accounts of the Yard being brought into the form of complete costs made up of direct charges with the appropriate on cost.

The Factory Cost or the actual cost of a job was made up of: Direct Labour, Labour On cost, Material, Store On cost, Services.

The sources of the charges making up the cost accounts were:

Labour

From the Recorders' work cards and documents supplied by the employing Departments in respect of Draughtsmen and of allowances and extra payments.

Materials

The store issue and receipt vouchers comprised in the daily bundle of notes.

FINANCE DEPARTMENT

Yard Services

The record of use of equipment or supply of power prepared by the Recorders or from records kept by the Departmental Officers in the various service centres.

Depreciation of buildings and works structures

Works Capital Account kept by S.C.E. and referred to E.A.O. for calculation of depreciation.

Depreciation of Yard Machinery

Capital Accounts kept by the E.A.O. for calculation of depreciation.

Salaries, Pension Schemes, etc.

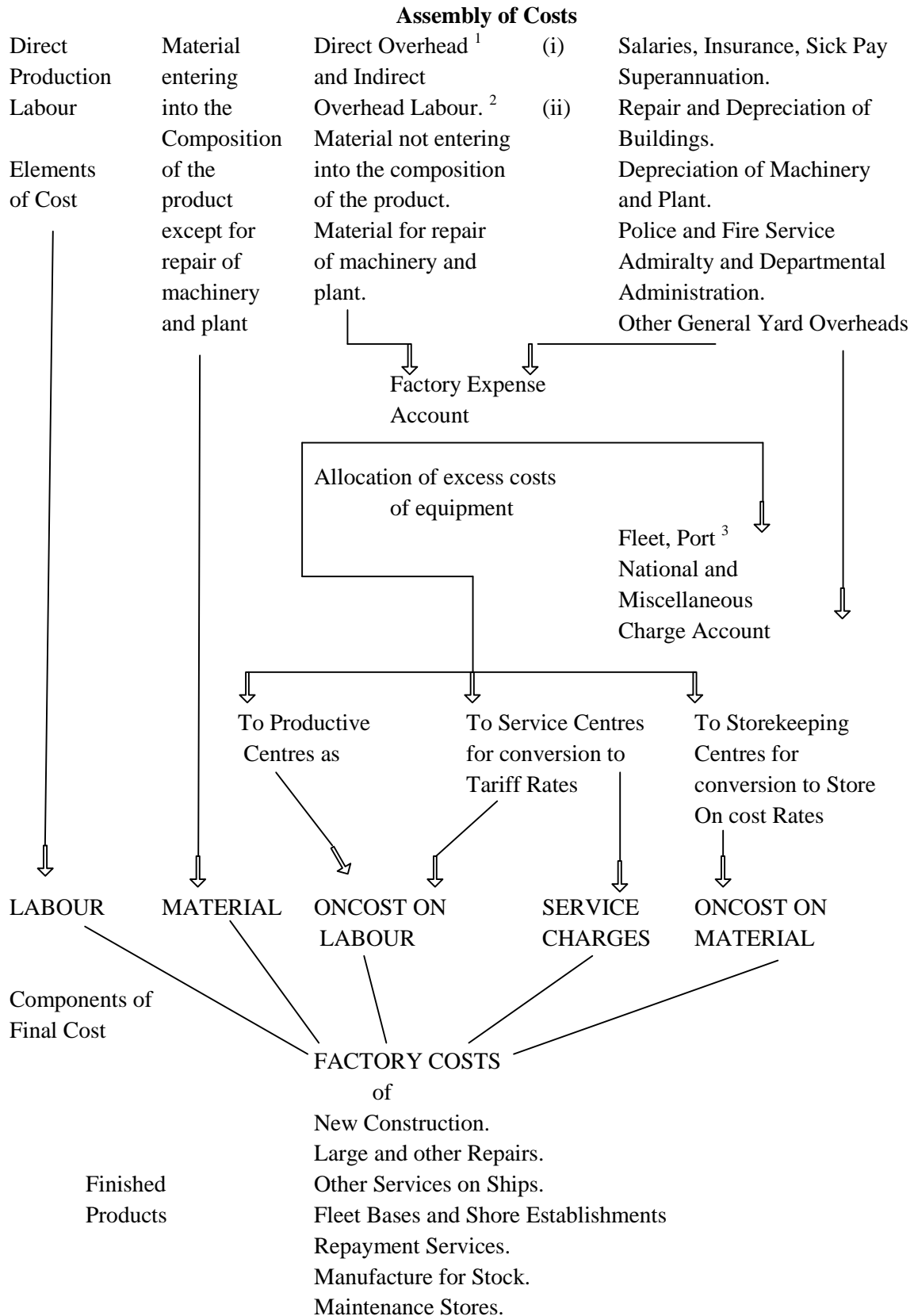
Accountants and Expense Accounts Officers

1856	E Clatworthy	Accountant	Superannuated
1881	C G Morgan		
1886	C N Pearn	Expense Accounts Officer	
1895	W G Roff		
1901	J Ryan	Promoted	Director of Expense Accounts at Admiralty
1904	J J O'Neill		
1919	O Lance		
1919	J B Scannell		
1922	H B Townsend		
1931	J B Scannell		
1939	H C Tyson		
1939	W C Collins		
1940	P M Robson		
1959	P H Jackson		
1959	C V Charlesworth		

Cashiers

1865	B H Churchward	Ex-Store Receiver	
1875	R G Hobbes	Ex-Sheerness. Pensioned at £459 6s 8d	
1886	G H Harvey	Pensioned at £356 13s 4d	
1888	C G Morgan		
1889	W R Ternan		
1896	T Watson	1939	E I Douglas
1900	J B Lindsay	1940	H B Bray
1919	E F Gerrard	1944	E W C Corry
1920	W R Neighbour	1944	C C Ellis
1920	C E Woolmer, OBE	1946	J J Dowie
1928	H V Brooks	1946	H A W Evers
1931	E W Colvill	1957	J E Melville
1935	J K Dixon	1959	R R Beresford

FINANCE DEPARTMENT



1 e.g. Fitter repairing crane

2 Chargemen, recorders, messengers, etc

3 Some of the Factory Expense Account is borne by Fleet, Port National and Miscellaneous Charges Accounts since the Dockyard acts as Fleet Base as well as Fleet Repairs and Maintenance Centre.

Appendix

(see footnote to page 4)

Quarterly Pay Book

In 1708, the Clerk of the Checque was ordered to form the Quarterly Pay Book 'according to the form prescribed.'

ORDINARY

When entered or Discharged	Men's Names	Ordinary Register Numbers	Quality	Time	Chest ¹	Hospital ²	Neglect etc	Full Wages	Solving Column
Neat Wages	To whom paid, etc								

EXTRA & ROPEYARD

When entered or Discharged	Men's Names	Rate	Time	Board Wages	Neglect etc	Full Wages	Lodging	Solving Column	Neat Wages	To whom paid, etc

The lodging allowance added to full wages, less board wages and deductions for absence and lateness, etc, gives the neat wages.

¹ Contributions to Chatham Chest
² Contributions to Greenwich Hospital (6d month each)

CHAPTER 11

NAVAL STORES DEPARTMENT

The Storekeeper

In the 16th century naval stores were dealt with by an officer known as the Clerk and Keeper of Stores. The stores were kept at Deptford, and the other Yards where deputies were appointed, were supplied from there. In the 17th century, Storekeepers had been appointed in the Royal Yards.

The duties of the officer responsible for stores were defined in 1628:

1. *To know all the stores incident to his charge and use of them, and wherein his own judgement will not serve to discern the condition and quality of them to call to his assistance such as may inform him.*
2. *To receive unto his charge all manner of provisions for the navy as well as those that are kept in storehouses as such lye abroad in docks or yards.*
3. *To receive no provisions of any kind without two officers' hands except matter of small value of 40s or under, in which case, one may serve their turn, provided the things be good and serviceable.*
4. *To receive all provisions, according to the nature of them, by true measure, tale or weight, and so to enter them in his book of receipt, expressing the particular kinds and quantities, the time when, the person from whom, the use for what, and the officers' names by whose warrant they were received.*
5. *To receive no provision of cordage except that which is made in the King's Ropeyards, till . . . appointed by the officers have viewed and approved the same, and to enter the approvers' names upon the tallies.*
6. *To dispose of the timber and plank in their several sorts and to see them so bestowed in the yards as may be nearest at hand when there is cause to use them.*
7. *To make out bills under his hand acknowledging the particulars received, signing the condition and quality of each kind and to deliver the same to the owners of the goods that it may lead the officers to make him due allowance for the same.*
8. *To use his best endeavours to preserve all the stores in his charge from stealth and danger.*
9. *When any warrants are sent into him for delivery of provisions that are not in store to certify the warrants to the principal officers that they may be presently supplied.*
10. *To deliver nothing out of the stores but for the use of HM ships and works only, and that by orderly warrant expressing the particular use for which they are issued and the party to whom they are to be delivered, to the end he may make receipt of them and no warrant defective herein be obeyed.*
11. *To send the bills of lading to the place whither the provisions are directed as well as to discharge the party that receives them at the storehouse as to charge them that have the expending thereof.*

NAVAL STORES DEPARTMENT

12. *To deliver monthly certificates under his hand, to the treasurer of the Navy of all sorts of provisions received in the time distinguishing the uses for which they are received to the end he may make demands for satisfaction of them.*
13. *When the ordinary labourers are not sufficient to perform the service to desire warrant from the officers to call in for . . . as shall be necessary for the speedy and orderly lading or unlading provisions and to see them discharged when the work is done.*

During the first half of the 17th century there appears to have been a Keeper of Instores and a Keeper of Outstores at Chatham. The Commissioners of 1618 mentioned

. . . a new Storekeeper lately appointed to keep nails and sayles, etc.

The Keeper of Instores from 1619 was William Lawrence¹ who had previously been a clerk in the Yard paid £8 per year. As Storekeeper, Lawrence received £50 a year and £1 paper money. A reference to the Keeper of Outstores appears in a letter written by Joshua Downing, the Surveyor resident at Chatham, to the Navy Commissioners in 1625.

Since Mr Boat came down hither to take account of the receipt and issue of Outstores Mr Buck and his minister have wholly omitted to look after that business. Mr Boat doth leave his son, a lad of 16 or 17 years of age. Mr Boat's illness may cause the charge to be great if his subordinate's ministers be ignorant or dishonest.

The Mr Buck referred to is the Clerk of the Checque. It is possible that the Mr Boat was Edward Boate who held the post of Keeper of Outstores as well as that of Assistant Master Shipwright. The son, Augustine Boate, who then became Keeper of Outstores, was later appointed Assistant Master Shipwright under his father at Portsmouth.

In the Accounts of 1630 appears:

Augustine Boate for receiving and issuing stores at Chatham for 3/4 year, £15

In 1636, he was complaining that though the Commissioners of the Navy established in 1618 had allowed 20d per diem for the post, since the Principal Officers had returned in 1628 he had received only £20 per year. He further complained that lately Mr Hollond,² who pays under Sir William Russell, had on his authority withheld his yearly means altogether, although his bill was made out as formerly and signed by all the officers. The matter was referred to the Principal Officers and the Treasurer declared that Boate was a pluralist, being purser of the **Unicorn**, as well as Keeper of Outstores at Chatham, and had never personally performed the duties of the latter post. Further, no warrant appointing Boate to the post had ever been procured; his pay for the previous two years was given on the faith of an unfulfilled promise from his father, the previous holder of the office, that a regular warrant would be obtained. The Treasurer was overruled and in 1635 it was ordered that Boate was to be paid his arrears and allowed to continue in office in succession to his father.

An additional store officer was the Keeper of the Timber Yard or Keeper of the Plank. In the Declared Accounts of 1598 appears:

John Holden for his attendant taking notice of timber, plank and provisions

1 See section on Master Shipwrights in Chapter 5

2 Appointed Paymaster of the Navy in 1635 and was Surveyor of the Navy from 1649 to 1652. Sir William Russell was the Treasurer of the Navy. Hollond started his career as clerk to Joshua Downing, Assistant Commissioner at Chatham.

NAVAL STORES DEPARTMENT

daily delivered at Chatham to the shipwrights and others there working, by command of the Lord Admiral and other Principal Officers, £6.

In 1600 Phineas Pett (later Commissioner) succeeded Holden (or Holding). Pett tells us in his autobiography that he was paid 18d a day, £6 annual fee, and allowance for one servant (apprentice) at 16d a day. Pett was criticised by the Commission of Enquiry, 1608/9. One of the charges against him was that while keeper of the timber store at Chatham he had failed to reject bad timber and plank brought in by one of the Purveyors. His answer to this was that Sir Henry Palmer, the Comptroller, had been so quick with him for some of these exceptions as he would complain no more though the purveyors brought in faggot sticks.

Pett tells us that he was made Assistant to the Master Shipwright in room of Thomas Bodman in 1602. However, in the Declared Accounts, his name appears as Keeper of the Timber Yard at the fee of £6 until 1606.

In the Accounts from 1610 to 1618 appears the name of Peter Pett, Keeper of Plank and Timber. This Pett, probably a nephew of Phineas Pett, was later made an Assistant Master Shipwright and in the directions to the Commissioners of 1618 it was mentioned that Peter Pett . . . is mostly employed purveying timber . . .'

When this post lapsed is not known, but in 1633 there is a reference in the Declared Accounts to:

Augustine Boate, Keeper of Outstores, and receiving timber at £20 per year,

and in 1637:

Augustine Boate . . . for attending daily at Chatham New Dock for receiving all such provisions of timber, plank, masts, from time to time, and assisting the same for one whole year ending last December 1637, £20.

Up to 1644, Charles Bowles was holding the office of Keeper of Outstores and Ironwork at Chatham. He was paid £50 per year and was allowed 12d a day for his clerks together with allowances for keeping an account of all ironwork delivered from the smiths' forge to the Yard at Chatham and measuring the sawyers' work. He was also provided with a house.

Bowles had been Phineas Pett's clerk in 1632; he accompanied him during his journey north in 1635 to secure timber for the building of the **Sovereign of the Seas**. Peter Pett, Phineas's son, married Catherine Cole; Bowles married her sister.

During the Civil War, Kent was governed by the County Committee responsible to Parliament. Peter Pett was appointed a member and Bowles left the Yard to take up a commission in the Parliamentary army and to become a full-time officer of this Committee. He held the posts of Commissary, Treasurer and Receiver-General of Kent. As Commissary he had charge of military expenditure; as Receiver-General he gathered all the receipts from taxation of the Lathes of Kent; as Treasurer to the Committee he controlled a one-third part of the revenue retained by the County; the central government retained two-thirds of the assessment revenue.

For his work in Kent Captain Bowles received £200 a year and £30 for his clerk. He must have used his position to pursue some very profitable ventures; he was a joint purchaser of the Bishop's Palace at Rochester. Early in 1653 he moved from Rochester to Rome House,¹ Chatham, where he died in 1659, a very rich man.

In 1647 Thomas Whitton was appointed to the post of Keeper of Outstores vice Charles

¹ See Clerk of the Checque in chapter 10

NAVAL STORES DEPARTMENT

Bowles. Whitton, a personal friend, had been appointed deputy to Bowles two years earlier after Bowles had obtained a commission in the Parliamentary army. As previously described ¹ Whitton was found guilty by the Commission of Enquiry of 1651 of corrupt practices in the Yard and was dismissed. George Warburton, the Instore Keeper was also discharged, and Robert Sewell was appointed in his stead. Sewell seems to have held both offices for certain periods until his death in 1661.

Quoting an Admiralty Order dated 14 July 1657:

Robert Sewell, Instore Keeper at Chatham, hath also by our order taken care of outstore keeping for a space of six months ending 1st June 1657. The Navy Board is to make out a bill for £15 for his pains and care.

This order was repeated in December 1657.

Frauds practised at Woolwich Yard by the Storekeeper were detected. In July 1658, the Commissioners of the Navy were ordered to receive the keys of the storehouses at Woolwich Yard from William Acworth because of the embezzlement involving cordage by his son, William Acworth, Junior.

In 1658 upon the petition of Elizabeth Acworth, it was ordered that Acworth was to be fined £80 and to be restored to office. In addition to paying the fine, William Acworth had to enter into a bond of £1,500 before his suspension was lifted.

At Woolwich in 1679 bills have been given for stores never received and Clerk of the Checque and the Storekeeper were deeply involved. From then on it was a firm rule that future holders of these posts had to give security for their conduct.

By 1742 the bond of the Storekeeper was £2,000. This bond led the Storekeeper to distrust his fellow Yard officers. The Storekeeper at Deptford stated that he did not believe that the officers of the Yard there required keys of the gates to pass in and out and that if keys were given them,

I humbly pray that I may have my bonds returned to me.

In 1773 embezzlement on a large scale by the Storekeeper's clerks at Portsmouth led to his bond being put into suit. ²

As well as the Storekeeper the Clerk of the checque also had to give security for his post. ³
After the Restoration the officer in charge of the Stores was termed the Storekeeper.

In Pepys' dairy there is mention of Tom Wilson who held the post of Storekeeper at Chatham. Wilson was appointed in 1667 and an entry in the diary dated 23 September 1667 reads:

He (Captain Cooke) says that Mr Wren (Secretary to the Duke of York) hath refused a present of Tom Wilson's for his place of Storekeeper at Chatham, and is resolved never to take anything, which is both wise in him, and good to the King's service.

The Commissioners of the Navy profited considerably from their powers to recommend men for posts in the service. It was rumoured that the Clerk of the Ropeyard at Woolwich had given £200 to Commissioner Coventry for assisting in securing his post. Even

1 See Master Shipwrights in Chapter 5

2 See Clerks in Chapter 13

3 See Finance Department in Chapter 10

NAVAL STORES DEPARTMENT

Samuel Pepys received not only presents but the affection of the wives of some of those he recommended for advancement in the service.¹

The salary of the Storekeeper was £100 a year and he was allowed a clerk at £18 5s a year and £6 for paper money. In addition he was allowed a clerk (instrument) to keep account of iron work at £31 4s 2d a year and another at the same rate to keep account of sawyers' work.

On Wilson's death in 1676 Pepys used his influence with the Duke of York to ensure that the appointment of the Storekeeper of Chatham Yard,

. . . an employment of great trust and one which called not only for integrity but also for experience in the business and methods of the navy . . .

should be filled from among those who:

. . . by many years education and labour in his King's service have qualified themselves above others for his favour herein.

Stephen Bunce followed Wilson and held the post for three years before leaving Chatham to become Clerk of the Checque at Woolwich. Two members of the Kentish family, the Duppa's, father and son, were Storekeepers at Chatham from 1680 to 1722. Baldwin Duppa, the father, had been Clerk of the Comptrol since 1674.

The Storekeeper was accountable to the Comptroller through the office of the Comptroller of Storekeepers' Accounts. It was decided in 1669 to have a representative of the Comptroller of each Yard to audit the Storekeepers' Accounts. This officer, known as the Clerk of Comptrol, had a salary of £100 a year. The first holder of the office was Theophilus Curtis who was appointed Storekeeper at Portsmouth after serving for five years at Chatham. Baldwin Duppa followed Curtis in the post; in 1677 a fire in the Yard destroyed his books and papers; two years later the post was abolished on introduction of economy measures into the service. (The office was restored in 1686.)

Baldwin Duppa was appointed Storekeeper of Chatham in 1680, the post having been held for a year after Bunce's departure by Acting Storekeepers. The Storekeeper's pay remained at £100 a year until the pay revision of 1695 when it was raised to £200 a year. The work of the post must have been steadily increasing since the allowance for paper was raised from £6 in 1664 to £10 in 1686. By 1686, the Storekeeper had six clerks with pay ranging from £35 to £25 a year; in 1787 the clerks' salaries ranged from £55 to £40 a year. The next pay revision took place a century later when the salary for the post of Storekeeper was raised to £600 a year with many of perquisites abolished. The Storekeeper then had seven clerks on salaries ranging from £400 to £80 a year.

Duppa's warrant as the Storekeeper was renewed on October 8, 1689. In 1709 Duppa² was succeeded by his son Baldwin Duppa, Junior³ who held this office until 1722. An

1 See Assistant Master Shipwrights in Chapter 5

2 There are records of poor rate payments in Chatham by Baldwin Duppa: 10s in 1684, 15s in 1690 and £1 in 1715

3 There are references to the Messenger of the Yard.

On 25 June 1714 the Navy Board reported that a bill made out by the Commissioner on 10th of November 1713 to Mr Baldwin Duppa, Storekeeper, for £200 0s 3d for the picking of Ocham, was lost by William Sympson, the Messenger, after it had been assigned by them to clear Mr Duppa's imprest . . . Another bill was ordered to be made out.

As early as 1696 an increase of travelling allowance was asked for the Messenger, Mr Goldsmith. The allowances were:

Journey to London, 5s; For horse-hire to London, 8s, For horse-hire to Gravesend, 2s.

NAVAL STORES DEPARTMENT

Order dated 10 June 1714, allowed

£10 per annum to be paid to the Storekeeper at Chatham over and above his present salary, also £10 per annum house rent, starting Michaelmas next.

In All Saints Church, Hollingbourne, Kent, there are memorials by Michael Rysbrack to members of the Duppa family, including one to Baldwin Duppa who died in 1737 and another to his son who died in 1764.

In 1705, Baldwin (1650/1737) son of Robert Duppa, purchased Hollingbourne House; he married Jane, daughter of Richard Beckford of London. His son, Baldwin Junior, rebuilt this house in 1716/17. He was Sheriff of Kent in 1735. The present Hollingbourne House was designed by Charles Beazley about 1798 for Baldwin Duppa. The house with nearly 9 acres of gardens and grounds was sold in 1976 for more than £58,500.

Procedures and Prevention of Fraud

The duties of the Storekeeper were roughly those drawn up in 1628. He was charged with all stores in the Dockyard and had to protect them from:

Waste, Decay, Stealth or Embezzlements.

He had to make certain that materials were received into store only by proper warrant and that they met the specifications of the contract. In the matter of issues he was to see that the materials issued to the Master Shipwright or his inferior officers were properly expended on naval services. To prevent embezzlement he was directed to receive back into store manufactured items such as sails, iron work, etc, that were not yet ready to be used aboard the ship for which they were intended. He had to send monthly returns of issue to the Navy Board primarily to enable the Board to make timely provision for replenishment, and to render quarterly accounts of his receipts of stores. He had to balance his accounts annually and was directly answerable for this to the Comptroller of Storekeepers' Accounts.¹

The Storekeeper received stores from other Yards, from ships out of commission, from the manufacturing departments and from contractors. The manufacturing departments supplied flags, cordage, sails, anchors, etc. Stores received from the contractors were inspected for quality and checked by the Clerk of the Survey; the Storekeeper checked the quantity and was checked in turn by the Clerk of the Checque. Actually clerks of these officers carried out the procedure.

Stores required for work in the Yard or afloat were ordered by the Master Shipwright or the Master Attendant, their demand notes being checked by the Clerk of the Survey. The stores were issued by the Storekeeper in return for signatures in his issue book. Some of these stores would be temporarily stored by Cabin Keepers who issued them as required.

The various checks to prevent the misappropriation of stores led to many delays and losses during the process of drawing stores. Stores drawn by the Boatswain or the Carpenter of a ship were collected by a party of seamen using the ship's boats. The Storekeeper's clerks could only deal with a few ships at a time and the Warrant Officers could be spending a long time in the Yard whilst the riggers, shipwrights and caulkers on the ships might be working without adequate supervision. In a small ship the reduction in the number of hands by a store party could retard the process of fitting out the ship.

The Warrant Officers drawing stores had to get their demand notes signed by the Master Attendant or the Master Shipwright and then by the Clerk of the Checque at whose office the notes or warrants were made out to the Storekeeper. In the 19th century if timber was

¹ See Development in chapter 1

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required the notes were made out to the Timber Master. These warrants had to be signed again by the Master Attendant or Master Shipwright and then taken to the present use storehouse and numbered. If the Warrant Officer was a stranger to the Yard he then had to find out where each article was issued. Stores carrying boats, sails, spars and furniture might be a great distance apart and all issued by separate notes taken from the Store party's warrant by the clerks in the different offices.

The returning of stores involved the Foreman Afloat who might be on the river, the finding of the Master Attendant and the Clerk of the Survey, with a blockmaker to examine blocks, a blacksmith for examining pins and hooks and Storekeeper's men for measuring rope. The survey over, the Warrant Officer received a note from the clerk, got it signed at the Survey Office and returned each article to the right store where he received a signed note which had to be solved by the Storekeeper's clerk.

It has been recorded that of the number of Warrant Officers tried by courts-martial nearly two thirds were for neglect or drunkenness whilst on Store duty.

When a ship was ordered to sea, the commanding officer received from the Storekeeper of the Yard copies of the establishment' or authorised quantities of the various articles allowed for her use: ship's furniture, masts, yards, sails, standing and running rigging, and for the Boatswain's Carpenter's and Gunner's warrants' or supply lists of the stores relating to each. To the Purser, the Storekeeper issued coals, soap, candles, lanterns, etc. Provisions were issued from the Victualling Yards.

The Storekeeper sent periodic demands for stores to the Navy Board which provided the information on which contracts for supply were made. He held an extremely responsible post for he was answerable for stores of the value of hundreds of thousands of pounds. He delegated responsibility for articles in the storehouses to his men and his accounts were compiled by clerks who attended the receipt and issue of all stores, but in the event of fraudulent practice by his staff he had to suffer. Thus on the orders of St Vincent, the Storekeepers at Plymouth and Chatham were discharged for failure to detect and prevent fraud.

The Storekeeper and Store Receiver

The Storekeeper appointed in 1802, John Aubin, held this office for six years and was then promoted Commissioner of Victualling. His successor, William Cooper, had been Superintendent of the Victualling Premises at Deptford. In 1831 the former Clerk of the Checque at Chatham, William Proctor Smith, was appointed Storekeeper and Thomas Irving, Store Receiver. The salaries for the posts of Storekeeper and Store Receiver in 1847 were £600 and £450 a year respectively. There were eleven clerks in the Storekeeper's office and one for the Store Receiver.

After the merging of the office of Clerk of the Checque with the Storekeeper¹ the duties of the Storekeeper were then: stores, storehouses, payment of wages and salaries, the keeping of accounts, and the enrolling and mustering of the workmen. Those of the Store Receiver were: the examination and receipt of stores and timber supplied by contractors and other Yards.

In 1853 it was ordered that general surveys, which had normally been confined to the death or change of Storekeeper, were to be held every three years.

After the appointment of the post of an Accountant in 1856, the Storekeeper was relieved of his duties as Finance Officer. The post of Store Receiver was abolished in 1866 and the holder of this office, B H Churchward, was appointed to the new post of Cashier of

¹ See Finance Department chapter 10

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the Yard.¹ The duties of the Store Receiver were then undertaken by the Inspector of Stores with a salary of £350 per year (1870, £400).

In 1866 the following appointments were made: Foreman of Storehouses, £120; Leading Man, 6s 6d a day; Storehousemen, First Class, 4s 6d a day; Storehousemen, Second Class, 3s 6d a day. By 1874 the wages of the last two grades were increased to 4s 9d a day and 3s 9d a day respectively. They had to find a security to the value of £100. In the 19th century the senior of these posts were often held by ex-shipwrights.

In 1870 the post of Storekeeper was abolished. Mr Astley Cooper, the holder of the office, was superannuated on favourable terms permitted by the Abolition of Office Act. Ten years was added to his time of service to count for pension. The duties of the Storekeeper fell on the Master Shipwright, Mr P Thornton, who also acted as Chief Engineer. Some of the clerks of the Department were superannuated and others transferred to the Cashier's office. Mr Clatworthy, the Accountant, moved into Mr Cooper's house on The Terrace, vacating the Master Ropemaker's house.²

In December 1875, Sir Frederick Peel and members of the Committee on Naval Stores paid a visit to Chatham Yard with the object of ascertaining whether it was advisable to appoint a Storekeeper again; the office abolished by Mr Childers. As a result in November 1876, Mr J Besley was appointed Storekeeper at Chatham with a salary of £500 to £600 and an official residence.³ Before his appointment at Chatham, he had been Senior Clerk and Secretary to the Admiral Superintendent at Devonport.

Up to 1869 the Storekeeper General⁴ was in charge of all activities involving naval stores. In that year the post of Superintendent of Stores was created and a Contract and Purchasing Department was formed.

In 1872 Stored Ledgers were sub-divided under the heads of:

- A - Timber
- B - Metals and metal articles
- C - Coals for Yard use
- D - Textile articles (canvas, hemp, cordage, etc)
- E - Miscellaneous stores
- F - Torpedo and electrical stores
- G - Coal for steam vessels
- B1 - Armour plates and bolts
- B2 - Steel and iron plates, angles, rivets and bolts

In 1880, Mr Gilbert, Storekeeper at Chatham, was appointed Director of Stores at the Admiralty.

The post of Surveyor of Stores at Chatham was created in 1889; John Pearce was the first appointment on 1 June 1889; his salary was raised from £300 to £400 per year in 1897. The task of this officer, a civilian technical officer, was to carry out the technical examination of stores on receipt from the contractor and of stores returned from the service. He was also responsible for the certification of the cost of local purchase items. Initially he had no staff but could requisition professional assistance when required. He was directly responsible to the Admiral Superintendent. In more modern times he had his

1 See Finance Department Chapter 10

2 See section on the Master Ropemaker in Chapter 1

3 He took over the house occupied by the Master Attendant

4 See Administration of Navy Chapter 23

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own staff and gave technical assistance on all stores problems. Mechanics were employed for the examination of stores received from the contractors and the valuation of materials of various kinds. In 1970 his staff was upgraded to non-industrial status.

In 1897 there was a reorganisation of the Naval Store Department. The Officers and their salaries after the change were:

Naval Storekeeper	£550/£700 and a residence
Deputy Naval Storekeeper	£350/£500
Assistant Naval Storekeeper (3 in No)	£100/£350

In the following year the title Keeper was replaced by Officer.

Weaknesses in the Naval Stores system were revealed by the enquiries made near the end of the 19th century. It was found that the Executive Department demanded from the Store Officer their requirements in gross amounts and when so supplied all accounts ceased. Each Foreman set up an unauthorised store' into which these supplies were transferred to be issued as required. Labourers or skilled labourers were put in charge of the stores. The Departmental demands were on the safe side and the surpluses accumulated were not taken into account. When this system was abolished in Devonport in 1904 no less than £40,000 of surplus material was uncovered. Present (Ready) Use Stores under the control and account of Naval Store Officers were established near centres of work and replaced the Foreman's Stores.¹

In 1937 the title of Naval Store Officer was changed to Superintending Naval Store Officer. His duties were defined as:

1. Receipt, storage, supply and issue of Naval Stores
2. Stocks maintenance
3. Care and preservation of stores
4. Rail transport
5. Royal Fleet Auxiliary Store ships²
6. Royal Fleet Auxiliary fuelling
7. Motor Transport
8. Custody of machinery, etc on deposit

In 1960 it was estimated that SNSO stocked approximately 90,000 items of Naval Stores which included M/T spares and fuel. The Department had about a million square feet of covered storage, an office staff of 180 and an Outside Staff of about 1,000.

On the 1 December 1966 the Naval Store, Armament Supply and Victualling Departments were merged to form an integrated Royal Navy Supply and Transport Service. The head of the new organisation in the Dockyard bore the title: Principal Supply and Transport Officer (N).

¹ See Development in Chapter 1

² Chatham was responsible for the task of supporting overseas bases using RFA carriers until 1981

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Storehousemen

In the 19th century storehousemen were selected from labourers in the department who could read and write and pass a simple examination. The work mainly involved the issue of stores; clerks and writers checked their work.

After the Pay Revision of 1873, the rates of pay for storehousemen were: Leading Men, 6s 9d a day; Workmen, 1st class, 4s 9d a day; Workmen, 2nd class, 3s 9d a day. Hired store porters and storehousemen were paid from 3s to 4s 6d a day.

A better system of recruitment was introduced when a career structure was formed. Potential storehousemen then started as storehouseboys who, just before the First World War, were on a pay scale of 6s x 2 to 16s a week. They were required to attend two nights a week at the Dockyard or outside school for a period not exceeding three years. The boys were selected from those who had qualified at the Dockyard Apprentices' examination but had not passed high enough on the list to secure apprenticeship.

The career structure for Boys in the Naval Stores about 1912 is given below:

Storehouse Assistants (aged 20)	23s to 25s a week
Storehousemen, second grade	26s to 32s a week
Storehousemen, first grade	33s to 39s a week
Assistant Foreman of Storehouses)	
Inspectors of Storehousemen)	£110 to £160 a year
Leading Men of Stores)	
Foreman of Storehouses	£170 to £300 a year (to £200 in Naval Ordnance Department)

The duty of the storehousemen was to ensure the rapid replenishment of stock in his store and to see that the stores were staffed to give the best possible service to the customer. The Assistant Foreman of Storehouses was in overall charge keeping a watch on improvements and alterations which might be required in the arrangement and constantly reviewing the range of items carried.

In 1808 it was ordered that Store Cabins were to be established for the Rigging Loft, Sail Loft and Painters' Shop and cabin keepers were to be appointed to them:

Cabin Keepers to the Shipwrights	£100
Cabin Keepers to the Caulkers	£80
Cabin Keepers to the Joiners	£70
Cabin Keepers to the House Carpenters	£70
Cabin Keepers to the Riggers	£70
Cabin Keepers to the Sailmakers ¹	£70
Cabin Keepers to the Painters	£70
All other Cabin Keepers	£60
<i>Foreman of Storehouses</i>	
An established Foreman to each Storehouse	£120

¹ 1811 The Master Sailmaker stands charged with all stores demanded for use of Sail Loft as no Cabin Keeper employed

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Storekeepers and Naval Store Officers

1619	William Lawrence	Keeper of Instores
	Edward Boate	Keeper of Outstores
1629	Augustine Boate	Keeper of Outstores
1644	Charles Bowles	Keeper of Outstores and Ironwork
1647	Thomas Whitton	Keeper of Outstores - Dismissed
1650	James Cappon	Keeper of Instores
1650	George Warburton	Keeper of Instores - Dismissed
1652	Robert Sewell	Keeper of Instores and Outstores - Died
1661	Edward Gregory	Storekeeper
1661	Phillip Barrow	
1666	Nathaniel Holt	
1667	Thomas Wilson	Died
1676	Matthew Hanch	Acting Storekeeper
1676	John Steventon	Acting Storekeeper
1677	Stephen Bunce	Storekeeper
1680	Baldwin Duppa	
1709	Baldwin Duppa, Junior	
1722	Joseph Dodd	Ex-Sheerness Died
1735	Robert Lock	Died
1741	Daniel Furzer	Ex-Storekeeper Sheerness. Died
1751	Anthony Weltden	Died
1772	John Weatherall	Died
1795	Edward Henslow ¹	Ex-Storekeeper Sheerness
1802	John Aubin	Ex-Clerk of Survey Deptford. Promoted to Commissioner of Victualling Deptford
1808	William Cooper	Superannuated
1816	John Lloyd	
1831	William Proctor Smith	Ex-clerk of the Checque
1845	Matthew Bowen Mend ²	Died
1846	John Miller	
1854	Robert Laws	Superannuated on pension of £600
1865	Astley P Cooper	Office abolished in 1860; duty taken over by Master Shipwright and by W A Hatton, Inspector of Stores

Storekeepers restored in 1876

1876	J Besley	Storekeeper
1879	W G P Gilbert	
1880	W P S Burton	
1898	J J Laslett	Naval Store Officer

1 Memorial in Bath Abbey. Sacred to the memory of Cecilia Mary Ann, daughter of Edward P Henslow Esq, and Cecilia Maria, his wife, ob 14 March 1802, 9 months 3 weeks

2 In Gillingham Churchyard there is a memorial to Matthew Bowen Mend, Esq, Storekeeper of Chatham Yard, who died aged 56 on 10th June 1846.

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Storekeepers and Naval Store Officers continued

1906	E A S Hayward	
1908	W Smith	
1910	E J Hall	
1915	E C Watts	
1918	F Weston	
1921	J H Aitken, OBE	
1937	G Carter	Superintending Naval Store Officer. Superannuated
1939	I V Bennett	
1940	F D Wood	
1943	A Paterson	
1943	J F Swindells	
1944	S Collett	
1947	R E V Jelliffe	
1950	A W Holden	
1953	E J Braybrook	Director of Stores, Admiralty
1955	W C Beach	
1960	L S Davis, OBE	

Store Receivers

	Stephen Dadd ¹	Timber & Store Receiver
1831	Thomas Irving	
1837	Thomas Baldock	Store Receiver. To Sheerness as Storekeeper 1849
1849	George Chiles	
1854	E J Brietzcke	
1859	B H Churchyard	Office abolished. Appointed Cashier

Clerk of the Survey

In the Naval Tracts of Sir William Monson written about 1630 are given details of the duties of the Clerk of the Survey at Chatham:

He is to certify the wants of every ship prepared for sea and to send the certificates, under the Master Attendant's and his own hand, to the Surveyor of the Navy in London, to the end he may take present order to supply all the provisions wanting to be sent with all speed to Chatham; which being come down he is by ticket under his hand, to direct the Storekeeper to deliver to every Boatswain and Carpenter their due proportions of all kinds, as well to furnish the ships in complete equipage in harbour before they go out with sea stores for the voyage. He is to make indenture betwixt the Surveyor and Boatswain and

¹ In Gillingham Churchyard there is a memorial to Stephen Dadd, Timber and Store Receiver, who died after 60 years in the public service, aged 78 in 1835.

Dadd had held the post of Timber Master from 1824 until the abolition of this office when he was appointed Timber and Store Receiver. Dadd had been an apprentice to Robert Dadd, quartermaster, in 1774. He had held the post of Foreman of the Yard in 1802 at Chatham and in 1813 was appointed Assistant Master Shipwright at Sheerness.

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Carpenter concerning all manners of ground tackle and furniture belonging to the ship, and for sea stores to the Carpenter, and to take their hands severally to the one, and to put his hand to the other part which they are to carry with them to sea to show their captains what stores are in the ships. At the return of any ship from sea he is, with one of the Master Attendants and a Master Shipwright, for things in their elements, to survey the remnants of all stores returned, and to note down all particular qualities - to be half-worn, for fourth-part work or decayed, according as the Masters shall judge them to be useful for the King's service and thereupon he is to make up an account of waste in the voyage and to dispose of the remainder to be returned into the King's stores, or left in the ship, as shall best accommodate the King's service.

More briefly, his duty was to survey all Yard transactions. He kept account of the Carpenter's and the Boatswain's stores¹ issued to ships on various occasions and received from them on coming into harbour for refitting or decommissioning. He kept an account of the stores from notes of issue and receipt passed to him by the Storekeeper. He also surveyed all ship's stores released to the Yard and acted as an indirect check on the officers drawing stores. Later his accounts of these transactions were used by the Navy Board to produce the annual estimates of the Navy.

The post was often filled by former holders of the office of Clerk of the Ropeyard.

The Clerk of the Survey was really the local agent of the Surveyor of the Navy stationed in the Dockyard; his books were checked quarterly at the Navy Office. (For that reason he gave no security for the post.) In the 17th century the Surveyor appointed the Clerk of the Survey, but in the next century almost every appointment in the naval organisation was made for reasons of politics and patronage by the First Lord of the Admiralty. His salary initially appears to be that of a clerk paid 8d a day together with an allowance or reward; Monson mentions £42 13s a year.

The first Clerk of the Survey mentioned in the Declared Accounts is that of Roger Monoué, but he was probably stationed at Deptford.

1594 Roger Monoué, Clerk of Survey for himself and man travelling from Chatham to Portsmouth, £6 8s 4d.

The next man mentioned had a very distinguished career in the service, Kenrick Edisbury (Edgebury). He was a clerk in Chatham Yard from 1611 to 1616, paid 8d a day. He was then appointed Clerk of the Survey and held this office in addition to his post as clerk. (This plurality system seems to have existed until the beginning of the 18th century.) The Accounts of 1618 mention payment to him for 21/4 years' service of £22 10s for the post of Clerk of the Survey and £26 7s 4d for the post of Clerk. In 1617 he was appointed Deputy Governor, in reality Clerk to the Governors, of Sir John Hawkins' Hospital. A year later he secured the post of Assistant to the Navy Treasurer and in 1626 was appointed Paymaster of the Navy. From 1632 to 1638 he held the office of Surveyor of the Navy.

He died at Hill House, Chatham and Pepys was told that he haunted it.² He was buried in St Mary's Church, Chatham and at one time there was a large memorial to him in the church; a pedestal carrying a figure of a man with his right hand on a death's head and holding a book in his left. The arms on the memorial were: Azure, a unicorn passant

1 The Boatswain's stores comprised mainly cordage, boats, flags, sails, etc; the Carpenter's stores, spikes and nails, timber and spars, caulking tools and materials.

2 See Hill House

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regardant or. The inscription on part of the memorial remaining in the church reads:

Neare this place lies interred the body of Kenricke Edisbury of Marchwiell in the County of Denbigh, Esq, Surveyor of His Majesty's Navy, died 27 August 1638, leaving issue by Mary his wife (daughter and heire of Edward Peters alias Harding of Rochester Gent), John and Richard.

Mary was given an annuity of £100 in 1639. In St Nicholas Church, Deptford, there is a memorial to Jane Edisbury, his mother.

In 1629 Nathaniel Terne (Tearne) was appointed Clerk of the Survey at Chatham. He had been since 1619 a clerk in the Yard and paid 8d a day. For some of this time he assisted Peter Buck, the Clerk of the Checque. His salary as Clerk of the Survey was £31 3s 7d with allowance for paper and ink. Terne is mentioned in Phineas Pett's autobiography in connection with the scandal of the brown paper stuff. William Lawrence, the Keeper of the Storehouse at Chatham, reported to Pett, the Commissioner, that his storehouse was so cumbered with . . . *unnecessary and unserviceable cordage and old ends and decayed junks* that there was no room for serviceable material. Pett authorised Terne and Lawrence to sell . . . *a quantity of old ends and decayed junk for brown paper stuff* with instructions that nothing that was fit for use or service was to be handed over to the purchasers.¹ (For the rest of the story see Master Shipwrights in Chapter 5.) Terne and the others were sequestered from their posts but were ultimately allowed to resume their offices.

Terne held an additional post as Clerk to the Chatham Chest; his name is mentioned in the Enquiry of 1637 into the abuses of the Navy.² In 1637 he was appointed Clerk of the Checque at Deptford.

Edward Hayward seems to have performed the duties of the Clerk of the Survey until his formal appointment in 1639 at a salary of £31 3s 7d and an allowance of £3 for paper and ink. He, like Terne, had been a Clerk in the Yard paid 8d a day and he may have worked with Terne, for in the Accounts of 1630 appears this item:

*Edward Hayward for charges and reward in a journey from Chatham to Portsmouth to survey the Boatswain's and Carpenter's Stores on **Convertine***

Hayward was appointed clerk to Kenrick Edisbury, the Surveyor of the Navy, at Deptford. Hayward was connected with Edisbury through his wife, and was also related to Sir John Hayward of Rochester. In August 1636, Hayward was recommended by Edisbury for the post of Clerk of the Checque at Deptford, then recently vacated by Edward Falkner. Edisbury offered Nicholas (Secretary to the Admiralty from 1630 to 1640) *a qualification of £50 down and £150 another way if accepted* for his good office in procuring a post for Hayward. Since the pay for the post was £90 per year, with a house, the size of the bribe shows how highly the post was valued. In the recommendation for Hayward for this post appears the statement, *He had been bred a clerk in the office of the navy.* Hayward was unsuccessful in his application for the post.

In the Declared Accounts for 1637 appears:

Edward Hayward for attending at Chatham and setting forth all such ships that have been appointed from thence for HM Service, keeping accounts of stores

¹ The sale of unserviceable stores was conducted as follows: The date and venue of the sale by candle was published five or six days before. The prospective buyers came to the Dockyard where he that speaks last and bids most when the candle goes out hath bought the provisions, be it more or less, sold by the candle.

² See Charities

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delivered to them for half-year ending 30 June 1637, £15 6s 91/2d. More for like service and paper and ink in making Survey Books of riggings and stores unto each Boatswain and Carpenter, for half-year ending December 1637, £17 1s 9d.

By 1639 his pay as a clerk was raised to 12d a day; in that year he was appointed Clerk of the Survey. Like his predecessor, Hayward acted as Clerk of the Chatham Chest and the Account Book of this charity, which Hayward kept from 1637/1644, still exists.

On 18 March 1642/3 the Committee of the Navy ordered the Commissioners of the Navy:

*. . . to enter Edward Hayward, Clerk of the Survey at Chatham, as Purser of the **Defiance** in place of Francis Austin suspended till he quits himself of charges laid against him, with the usual allowances.*

Whether Hayward ever left the Yard is uncertain, but by an Order dated 29 July 1650, John Bright, Master Shipwright, and Edward Hayward, employed in the Navy Office at Chatham, were to be discharged for countenancing Mr Rosewell, a seditious preacher. Hayward was a Churchwarden at St Mary's Church, Chatham.¹ They were both forgiven, but Bright was discharged the following year for making chargeable alterations in building the Vanguard without warrant.²

Hayward's salary in 1650 was £60 per year and this was increased to £70 per year in 1652. In a letter dated 1 December 1657 appears:

Whereas the place of Clerk of Survey at Chatham is become void, Mr Hayward having declared the same and signified his resignation, Mr George Kendall is appointed Clerk of the Survey at the same Yard.

Hayward's name is perpetuated in his book: *The Sizes and Lengths of Riggings* by Edward Hayward, Clerk of the Survey, Chatham, 1655/1658, which with the Hayward-Kendall Pamphlet Controversy of 1656¹ had been reprinted by Francis Edwards, Ltd, 83 Marylebone High Street, London, W1.

In the introduction to this reprint, R C Anderson wrote that Hayward's treatise was written in 1655 in response to an order by the Commissioners of the Navy. A copy came into the hands of George Kendall, the Clerk of the Survey at Deptford and Woolwich, who wrote a strongly worded criticism under the title of *The Clerk of the Survey Surveyed*. His main objections to Hayward's work was that the allowances were too large. Hayward published an Answer to this and Kendall retorted with a Reply. There the controversy ended.

Hayward had been dismissed in November 1658 and placed under arrest, possibly his crime was political. Soon after the Restoration Hayward reissued his work with a new title page and a dedication to the Duke of York in place of the Protector.

Kendall came to Chatham from Deptford; he lost his office, for which the salary was £100, after the Restoration.

After the Restoration, William Hempson was appointed to this post but he was dismissed in 1664 by the Comptroller, Sir William Batten. Hempson is mentioned in Pepys' diaries:

9 April 1661 . . . Sir William (Batten) and I by coach to the dock and then

1 See *Spiritual Welfare*

2 See *Master Shipwrights*

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viewed all the storehouses . . . and so back again by coach home (Hill House), where he had a good dinner, and among other strangers that came, there was Mr Hempson and his wife, a pretty woman, and speaks Latin, Mr Allen ¹ and two daughters of his, both very tall, and the youngest very handsome . . .

For the next evening he wrote:

I was a little troubled to stay too long, because of going to Hempson's which afterwards we did, and found it in all things a most pretty house, and rarely furnished, only it had a most ill access on all sides of it.

The pay for the post of Clerk of the Survey remained at £100 with a £10 house allowance until 1695 when his salary was raised to £200 a year. He also drew £6 for paper allowance and had two clerks paid £30 and £20 a year, respectively. By 1787 he had four clerks paid salaries of between £45 and £30 a year. At the beginning of the 19th century his salary was raised to £500 a year with the loss of certain perquisites; his clerks were then paid salaries ranging from £400 to £80 a year.

In Frindsbury Church there is a memorial recording the death of Edward Homewood, Clerk of the Survey at Chatham, who died on 4 August 1688, aged 58.

In 1688 Pepys wrote to Homewood enquiring about Judy Robbins of Chatham whom Pepys was about to engage as his housekeeper in Buckingham Street, London.

On James Almond's Map of Chatham High Street (1688) is shown the plan of a house occupied by a Homewood, possibly the Clerk of the Survey. His poor rate of 1684 was assessed at 10s.

Homewood was followed by Charles Finch. In a letter to the Commission at Chatham from the

Secretary of the Admiralty dated 6 October 1699 it was stated:

My Lords of the Admiralty having resolved that the Clerks of the Survey of his Majesty's several yards shall have warrants from them as the other Yard Officers have . . . I send enclosed warrants for Mr Finch and Mr Phillips (of Sheerness) which I desire you cause to be delivered to them after they have taken the Oaths and Test required by Law and Pay'd the King's duty for the stamps.

I am . . . Burchett

As well as being appointed warrant officers, the Clerks of the Survey had to give security for their employment.

In a letter from Admiralty to the Navy Board dated 26 August 1697 note was made that Mr Charles Finch, Clerk of the Survey, sole executor of the will of Captain Richard Finch, deceased, commander of HMS **Greenwich**, had been refused payment of wages due to Captain Richard Finch and his servants in HM service. An order for payment was made.

On his resignation, Charles Finch was followed by Richard Finch, presumably his son. Richard was given a new warrant for the post dated 25 August 1727 after the accession of George II. In St Mary's Church, Chatham, there is a memorial to Richard Finch who died 19 October 1728, aged 33.

1 Clerk of the Ropeyard - See Development in Chapter 1

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For the next twenty years the post was held by Daniel Devert.¹ On 28 November 1746, Lord Vere Beauclerk wrote to the Duke of Bedford (First Lord):

Mr Loton the Storekeeper att Deptford d'd last night and I must beg leave as well as I can to lay before your Grace the many applications there are from people who desire to succeed him . . . Sir Jack Acworth (Surveyor of the Navy) desired Mr Devert, who is Clerk of the Survey at Chatham, and indeed equally a good man may have it, and that a nephew of Sir Jacob's may succeed him att Chatham . . .

Devert did not get this post, but he was later successful in securing the prized appointment of Clerk of the Acts which he held from 1747 to 1761.

The office of Clerk of the Survey was abolished in 1822. The last holder was Pierce Edgcumbe, who took up the appointment in 1819, after serving as Clerk of the Ropeyard at Chatham. He took an active part in the affairs of Chatham. He was a member from 1813 to 1830 of the Committee, which included the Commissioner of Chatham and the Master Builder, responsible for the building of St John's Church, Chatham. He served on Chatham Court Leet Jury in 1821. His salary was £500 a year and he subscribed £3 3s 0d to the Chatham Fire Relief Fund of 1820. (This was a very generous donation. To equate the sum to present day values (1980) it may be necessary to multiply it by a figure of between 30 to 40.) His predecessor, John Burton, had donated a guinea to the Chatham Fire Fund of 1800. The Commissioners donated five guineas to each of the Fire Relief Funds. Sisson, the Master Shipwright, gave two guineas to the 1800 Relief Fund and Parkin gave three guineas to the 1820 Relief Fund.

Clerks of the Survey

1594	Roger Monoue	
1616	Kenrick Edisbury	
1618	John Wriothlesly	
1629	Nathaniel Tearne (Terne)	
1639	Edward Hayward	
1658	George Kendall	
1660	William Hempson	Dismissed
1664	John Attwell	
1664	James Norman	
pre 1671	Edward Homewood	Died
1688	Charles Finch	Resigned
1726	Richard Finch	Died
1728	Daniel Devert	To Clerk of the Acts
1748	John Russell	Resigned
1765	Hezekiah Hargood	To Clerk of Checque, Woolwich
1770	James Hamilton	Died
1798	John Burton ²	
1806	John Mobbs	
1819	Pierce Edgcumbe	
1822	Post abolished	

¹ Devert had been appointed Clerk of the Checque at Sheerness in 1722. There is a record of the payment of poor rate by Daniel Devert of £1 2s 6d in Chatham in 1745.

² His altar tomb is just outside St Margaret's Church, Rochester, and bears the inscription:

John Burton Clerk of the Survey in his Majesty's Dockyard Chatham who departed this life the 8th of May 1806 aged 61 years.

CHAPTER 12

MEDICAL OFFICERS

Surgeons

The appointment of Dockyard surgeons arose from the development of Chatham as a naval base and shipbuilding and ship repair centre. The shipkeepers and workmen employed there were subject to accidents and needed medical attention. Although the surgeons were employed by the Navy, they remained civilians until after the middle of the 18th century and held their office by warrant from the Lord Admiral. After the first half of the 17th century there were two surgeons at Chatham; the surgeon of the Ordinary attending the officers and men of the Ordinary, and the surgeon of the Extraordinary who tended the injured workmen in the Yard.

At the beginning of the 17th century there appears to have been one surgeon at Chatham who was paid a small salary but had additions to his income such as payments made from the Chatham Chest for his attendance on the men in the Ordinary or in the ships refitting at Chatham, or on Dockyard workmen who made contributions to the Chest.

In the Declared Accounts of 1619 appears the item:

John Pawson, Surgeon, daily attendance for dressing and curing such men of the Ordinary (shipkeepers) as should happen to be hurt there, £13 6s 8d.

In 1626 there was an increase in pay for the men of the Navy and the Treasurer saw a means of defraying the cost of providing medical attention to the service. After 1626, all officers and men of the Ordinary had to contribute 2d a month to the surgeon.

After the building of the dry docks at Chatham there was an increase in the number of workmen at Chatham and more accidents were occurring than John Pawson could attend. The Dockyard officers petitioned successfully in 1625 that the Lord Admiral appoint John Norton as surgeon of the Extra at Chatham. It was represented that Norton was an able surgeon and that Pawson was aged and of poor experience. After Norton's death, Richard Wye was appointed to assist Pawson, who was still in office at least to 1639.

The deduction of 2d a month for the chirurgion commenced for the Dockyard ship-wrights in 1660. This was to meet the cost of medical attendance by the Surgeon of the Extra or of the Yard for hurts received in the Yard, not for accidents or diseases contracted outside. Other Dockyardmen joined the scheme later, e.g. riggers and sailmakers in 1708, smiths in 1723, ropemakers in 1794.

Richard Wye was the Surgeon of the Ordinary in the period 1660/63. Whether he was the same man mentioned earlier in this account is not known but in the Declared Accounts of 1650 appears:

*Richard Wye, surgeon of the Navy for his twopences for the ships **Reformation**, **Convertive**, **Swallow** and **Antelope**, which he cannot receive of the mariners by reason of the said ships' revolt, 8th August 1649, by one bill. £3 more to him for a cure done to one that had hurt in the State's service, £3. Total £5.*

Wye was followed by John Conny who held the post of Surgeon to the Extra from 1660 to 1663 and then that of Surgeon to the Ordinary from 1663/1699. Conny had been

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surgeon of the **Peregrine** of London, a merchantman sailing between London and America and then trading in the Mediterranean. He kept a log recording scurvy between September 1648 and January 1850. In 1654 he was a surgeon in a second-rate.¹ In an entry in his diary Pepys wrote on 24 March 1669:

To the Hill House, and there did give order for a coach to be made ready; and got Mr Gibson, whom I carried with me, to go with me and Mr Conny, the surgeon, towards Maidstone.

After the abdication of James II, Conny's warrant as Surgeon of the Ordinary was renewed 8 October 1689. Conny was Mayor of Rochester in 1676, 1695 and 1699. In 1686 he was appointed Surgeon/agent at Rochester and was responsible for obtaining accommodation and treatment for sick men put ashore at Chatham. (Such Surgeon/Agents still exist in the form of medical practitioners under contract to the Navy in districts where naval medical assistance is not readily available.)

Conny became a Warden of the Barber/Surgeons and was made Master of the Company for the year 1689/90. The last reference to Conny is in the Declared Accounts:

John Conny appointed to take care of the sick and wounded seamen and several inhabitants resident at Rochester for so much due to be paid them for ye charges of cure, conduct money, quarters and funerals of sick and wounded seamen and others put on shore at Chatham between January and December 1699, £997 12s 6d

Robert Conny, the son of John Conny, succeeded his father as Surgeon of the Ordinary. During the War of English Succession he had served as the surgeon of the Commission for Sick and Wounded at Deptford, Gravesend, Rochester and Deal. By this time the appointments to the Yard and the Ordinary were completely separated and attention will now be paid to the Yard appointments only.

The incomes of the medical officers of the Yard at this period are very difficult to assess. Up to the Pay Revision of 1696, Thomas Pearce, the Surgeon of the Extra, was paid £26 1s 8d a year and his twopences. In 1696 Thomas Bruitt, his successor, was paid £30 and his twopences. The Surgeon of the Ordinary was paid £20 a year, the twopences from the seamen, and was provided with a house². In addition allowances were paid from the Chatham Chest and the total income of the Surgeon of the Extra was estimated to be about £160 in 1696.

In 1711, the first Dockyard Surgery was built - a building later used as a Dockyard Officers' Recreation Room.

By the Navy Board Order of 4 July 1729, the Surgeon of the Yard was to have £100 a year and to employ an assistant who was of the proper age when bound apprentice. The conditions of service of this officer was revealed by evidence given to the Commission of Enquiry into Fees and Perquisites, etc of 1785 by Hugh Macklerath who held the post of Surgeon of Chatham Yard from 1774 to 1803.

The examination of Hugh Macklerath, Esq, taken upon oath on 23rd October 1787. This examinant saith that he is the Surgeon of His Majesty's Dockyard, Chatham, and he has been so since January 1774.

1 Keevil Medicine and the Navy.

2 See Map of 1698. In an exhibition in Gillingham Library there was a picture of a house, 25 Wood Street, Brompton, built c 1650, which was reputed to be the residence of the Medical Officer of the Dockyard from 1650/1865

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His duty is to take care of the Artificers, Labourers, Sawyers and Riggers, in all their hurts and wounds received in doing their duty in the Yard (the Ordinary at this Port is under the care of another person) and it is also part of his duty to take charge of the Watch alternately, in turn with the Officers of the Yard.

His attendance is constant, he or his assistant being always obliged to be in the way in case of accidents during the working hours of the Yard.

He has a salary of £100 a year, reduced by the Civil List deductions to £97 10s and he has an allowance of 2d per month from the Artificers, Sawyers, Riggers and Labourers borne upon the books of the yard, for which allowance he attends them and finds external applications, dressings and remedies in surgery. This allowance amounted in the year 1784 to £150 4s 6d making his receipt for that year £247 14s 6d out of which he paid his assistant 15 guineas and the remainder, being £231 19s 6d he retained for his own use entirely.

He is likewise one of the Surgeons of the Chest at Chatham for which he has a salary of £40 nett.¹

He has no other employment, or emolument under Government, nor are there any fees, gratuities, or perquisites appertaining to his official situation or received by him.²

Some idea of the life of the Surgeon of the Yard may be gained from Peter Cullen's Journal (1789/1802) published by the Navy Records Society. Cullen, Surgeon of the **Agamemnon**, 64 guns, was appointed in 1802 Assistant Surgeon at Sheerness Dockyard. The Surgeon's duty was confined to the workmen; surgical cases, wounds, fractures, etc. The men worked day and night shifts during the war and the Surgeon and his Assistant had to provide continuous supervision. Medical attention was not provided for the Commissioner and the other officers, but Cullen was employed in practice by them and their families. His salary as Assistant was £100 to £120 without a house.

An Order of 1 September 1801 required the Dockyard Surgeon to examine all workmen and apprentices on entry. All who were hurt were to be entered on the Hurt List by the Surgeon in order to qualify for compensation. The Surgeon had to keep a Sick Book in which the names of all those on the Sick List were to be entered. The Surgeon had to supply trusses to those receiving hernias during the performance of their work.³

Certificates of sickness were required by the men. It was ordered:

If any artificer, or any other workman, should continue to be absent without leave for more than six successive working days, you (Clerk of the Checque) are forthwith to discharge him from the service, excepting in cases of sickness which are to be certified by the Surgeon.

By the Regulations of 1808 the salaries of the Surgeon and his Assistant were fixed at

1 Chatham Chest was transferred to Greenwich in 1803 but the allowance for Chest duties stopped under the new Regulations in the Dockyard in 1801.

2 In St Mary's Church, Chatham, there is a memorial to Hugh Macklerath, MD, who died 10 April 1805 in the 92nd year of his age and to Ann, his wife who died 14 November, 1806, aged 75 years

3 Owing to the heavy and somewhat hazardous nature of the work, injuries were common; many developed hernias

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£500 and £200 respectively. The perquisites of the office were then stopped. The Surgeon became a Principal Officer of the Dockyard.

John White followed Hugh Mackleraith in 1803. There were complaints from the medical men in the neighbourhood that he was following private practice. After some correspondence, a letter of 11 October 1815 prohibited the Surgeon from all private practice, a ruling which held until a few years ago.

In 1833 when David Rowlands was the Surgeon, a new set of Instructions for the Guidance of the Principal and Inferior Officers of His Majesty's Dockyards' was issued. For the Surgeon there were 24 such instructions, a rough summary is given below:

Men in the Dock and Rope Yards who were on the Sick or Hurt Lists had to attend the Surgery daily at 9 am. Workmen with hurts were seen first, then the hurt men absent from duty on half pay next, and lastly the sick. Any incapable of attendance had to inform the surgeon and they had to be visited by the medical staff.

The Surgeon could recommend men attending the surgery for easy employment and had to report anyone found incapable of further work through injury or disease to the Superintendent for superannuation or discharge.

Trusses had to be supplied to those receiving a hernia in the course of their duties in the Yard.

The Surgeon and his Assistant had to examine all new entries into the Yard.

Medicines, trusses, bedding and utensils were supplied by the Navy but the Surgeon was expected to provide himself with his instruments.

The Surgeon had to provide a locum when he went on leave.

Private Practice was strictly forbidden.

The letter book for the Surgery at Chatham Yard covers the period August 1859 to September 1866. This period covers the service of the Surgeon, William Gunn. His Assistant was Henry Peacock who was invalided with a pension of £146 10s plus 6s a day, half-pay, in 1860.

Doctor Gunn appealed for the building of a new surgery and complained that the Captain Superintendent never forwarded the request to Admiralty, nor did he submit it to the Board during their visits to the Yard in 1859 and 1860.¹

The number of men employed in the Yard was 3,000 and in one year alone, 1858, 1,500 new entries were medically examined. The low standards of personal hygiene of those days caused the doctor to remark:

This duty always a disagreeable one, has become of late much more so.

Both Doctor Gunn and Peacock's successor, Dr Homman, were watchful to prevent fraudulent detention of men on the Sick and Hurt Lists. Those who suffered an injury attributable to work were put on the Hurt List and were given half-pay up to six months, and were then invalided out with a gratuity. Sick List cases received no pay; some men belonged to sick clubs and did not suffer too much financially.

On 5 October 1862 Dr Gunn paid a surprise visit to William Tiltman, a sawyer, who had been on the Sick List since 31 August, although punctually attending the surgery once a

1 In 1854 a Surgeon's room was added to the Surgery. In 1866 a new Surgery was built behind the Main Office; in 1962 the Surgery was moved down the Yard. See Development

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week. He noted that Tiltman lived over a butcher's shop marked with his name.

In passing through this shop I found Tiltman in a room behind with a butcher's dress on, smoking a pipe. He had all the appearance of having been very recently employed in killing or cutting up meat.

Tiltman was discharged from the Yard.

An unusual accident happened to Thomas Rudd, a spinner. In a certificate given to Mrs Rudd to enable her to apply for a widow's pension, Dr Gunn wrote:

Thomas Rudd received a severe injury on the left side of the chest by being crushed when the men were hurrying through the muster station on the eve of a holiday granted on the marriage of the Prince of Wales ¹ and I am of the opinion that the injury then received caused heart disease of which he died after a very long and prolonged suffering on the 4th inst.

Mrs Rudd, the widow, was given a pension of £12 per year.

Many injuries occurred during the building and repairing of wooden ships; the adze used by shipwrights is a very dangerous tool. The introduction of iron shipbuilding in the 1860's led to an increase in the number of accidents. On 11 June 1862 a riveter, a new class of worker in the Yard, received injuries whilst working on the **Achilles** (launched in December 1863). The serious casualties were admitted to Melville Hospital, opposite Main Gate; between September 1863 and October 1864, 15 such admissions were made. Many accidents were reported to the "Chatham News" at that time; often accounts terminated with *taken to his residence in the chair*.

Some idea of the difficulties and dangers of working in iron and steel in the early days may be gained from the following:

Agincourt, an iron-clad ship with 5¹/₂ inch armour plating laid on 9 inch teak secured to a 5/8 inch plating, was rearmed in 1875. The alternate ports had to be enlarged and this meant cutting through the armour, teak backing and iron skin with chisels and hammers at a cost of £250 a port.

Up to the end of the 18th century Dockyard surgeons could be regarded as civilian employees, they were not liable for sea service, unlike their colleagues, the Sea Surgeons. Naval surgeons began to wear a distinctive uniform in 1805 and continued to be appointed by warrant from the Navy Board until its demise in 1832. After 1842, Surgeons were appointed by commission and Dockyard service became a phase in the career of the Naval Surgeons (cf Naval Chaplains). In 1866 the rank of Staff Surgeon was introduced, the title Assistant Surgeon was abolished in 1873. The title Fleet Surgeon was added to denote Senior Staff Surgeon and this was retained until the First World War. After 1918 the medical officers were designated, Captain, Commander, etc with the prefix Surgeon.

According to "Chatham News" of 5 February 1876, Surgeons were to be appointed to Chatham for a period of three years and were to be on the Dockyard books. they had formerly been borne on the Dockyard Reserve and were liable to be ordered anywhere at any time. ²

1 An Order dated 23 February 1863 stated: 10th proximo being the day appointed for the marriage of HRH Prince of Wales, all persons in the Establishment are to be given a day's leave and the hired men paid for the day.

2 The Naval Surgeons were also borne on the books of a ship: in the 20th century on HMS Pembroke

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According to the Estimates of 1871/2 the pay of the Staff Surgeon was £548 with an allowance of £53 for servants, fuel and light. The Assistant, borne on the books of HMS Pembroke, was on full pay, £256, with an allowance of £37.

In 1877 both the Fleet Surgeon, Dr Clift, and the Surgeon, Dr Clerke, lived on The Terrace in the Yard.

The medical staff of the Yard in the 1860's consisted of the Surgeon and his Assistant, a Messenger and labourers. In modern times the complement has been two doctors, a Senior and an Assistant Medical Officer, a Senior Surgery Assistant, Surgery Assistants, a Nurse and clerical staff. The Medical Officers were Factory doctors with duties under the Factory Acts.

"Chatham News" of 5 August 1882 announced the reorganisation of the Surgery Attendants. By Order of 4 July 1883 their pay per day for 7 days a week to cover all overtime was as follows:

Established Surgery Attendants	4s for first 4 years; 4s 6d for next 3 years; 4s 9d afterwards.
Established Assistant Surgery Attendants	3s for first 5 years; 3s 3d for next 5 years; 3s 6d afterwards.
Hired Labourer	2s 10d a day (to be employed for 2 days a week only) ¹

The responsibilities and duties of the Medical Officers about 1960 were:

1. General medical supervision
2. Advice on general hygiene
3. Certificates of fitness after injury or sickness
4. Inoculations and vaccinations of personnel appointed overseas
5. Periodical examination of personnel engaged in lead processes, asbestos working, sand blasting and those exposed to radiation
6. Medical supervision of Canteens
7. Advice on new or old workshops as they may affect health (poor light and poor ventilation).

Normally non-industrials never visited the Surgery except in emergency and for medical examination before travelling abroad; whether this was due to the caste system of Industrial and Non-Industrial employees is a matter of conjecture.

¹ Skilled labourers in the Yard were paid in the range 3s to 4s 6d a day.

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Surgeons of the Extra

1625	John Norton
1639	Richard Wye
1660/63	John Conny
1686/95	Thomas Pearce
1695/1719	Thomas Druitt
1719/25	Thomas Scott
1725/40	Peter Logie
1740/57	Thomas Killinghall
1757/74	John Hammond
1774/1803	Hugh Macklerath
1819	Jas Browne

Surgeons of the Ordinary

1619/39	John Pawson
1660/63	Richard Wye
1663/99	John Conny
1699/1715	Robert Conny
1715/26	Oliver Birkby
1727/51	Nathaniel Hawes ¹
1751	Benjamin Graydon
1761	Andrew Hawes
1767/94	E Dyne
1794/1802	C & T Blackston

Surgeons of the Yard

1803/20	John White
1820/38	David Rowlands
1838/42	G Johnstone
1841/49	William Warden, MD
1849/55	Peter Suther
1855/59	W Bruce
1859/65	William Gunn

Assistant Surgeons

1801/16	Thomas Frederick Congreve
1815/24	Daniel Davies
1824/32	John Whitmarsh
1832	Andrew Russell
1843/60	Henry Peacock, MD
1860/68	John Randall Holman
1868	George Moore

Staff Surgeons of the Yard

1865/69	J King
1869/72	H Piers

Fleet Surgeons of the Yard

1872/75	J Jack
1875/79	S Clift
1879/82	J W S Meiklejohn
1882	C H Slaughter
1882/85	J Thornton
1885/88	S Bamfield
1888/92	R S P Griffiths
1892	James Trimble
1893	A W Whitley
1894	John Dudley

Surgeons of the Yard

1876	Henry Clerke
1880	Michael Ronan
1882	George D Twigg
1884	George J Forgerty
1886	W Eames ²
1890	E J Morley
1891	H W McNamara
1892	H E L Earle
1893	N Randall
1895	- McLean

¹ In St Nicholas' Rochester, there is a stone, now buried under the floor, which is a memorial to the Hawes family:

Nathaniel Hawes died 18 July 1751 aged 75, and Andrew Hawes died 17 July 1767 aged 67. There is also on the stone an inscription to the memory of Elizabeth Weekes, daughter of John Capon Weekes, MD. Weekes was Surgeon of the Scipio, a guardship of 64 guns at Chatham. His wife who died at Gillingham Grange in 1790 was the daughter of Edward Dyne, one of the Aldermen of Rochester and Surgeon of the Chest.

² Son of W Eames, ex-C E

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Fleet Surgeons of the Yard continued

1895/99	J L Sweetman
1899/1900	A W Russell
1900/02	A L Christie
1903/04	S F Hamilton
1904/07	G S Smith
1907/10	E C Ward
1910/13	F Bradshaw
1913/14	E Courtmacsherry
1914/17	H B Beatty
1917	E G Pickthorne
1917/18	J C Ferguson

Surgeon Commanders ¹

1918	H H Gill	
1921	R W Stanistreet	
1925	G E Hamilton	
1927	J E Johnston	
1928	L A Moncrieff	
1931	F E Fitzmaurice	
1933	F H Vey	
1934	T Gwynne-Jones	
1936	C H Savory	
1938	G Kirker	
1940	P M Rivas	Surgeon Captain (Rtd)
1946	P N Button	Surgeon Captain
1946	R Anthony	
1948	E Malone	
1951	J Neil	
1953	J Reese	
1955	G Miller	
1957	A Robinson	
1959	W McKee	
1961	K O'Byrne	
1965	J Sheppard	
1966	J Kemp	

¹ Medical Officers of the Yard carrying the rank of certifying Factory Surgeon/ Doctor

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Naval Hospitals in the Medway Towns

In the foregoing account of Surgeons of the Yard mention has been made of the treatment of sick and wounded sailors by local doctors attending the men who were boarded out in private houses. This was a cheap way out of the moral obligations of the Navy and was the cause of much desertion.

The Minutes of the Sick and Wounded Board dated 14 December 1703 refer to an Instruction in an Admiralty Letter:

. . . to employ Mr Sayers of Rochester and District . . . to provide quarters in the nature of hospitals for the sick and wounded.

The new quarters at Rochester were reported to be ready on 8th May. Watts Almshouses on Maidstone Road, Rochester, now occupy the site of the hospital. A Map, The North West Prospect of the City of Rochester dated 25 March 1738, shows Manley House, now a Hospital for Sick and Wounded Sailors¹. An Admiralty letter dated 11 April 1715 asked Commissioner Littleton:

. . . to inspect the condition of the hospital at Rochester, and to examine into the complaints made by the sick men of ill usage there.

By 1741 proposals were being made to provide purpose built hospitals at the naval ports. The hospital at Haslar mentioned by Spavins, the Chest pensioner, was opened in 1746.²

From 1707 until the opening of Melville Hospital, Chatham, the **Argonaut**, moored in Chatham Reach, was used as a hospital ship.³ The first Naval Hospital at Chatham was the Melville Hospital, designed by G L Taylor⁴ in 1827 and built at a cost of £70,000 and opened in 1828. The hospital, now demolished, stood opposite the Main Gate and the site is now occupied by a block of Council flats. The hospital had three large pavilions of brick which were stuccoed. A colonnade, 320 feet long, ran along its entire length and there were detached residences at the rear. The hospital had 18 wards and could accommodate over 340 patients.

The first Medical Officer in charge of this hospital was James Richardson, a Navy surgeon, who served in two Franklin Polar expeditions. He held the office for 10 years before transfer to Haslar hospital.

According to the 1841 census, there were 44 staff and 90 patients; in the return of the hospital for 1900 there were 2,266 patients treated, 280 invalided, 47 died, and 1,821 were discharged. As well as the treatment of sailors and marines this hospital was used to deal with accidents to men in the Dockyard.

The Royal Naval Hospital, designed by J Murray, and erected under the direction of Sir Henry Pilkington, CE-in-C was opened by Edward VII on 16 July, 1905. The hospital covered an area of 39 acres and cost £800,000. In 1905 the staff of the hospital consisted of 9 medical officers, one head wardmaster, 7 nursing sisters and about 70 sick berth ratings. The hospital was vacated by the Navy in 1961 and is today administered by the local Hospital Board for the treatment of the general public.

1 A tablet on the South wall of Bath Abbey commemorates William Oliver, MD, FRS descended from the family of Trevarnoe in Cornwall, who came to England with William III in 1688 and was appointed Physician to the Hospital for Sick and Wounded Seamen at Chatham in 1709.

2 See Chatham Chest

3 Argonaut, 3rd rate, 64, ex-French ship Jason captured in the West Indies; broken up in Chatham in 1831.

4 See section on Civil Engineering in the Yard

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After the Battle of Jutland, the Welcome Soldiers and Sailors Home in Military Road, Chatham, was used as overflow accommodation for the Royal Naval Hospital.

St Bartholomew's Hospital, Rochester, opened in 1862, and the Ophthalmic Hospital at Maidstone were important hospitals for civilians in the Admiralty service. With the introduction of iron shipbuilding, eye accidents involving splinters of metal occurred with increasing frequency; men thus injured were given an allowance to travel to Maidstone. In 1872 the shipwrights of the Yard started the Shipwrights' Hospital Fund in which subscriptions of a penny a week were paid into the funds of these two hospitals; there were ultimately 2,000 subscribers. Soon after Admiralty made payments to the Trustees of St Bartholomew's Hospital for the treatment of cases of accidents to the eye at Chatham and Sheerness Yards; in 1891 the payment was £75.

CHAPTER 13

CLERKS, WRITERS, EXECUTIVE AND CLERICAL CLASSES

Clerks in the Dockyard

In various parts of this work reference has been made to clerks of Chatham Yard who had attained high office in Admiralty service. Kenrick Edisbury who served in the Yard from 1611 to 1616 at the pay of 8d a day rose to be Surveyor of the Navy. Another who reached the same rank was John Hollond who entered the service in 1624 and was a clerk of Joshua Downing, the Surveyor of the Navy, resident at Chatham. he is noted for his criticism of the service expressed in his Discourses on the Navy. Dennis Lyddell, at one time employed in the Yard as a clerk, rose to the rank of Commissioner of the Navy and was a friend of the diarist, Samuel Pepys. From 1691 to 1717 he was Comptroller of Treasurer's Accounts. He purchased Wakehurst Place, near Haywards Heath in Sussex, from the last of the Culpepper family.

The two Clerks of the Survey, Nathaniel Tearne and Edward Hayward, both served in the Yard as clerks at 8d a day - the pay of the shipwright in 1622 was from 1s 2d to 2s a day.

The pay of the industrial and non-industrial workers in the Yard increased during the first half of the 17th century. By the Restoration the pay of the shipwright had risen to 2s 1d a day, for a six day week, i.e. £32 10s if employed throughout the year.

In 1664 the Clerk of the Checque had two clerks paid £36 10s and £20 a year respectively. One of the Storekeeper's clerks was paid £18 5s, whilst two others keeping account of ironwork and sawyers' work were paid £31 4s 2d a year. The clerical staff was increased as the Yard grew more and more in importance.

By 1686 the situation was as follows:

Commissioner	Two clerks paid £30 a year each and £12 paper allowance
Clerk of the Checque	Four clerks paid £30 a year each and £5 paper allowance
Storekeeper	Six clerks paid between £35 and £25 a year each and £10 paper allowance
Master Shipwright	One clerk paid £30 a year and £4 paper allowance
Clerk of the Survey	Two clerks paid £30 and £20 a year respectively and £6 paper allowance
Master Attendant	One clerk paid £24 a year and £1 paper allowance
Clerk of the Ropeyard	One clerk paid £24 a year and £1 paper allowance

By 1787 the Clerk of the Checque had 7 clerks, the Storekeeper 6, the Clerk of the Survey 4 and the Master Shipwright 2, at salaries ranging from £30 to £55. These salaries were of the same order as the pay of the shipwright at this period.

By an Order dated 1 July 1702 the clerks were allowed the same overtime payments as the shipwrights:

. . . and direct you when HM service shall necessarily call for their attendance upon any extra service, namely for one of the instruments of the Master Shipwright, Storekeeper, Clerk of the Checque and Clerk of the Survey, you do make like allowance on the Quarter Books unto the Instrument of each of

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the said Officers who shall give such attendance as by the Rules of the Navy is allowed unto shipwrights when they work extra time during the time of war and no longer . . .

The hours of labour of some of the clerical staff were 10 am till 4 pm six days a week.

By January 1703 the Navy Board realised that the clerks were claiming excessive overtime pay by:

. . . the rule of the shipwright that had most, which cannot be judged to be a fair way . . .

The Board insisted:

. . . they cannot be allowed more time than they actually attend and the workmen are allowed.

The salaries of the clerks in the various departments in 1748 were:

Commissioner	£50 and £40
Master Shipwright	£45
Clerk of the Checque	£45, £40, £40 and £35
Clerk of the Survey	£45 and £40
Master Attendant	£40
Storekeeper	£45, £40, £40, £35, £30 and £30
Clerk of the Ropeyard	£40

The Principal Officers of the Yard looked upon their clerks as personal servants. They argued that since they (or their bondsmen) were answerable for the money and materials in their care they could not afford to employ persons over whom they had not absolute power. This of course led to abuses: some officers tended to employ young boys, perhaps their son or nephew, as clerks, and to pocket the salaries of the clerks providing no more than subsistence money to the youngsters. To ensure that the clerical work was carried out the officers selected shipwrights and labourers to do this work. The Navy Board took exception to this practice, but with the great expansion of clerical work without the appointment of adequate staff, this abuse sometimes had to be overlooked.

In October 1703, the Navy Board was enquiring about the Master Attendant's employing a rigger as a clerk at

. . . rigger's wages instead of ye salary of £20 a year.

They reminded the Yard Officers of the Navy Board Warrant of 19 May 1697 that they should find persons qualified for the services they were entrusted with and

. . . not to employ boys for their own profit and having discovered at some of the Yards that the same hath not been so exactly observed as it ought to have been, men borne as shipwrights and workmen having been employed as clerks, and lads for profit entertained in that quality but which a double charge hath been created for his Majesty.

During the Admiralty Inspection of Deptford of 1749 no less than 17 artisans were found to be so employed and some extraordinary reasons were given for employing them. At Portsmouth their Lordships found that the clerks of the Storekeeper and the Clerk of the Survey were too young and that shipwrights had to be brought in to do their duty.

In April 1730 the Navy Board published the Regulations of Service of Clerks. No one was to be

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entered into such a post under the age of 15 and the entrant had to be capable of writing a legible hand and understand the common rules of arithmetic. No clerk was to have more than the lowest salary in the office where he was serving until he had served three years as a clerk in the Navy and was at least 18 years of age.

The appointment of a clerk was the perquisite of his employing officer though the appointment had to be confirmed by warrant; the officer often received a premium for entering the clerk, which could be as high as 150 to 200 guineas.¹ In 1766 it was ordered that no clerk was to be discharged without permission; some had complained that they had been dismissed without adequate reason.

In 1773 embezzlement among the Storekeeper's Clerks at Portsmouth led to an alteration in the system of appointment of clerks in all Yards. Admiralty decided to nominate in future all entrants to the Storekeeper's clerkships and that those appointed should give security; their salaries were raised £10. In 1787 the clerks of the Storekeeper were paid salaries in the range £55 to £40; those of the Clerk of the Checque, £45 to £30.

The salaries of the Clerks were low and many were tempted to supplement their income by devious means. One was the demanding of a gratuity by clerks from the workmen before the former would make out pay notes for work done; this practice forbidden in 1767, persisted well into the 19th century. Contractors providing stores for the Yard bribed the clerks to speed up the process of payment.

The Commission enquiring in Fees, Gratuities, Perquisites and Emoluments, etc to Public Servants, appointed in 1785, examined the activities of the clerks and their masters. The Commission found that the Principal Officers of the Yard did not receive any gratuities

. . . except occasionally a few dozen of liquor . . .

but they accepted premiums on the appointment of their clerks. The Storekeepers persisted in this practice although it had been forbidden earlier. The Commission noted the financial transactions of the clerks.

A result of this enquiry was the Order in Council of 21 May 1801 expressly forbidding the acceptance of fees and gratuities by Officers and clerks in all Dockyards. The Commission had earlier observed:

All fees and gratuities ultimately fall on the public; the contractor calculates upon them when he offers his terms; the merchant adds them to the price of his commodity.

The promotion of clerks was to be by seniority subject to efficiency and there were to be no payments of premium on appointment. The Commission had noted instances where clerks paid part of their salary to their predecessor as a reward for the vacancy to which they had succeeded. The salary scales were revised in consideration of the abolition of perquisites.

The new salary scales of 1801 for clerks varied from Yard to Yard and from department to department and caused great dissatisfaction. The scales were again revised in 1808. The scales for these two revisions are set out on the next page.

¹ See Captain of Dockyard, chapter 9.

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Pay Scales 1801 and 1808

	<i>1801</i>	<i>1808</i>		<i>1801</i>	<i>1808</i>
1st clerk to Commissioner	£300	£400	1st clerk to Storekeeper	£240	£400
2nd clerk to Commissioner	£180	£250	2nd clerk to Storekeeper	£180	£300
3rd clerk to Commissioner	£120	£120	3rd clerk to Storekeeper	£180	£250
1st clerk to Master Shipwright	£240	£300	4th clerk to Storekeeper	£120	£200
2nd clerk to Master Shipwright	£180	£200	5th clerk to Storekeeper	£120	£150
3rd clerk to Master Shipwright	£120	£120	6th clerk to Storekeeper	£90	£100
Clerk to Master Attendant	£120	£200	1st clerk to Clerk of Survey	£180	£400
1st clerk to Clerk of Checque	£300	£400	2nd clerk to Clerk of Survey	£120	£250
2nd clerk to Clerk of Checque	£180	£300	3rd clerk to Clerk of Survey	£120	£150
3rd clerk to Clerk of Checque	£120	£250	4th clerk to Clerk of Survey	£90	£90
4th clerk to Clerk of Checque	£120	£200	Clerk to Clerk of the Ropeyard	£120	£200
5th clerk to Clerk of Checque	£90	£150			
6th clerk to Clerk of Checque	£80	£100			
7th clerk to Clerk of Checque	£80	£80			

In 1810 there appeared to be two clerks in the Master Attendant's Department; William Baker, first clerk, and Henry White, second clerk. By 1815 there were 4 clerks in each of the departments of the Master Measurer and Timber Master.

The Officers and clerks had to give a bond of three times their salary and subscribe to an oath of allegiance.

In Wright's Topography of 1838 some of the clerks are named:

Secretary to the Superintendent of the Yard	Mr Thomas Vinall
Clerk to the Secretary of the Superintendent	Mr Henry Vinall
Clerk to the Master Shipwright	William Woods
Clerks to the Storekeeper	Haite F, Hillyer R, Skillet G D, Whittle J, Phillips W, Hart S, Bliss J, Alms H C, Slade C, Skillet J, Parks J.
Clerk to the Store Receiver	Thomas Baldock
Clerk to the Master Attendant	George Cresy
Pay Clerk	Hardy W T
Second Pay Clerk	Wright W T
Admiralty Clerk	Mardon J H

The Clerks were graded into three classes: First Class, £300 to £450; Second Class, £150 to £300; Third Class, £80 to £150 a year. They were paid quarterly and received their pay when hurt or sick. In July 1839 it was ordered that when leave of absence granted to a clerk exceeded three months a year, a temporary clerk should be brought in to replace the absentee and one half of the amount paid to the substitute was to be deducted from the salary of the absentee. By 1868 the clerks were granted one month's annual leave.

The ambitious clerk might hope ultimately to rise to a post such as Storekeeper or Clerk of the Checque, but the promotion of clerks in the Yards was not systematised until well

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into the 19th century. Promotion involving transfer from one Yard to another was unusual. A near relative of a Superior Officer of the Yard had a better chance of promotion than the clerk who could only offer faithful service. One path of preferment was by way of naval service: captain's clerk, purser, a shore appointment such as Storekeeper of an overseas base. Through such service a clerk might make acquaintance of one of the Lords of the Admiralty who selected officers for promotion. Generally the patronage of political friends was the surest aid to promotion.

As noted in other parts of this work the firm aim of the clerk would be to get an office such as Clerk of the Survey and then to use any influence for promotion to posts such as Storekeeper or Clerk of the Checque. For the most ambitious the next step would be to secure a post at Deptford Yard; the Clerk of the Checque at this Yard had a reasonable chance of appointment to the Navy Board.

The patronage of Government situations was vested in the Ministers of the Crown and was distributed by them amongst those MP's who supported the Ministry. An acquaintance of politicians was essential to gain a Government appointment. An example of such an appointment is related by R G Hobbes, Cashier at Chatham Yard, in his book, *Reminiscences of 70 years of Life, Travel and Adventure*. He gained his first appointment as Third Class Clerk at Sheerness Yard by his acquaintance with the First Lord of the Admiralty whom he had met earlier in India.

Patronage gradually disappeared owing to the efforts of Pitt, Peel and Gladstone, but existed until 1870 despite the establishment of the Civil Service Commission in 1855. This Commission was authorised to grant certificates of competence to candidates for junior posts and to hold examinations for persons nominated by the departments. Since 1870 most vacancies in the Civil Service, industrial workmen excepted, have been filled by examination. ¹

The amount of clerical work in the Yard was ever increasing. The Accounts of the year 1861/2 were prepared by the Accountant-General and were the first presented to Parliament which had been subjected to an independent check by the Financial Officer of the Admiralty. In October 1861 an Audit Office was established in each Yard for the conduct of the duties connected with the accounts of shipbuilding, etc, and for the independent audit of Yard wages. In the Accounts was introduced for the first time a pro-rata charge under the item Incidental Dockyard Charges, which could not be posted direct to each ship. ² A detailed Account was also annexed of the charges incurred during the year for labour and materials in building the **Achilles**, with a view to comparing the cost with the charges of private shipbuilders.

By Admiralty Order of 23 March 1863 the three classes of Clerks in the Yards were abolished and the new denominations of Senior Clerks and Clerks substituted. The scales of pay were:

Clerks £90 x 10 to £180 x 15 to £300
Senior Clerks £315 x 15 to £450

The Clerks in the Yards were placed on the list according to seniority and it was arranged that promotion from one Yard to another should be possible, if considered desirable, in place of the establishments being kept distinct as before.

1 See Dockyardmen, chapter 3

2 See Finance, chapter 10

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Writers in the Dockyard

The Northcote-Trevelyan Report on the reorganisation of the Permanent Civil Service of February 1854 had recommended the introduction into the lower ranks of a body of men whose service might be made available at any time in any office whatsoever. Their duties were to be mainly copying and work of a mechanical character.

Apart from the Clerks who were Officers in the Yard, a number of workmen had been employed as single-stationed writers. In 1847 the writers employed by the Master Shipwright, the Master Measurer and the Timber Inspector were paid 5s a day; the pay of the shipwright was 4s 6d or 4s a day. Writers in the Smithery and the Millwright's Shop were paid 5s 9d a day, reflecting the higher pay in those places. A labourer employed as a writer by the Boatswain was paid 3s a day.

In 1866 a new class of civil servants was introduced into Admiralty service under the title of Civil Service Writers. Their pay was 6s 6d a day with an annual increase of 3d a day up to a maximum of 9s 6d; they had to pass an examination but they were required mainly for copying work. Shipwright writers, or professional writers, were then designated Mechanic Writers.

In other parts of this work reference has been made to the drastic economies effected in the early 1870's. Copying presses were introduced into the Yards to save labour, and writers were employed in the place of clerks. To overcome the redundancy of clerks in the service, a reorganisation scheme was promulgated in April 1869 offering voluntary retirement concessions. The clerks were offered additions to their years of service to increase the pensions to which their actual service already entitled them. Clerks of 20 to 30 years' service could add 10 years for this purpose. In March 1870, Mr Wood, a clerk in the office of the Captain Superintendent, was pensioned at £150, ten years having been added to his service. The office of Inspector was being abolished at this time and it was proposed to employ Inspectors in a clerical capacity. "Chatham News" of 25 February 1870 reported that Messrs Taff and Fleming, two Inspectors of shipwrights, and two mechanic writers were to take the place of clerks in the late Store Department under the Master Shipwright, Mr Thornton. The Storekeeper's office had been abolished at this time. "Chatham News" of 30 September 1871 announced the effects of Lowe's ¹ reforms on the Dockyards: Dockyard returns, balance sheets and manufacturing accounts were to be made by professional writers, mainly ex-Inspectors paid 8s per day.

By Order in Council of 19 August 1871 measures were taken to reduce the number of Writers. They were given three options: retain their posts without further addition to their pay; accept a gratuity and leave the service with one month's pay for each year of service; or accept the gratuity and resume employment at 10d an hour.

This Order was later rescinded and by 1873 a new class of established Writers had been formed with a salary scale of £80 x 5 to £160 a year. The Writers employed prior to 19 August 1871 and in possession of a Civil Service Certificate having passed a test in handwriting, dictation and the four rules of arithmetic, were admitted to this class. They were entitled to three weeks' ordinary leave and when sick three weeks on full pay and a further three weeks on half pay. Those who had received gratuities had to repay them.

Up to 1870 temporary clerks were employed at rates between 5s and 6s 6d a day. By that date it was ordered that all Writers and temporary Clerks were to be examined before re-appointment.

When the Ropery was put on Task & Job in 1872, two Writers were appointed for cheque measurement; an established Writer paid 7s 9d and an Assistant, a First Class Ropemaker, 5s 9d a day.

¹ Chancellor of the Exchequer in Gladstone's Ministry

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After the Pay Revision of 1873 Mechanic Writers, shipwrights, caulkers, joiners, mill-wrights and smiths, were paid 6s a day for the first year, 7s for the next three years, and 8s thereafter. The pay of the shipwright was less than 5s a day. Those in the Metal Mills and the Ropery were paid 3d a day less than those mentioned earlier.

The scales for shipwright Writers were applied to Mechanic Writers employed in lieu of clerks or non-professional Writers. Professional Writers with the Master Shipwright were put on a better scale: 9s a day for four years, 10s a day for the next years and 11s a day thereafter. Hired Mechanic Writers not appointed by the Civil Service Commission were paid from 4s 6d to 7s 6d a day.

By 1873, Mechanic Writers were allowed to start at 8 am instead of the usual working hours; by 1877 they were employed at the usual clerical hours and came in at 9 am. "Chatham News" of 20 December 1873 reported that Professional Writers were to be placed on the Establishment and their salary increased to £160 a year.

In the Estimates of 1873/4, £670 was allowed for the wages of Mechanic Writers in the departments of Professional Officers in lieu of clerks or non-professional Writers. £550 was allowed for the salaries of reduced Inspectors provisionally employed as Writers. In the Estimates of 1875/6 allowance was made for two Senior Clerks and six Clerks together with temporaries in the Accountant's office, and elsewhere in the Yard, three Senior Clerks, including the Superintendent's Secretary provided with a house, three Clerks, and two Writers each paid a salary on the scale £80 to £160.

Dockyard Establishment in 1877

The local Directory of 1877 gives the Dockyard Establishment as under:

The Superintendent	Rear-Admiral Chas Fellowes, CB, RN	
Staff Captain	Robert B Batt	The Terrace
Chief Constructor	R P Saunders	No 1 Terrace
Civil Engineer	E A Bernays	No 2 Terrace
Constructor	E C Warren	No 3 Terrace
Senior Foreman of the Yard	G F Penney	No 4 Terrace
Assistant Chief Engineer	J A Bedbrook	No 5 Terrace
Chief Engineer	W Eames	No 6 Terrace
Accountant	E Clatworthy	No 7 Terrace
Surgeon	Hy Clerke	No 8 Terrace
Cashier	R G Hobbes	No 9 Terrace
Admiral's Secretary	W Donald	No 10 Terrace
Fleet Surgeon	S Clift	No 11 Terrace
Storekeeper	John Besley	No 12 Terrace
Rev J W L Bamfield		Adelaide House, Old Brompton
Inspector of Stores	W A Hatton	1 Ethelbert Vil. Gillingham
Clerk of Works	E Astlet	6 Christmas Street, Gillingham
Assistant Paymaster	John Hynes	3 Prospect Row, Old Brompton
Conductor of Metal Mills	R James	Dockyard, Chatham

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Dockyard Establishment in 1877 continued

Clerks & Senior Clerks

W H Clark	Brompton Cot. New Brompton
J Davison	13 Gibraltar Ter. Chatham
G T Henwood	2 Union Street, Chatham
S C Holder	Duncan Place, New Road, Chatham
W C Hughes	1 Nelson Villas, New Brompton
E W Jefferys	Ridley Road, Rochester
G B F Jefferys	14 Victoria St. Rochester
W H Judd	Roebuck Vil St Margaret's, Rochester
D Lowry	3 Newton Terrace, Rochester
J McArthur	Denmark Villa, Rochester
T Morgan	Rochester Terrace, Chatham
H H Ralph	4 Paddock Terrace, Chatham
G H Salmon	Sydney Villa, Luton
G H Ward	Ethelbert Villas, New Brompton
J Whitthorn	Gibraltar Terrace, Chatham

The clerks, some of the highest paid officials in the Yard, lived within walking distance of their offices.

Clerical Staffing Policy after 1880

In 1874 the Playfair Commission investigated the Civil Service and by the 1880's a new clerical staffing pattern appeared in the Yard: Higher and Lower Division Clerks who entered by examination. The former were paid on a scale of £100 to £400 and the latter, £95 to £250. Dockyard Writers were eligible for promotion to the Lower Division on passing the examination and satisfying certain age conditions. It was apparent that future staffing policy was to be based on a great increase in the number of Writers and for their greater responsibility the maximum of the Senior Clerk was raised to £500 a year and of the Clerk to £400. Thus in the 1882/3 Estimates, provision was made for four Senior Clerks, on salary £350 to £500; five Clerks on salary £100 to £400; one Lower Division Clerk on a scale £95 to £250; 88 Dockyard Writers, paid between 4s and 8s a day. In the department of the Chief Constructor where there were over 30 Writers, a Principal Dockyard Writer was appointed to supervise the Writers; his salary was on the scale, £150 to £250.

In 1888 Messrs J Blackwell, T Grimes and W Mann, Writers at 8s a day were promoted to Leading Writers at 10s a day. By 1891 the salary of the Principal Writer was £200 x 10 to £300.

"Chatham News" of 14 May 1892 reported the reorganisation of the Writers in the Storekeeper's Department:

1 Principal Writer	£200 x 10 to £300	10 First Class Writers	6s to 8s a day
3 Senior Writers	one at 9s to 11s a day	10 Hired Writers	4s to 6s a day
	one at 8s to 10s a day	1 Boy Writer	4d to 6d a hour
	one at 7s to 9s a day		

The pay of the established shipwright at this time was from 33s to 31s a week.

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At this period the title Clerk was disappearing with the substitution of the rank of officer prefixed by Deputy or Assistant. Thus in 1893, in the Cashier's Department, the Chief Clerk was designated Deputy Cashier and the Clerk, Assistant Cashier. In 1897 a similar change occurred in the Naval Store Department and in the Expense Accounts Department.

As mentioned earlier, a number of shipwrights adopted clerical instead of craft work for their living. Apart from a career as a Writer there were other openings. About 1890 there were changes in the composition of the Dockyard Measuring Staff and Recorders of Work were appointed at 5s 6d a day, 6d more than basic shipwright's pay. Other posts, apart from that of Draughtsmen, available to the shipwright included that of Recorder of Weights for ships being built in the Yard.

In 1894 there were new regulations for Writers. Hired Writers were entered without examination either from outside the Yard or from Mechanics serving in the Yard: the number from the latter class was not to exceed half the whole number of Hired Writers employed. Mechanics were allowed to retain the rate of pay and to progress to the maximum of the scale, 6s a day. The age limits on entry were 19/30, but for Mechanics, 21/30, and 33 in the case of Recorders. Established Mechanics employed as Hired Writers were pensioned on the rate of pay in established capacity.

First Class Established Writers were appointed by limited competition confined to Hired Writers of the Department in which the vacancy occurred, but open to all Yards. The examination subjects included handwriting, arithmetic, English composition, copying figures and tabular statements as well as technical qualifications required in the Department. The age limits were 25/30 with extension to 35 for persons employed in the Dockyard who began under the age of 30.

By 1907 the Hired Writers were recruited from Boy Writers who had reached the age of 19 or by open competition with 19/26 age limit. The successful candidates entered as Hired Writers, Second Grade, with pay from 4s to 6s 6d a day. A certain number could advance to First Grade with pay from 6s to 8s 6d a day. Boy Writers were paid from 1s 6d to 3s a day, with annual increments of 6d a day: Boys in the Yard were paid from 6s to 16s a week.

The hours of attendance were from 9 am to 5 pm with half an hour allowed for lunch, except on Saturday when attendance was reduced to 4 1/2 hours with no lunch break. In 1935 clerks under the age of 16 worked a 39 hour week; the others a 44 hour week.

Hired Writers could be promoted to the established posts of Senior Writers and Principal Writer. The pay scales for the former was 48s x 3s to 66s a week; for the Principal Writer the scale was £200 x 10 to £250 or £300 a year.

After 1912 there were no further examinations for the direct entry of Hired Writers, Second Grade. All vacancies were filled by the Boy Writers who had entered at 15 from the results of the Civil Service Commission Examination. The Boy Writers had to attend either the School or outside schools for two evenings a week until they reached the age of 18 years.

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Changes of Title in 1912

	Old Title	New Title	Salary
Principal Writer Dockyard	Clerk,	First Grade	£200 x 10 to £300 or to £250
Senior Writer	Clerk,	Second Grade	£140 x 7 1/2 to £185
Hired Writer, 1st Grade	Clerk,	Third Grade	37s x 2s to 51s a week
Hired Writer, 2nd Grade	Hired Writer	24s x 1 1/2s to 36s (non- pensionable)	
Boy Writer	Boy Writer		
Pensioner Writer, First Class	Pensioner Clerk, First Grade*		
Pensioner Writer, Second Class	Pensioner Clerk, Second Grade*		

* See notes on Secretary to the Superintendent, Administration of Royal Yards.

There was a drop in the maximum for the Hired Writers, Second Grade, but those in post were allowed to retain the existing maximum of 39s a week.

By 1914, Boy Writers, whose age of entry was then 14/16 years, were paid on the scale: 9s x 3s to 18s a week. They were given leave on the scale: one day for every 26 days' actual service. Those in receipt of less than 10s a week were ineligible for sick pay; those with higher pay were eligible for not more than six weeks sick leave on full pay per year.

Employment of Women on Clerical Duties

During the First World War, women were employed in the Yard in a variety of occupations. A large number were engaged in manual work, but others were employed as typists and clerical workers.¹ The rates of pay and conditions for women clerks and typists in 1915 is known from the following Order:

15 October 1915

Rates for London (women clerks at Chatham should, if possible, be obtained at a slightly lower rate)

Typing	18s to 20s per week; overtime at 6d an hour
Ordinary Clerical Work	21s to 25s per week; overtime at 9d per hour
Higher Clerical Work	30s per week; overtime at 9d per hour

The working week was 48 hours. Ordinary leave of one day for each month of service as well as the usual public holidays; sick leave of 6 weeks per year. Insurance contributions were payable at reduced rate prescribed by Section 47 of the N I Act of 1911.

War Bonus

The cost of living rose sharply after the outbreak of war in 1914. To compensate a bonus was awarded in 1916 to employees earning less than 60s a week.

Men of 18 and over earning less than 40s a week, 4s

Men of 18 and over earning more than 40s and less than 60s, 3s

Female employees and persons under 18, one half of the war bonus allowed to males.

¹ See Dockyardmen, chapter 3.

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An Order of 27 September 1916 which applied to non-industrials ordered that from 1 July 1916, the minimum rate of pay for adult members of the clerical staff was to be fixed at 1s a week above the minimum for the unskilled labourer. The initial rate for temporary Male Clerks and Writers: 32s per week. Temporary Writers who had been selected for the special rise of 5s per week on the completion of 6 months' service would receive 37s per week.

In 1917 further War Bonus Awards were made to non-industrials:

	Age above 18		Age less than 18
Wages less than 40s per week:	Men 14s	Women 9s 0d	7s 0d
Wages 40s to 60s per week:	Men 13s	Women 8s 6d	6s 6d

For those on higher pay, the award for men was of the order of 10/12% and for women 6.6/8%.

In 1920 agreement was reached on a scheme which provided for the automatic adjustment of the War Bonus according to the variation in the Ministry of Labour cost of living index figure. This operated until 1929; of course, the bonus fell when the cost of living fell as it did after the end of the First World War. In 1934 the bonus was consolidated on the basis of a cost of living figure of 155, 55% above that of July 1914.

By 1932 the rates for temporary women clerks were:

Grade IV	Age 18 and under 21	23s 10d to 38s 4d per week
	Age 21 and over	26s 4d per week
Grade V	Aged 17	22s 1d per week
	Aged 16	16s 7d per week

Executive and Clerical Officers

Soon after the finish of the First World War the Civil Service clerks were grouped into three main classes: Administrative, Executive and Clerical. In this work the last two classes only are considered. Most of the Clerks in the Yard, including those of the Second Grade, were absorbed in the Executive Class. There were a number of grades in this class: Principal Executive, Senior Chief Executive, Chief Executive, Senior Executive, Higher Executive and Executive Officers in descending order of importance, and within this structure were placed all but the Technical Staff of the Yard. The Writers were absorbed in the Clerical Officer Grade and the Boy Writers in the Clerical Assistant Grade. The Executive Class was responsible for the supervision and implementation of policy; the Clerical Class, higher grade routine work; the Clerical Assistants, lower grade routine work.

As late as 1970 mechanics still acted as Writers to certain Officers of the Yard, e.g. Foreman's Writer.

By 1961 the distinction between conditions of employment and pay of men and women in clerical work had begun to disappear. Women were no longer required to resign on marriage as was the case before the Second World War and by the 1960's an established woman who had at least six years reckonable service who wished to resign to get married received a marriage gratuity of one month's pay for each year of service.

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Comparative Salary Scales, 1966

	maximum		maximum
Chief Executive Officer	£2,999		
Senior Executive Officer	£2,411	Technical Grade A	£2,277
Higher Executive Officer	£1,874	Technical Grade I	£1,842
Executive Officer	£1,457	Technical Grade II	£1,490
Clerical Officer	£1,002	Draughtsman	£1,263

CHAPTER 14

SUBORDINATE OFFICERS OF THE YARD

Foreman of Shipwrights

The Foreman supervised the work of the shipwrights with the assistance of Quartermen who were in charge of the gangs of shipwrights. There were just over 20 men to a gang and usually there would be four Quartermen to each Foreman.

The post of Foreman of Shipwrights was one of the most important in the Yard. In general this officer was directly responsible to the Master Shipwright or his Assistant. Up to the last quarter of the 19th century nearly all officers who aspired to the highest posts in the service, Assistant Master Shipwright, Master Shipwright, Surveyor of the Navy, had to hold this office during their career. For most ambitious shipwrights the attainment of the rank of Foreman was the ultimate goal. A few might rise from the ranks of Foreman to the next rank of the Dockyard hierarchy to posts such as Master Caulker, Master Mastmaker, Master Boatbuilder or Purveyor.

By Navy Board Order of 1 April 1696, the number of Foremen of Shipwrights at Chatham Yard was limited to four: two on old work, one on work afloat and one supervising the caulkers. The wage of a Foreman was 3s a day and he received the benefits of the wages of the two apprentices usually allotted to him. Hartley Larkin who was Foreman Afloat in 1774 had two apprentices paid 24d and 19d a day respectively. Larkin received a pension of £40 a year when he left the Yard in 1781. After 1808 the salary of the Foreman of Shipwrights was £250 a year and the privilege of apprentices was withdrawn.

The career of the shipwright, Robert Elwes, is given below:

He was born 5 January 1787, married 3 February 1810, died 29 October 1866.

Shipwright at Woolwich Yard 1809/1819 on day pay

Purveyor of Timber, Van Diemens Land: 1819/1822 on day pay

Shipwright at Woolwich: 1822/1826

Modeller at Somerset House: 1826/1832

Purveyor of Timber in Italy: 1832/1835

Foreman of Yard at Chatham: 1835/1838 at £250 per year

Foreman of Yard at Sheerness: 1838/1839 at £250 per year

Purveyor of Timber in Italy: 1839/1847 on pay of Foreman of the Yard

Timber Inspector in Italy: 1847/1849 at £400 a year

Timber Inspector in Italy: 1849/1864 at £400 a year and 8s 6d a day whilst purveying timber in Italy

Pensioned at £370 1s 8d per year

Died at Leghorn and buried there.

Officer posts in the Dockyard below the rank of Master, e.g. Foremen, Quartermen, etc were appointed by Navy Board Warrant. The Board of Admiralty was responsible for the appointments to the posts of Master and above. The appointment of workmen was in the hands of the Principal Officers of the Yard subject to the approval of the Resident Commissioner. The Navy Board had control over the numbers employed in the Yards.

SUBORDINATE OFFICERS OF THE YARD

In other parts of this work mention has been made of family groups associated with the service, for example the Pett and the Shish families. In Gillingham, the Banes family formed a group of subordinate shipwright officers. George Dann Banes was a shipwright at Chatham in 1774; incidentally he was a churchwarden of Gillingham Church. He was Foreman Afloat at Chatham in 1812 and was appointed Foreman of the Yard in 1818. He was High Constable of Gillingham 1819/1820. His eldest son was the foreman of Shipwrights at Sheerness and his second son became Foreman of the Yard at Chatham and was High Constable of Gillingham 1855/6. In Gillingham Churchyard there is a memorial to William Dann Banes who was Master Mastmaker of Sheerness Yard.

In 1822 as part of the retrenchment after the Napoleonic Wars the grade of Masters in the Minor Trades was abolished. A limited number of Foremen of Shipwrights was appointed:

*. . . to have a general superintendence of all artificers under the Master Shipwright and his Assistants with the title of Foreman of the Yard.*¹

The posts of Foreman Afloat and Foreman of New Work were abolished. This title was retained by Shipwright officers after Foremen of the Minor Trades again took over the responsibilities of their departments. As late as 1966, officers superintending the work of welders were drawn from the ranks of shipwrights.

In 1847 when there were six Foremen of the yard, one of them was paid an extra £50 a year and was the first Senior Foreman of the Yard. Up to 1882 this officer lived in the Yard. Mr Penny, Senior Foreman, resided in No 4 The Terrace until his retirement.²

After 1847 candidates for promotion in the Royal Dockyards had to pass educational tests.³ Some Foremen had attended the Schools of Naval Architecture that were established after 1811. Foremen were selected from Inspectors, Assistant Timber Converters and Measurers. They were eligible for promotion to Assistant Master Shipwrights and to Timber Inspectors with a salary of £400. The Assistant Timber Converters, with salaries of £150 and £125, were eligible for promotion to Foreman grade, carrying a salary of £250. The last Foreman's examination was held in 1950.

By the economies of 1869, two Foremen were superannuated with pensions of £137 10s and £125 a year respectively. New entrants were then placed on an incremental salary scale, £150 and £10 to £250. The minimum of this scale was raised to £180 in 1873. By 1894 the scale was £200 x £10 to £300; that of the Foreman of Joiners, £150 x £10 to £240.

Foremen of the Yard at Chatham

1802	John Parks	
1802/3	James Steere	
1802/4	Joseph Binstead	
1802/13	Stephen Dadd	To AMS Sheerness

1 In Periscope February 1978, Mr K Slade stated that the correct title of Foreman of Shipwrights is Foreman of the Yard, a title given by George III when on a visit to Woolwich Yard. The King was so impressed with the wide range of responsibilities of the Foreman of Shipwrights that he proposed a new title, Foreman of the Yard. But in Gillingham Churchyard there is a gravestone inscribed:

John Rayner, Foreman of Shipwrights, died October 7, 1833, aged 49 years.

2 See section on Assistant Master Shipwrights in Chapter 5

3 See Apprentices in Chapter 4

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Foremen of the Yard at Chatham continued

1804/16	Wharton Amner	1816/22 Master Boat Builder Chatham
1813/25	William Adams	Superannuated 1825
1816/18	J P Wallis	To Plymouth
1818	George D Banes	In office December 1829
1822/23	Wharton Amner	Ex-Master Boatbuilder
1822/23	John Hellyer	Ex-Master Mastmaker
1822	William Spiller	In office December 1829
1822/25	Stainer Canham	Superannuated 1825
1822/25	Charles Bonnycastle	Resigned October 1829
1823	John Edye ¹	In office December 1829
1824	John Major	In office December 1829
1825	John Rainier	In office December 1829
1825	Samuel Read ²	In office December 1829

Foremen Afloat

1802/21	John Hellyer	Master Mastmaker January to July 1822
1805	James Steere	
1805/12	John Parkes	
1812	John Moore	
1812/18	George D Banes	
1822	Stainer Canham	January to July 1822 then post abolished. Made Foreman of the Yard.
1802	Thos Radcliffe	Foreman in Mast House, Chatham to Foreman Afloat, Plymouth

Foremen of New Work

1802/1811	John Nolleth ³	Promoted Second Assistant to Master Shipwright
1811/1812	John Peake	To AMS Sheerness
1812/1816	John Moore	To AMS Plymouth
1816/1822	William Spiller	Post abolished. Made Foreman of the Yard.

As a result of the formation of the Royal Corps of Naval Constructors in 1883, a new grade of officer, the Assistant Constructor, was interposed between the Foreman and the Constructor (before 1874, the Assistant Master Shipwright). Foremen of the Yard under the age of 50 could be admitted to the RCNC as Second Class Assistant Constructors provided that they could pass an examination in the elements of Ship Design and the calculations connected therewith. One result of this change was the reduction of the Foreman's chance of promotion to the higher Dockyard posts. This was later compensated by the reintroduction of the post of Senior Foreman in the larger Yards in

1 John Edye built ships on the coast of Malabar, 1813/21. He was then made Master Shipwright of the Dockyard at Trincomalee and in 1832 he was appointed Assistant Surveyor of the Navy.

2 Wright's Topography of 1838 names six Foremen: G D Banes, John Hancorn, William Rice, Samuel Read, W R Lang, R Adams.

3 John Nolleth (Nolloth) was appointed Assistant Surveyor. From 1816 to 1823 he was Master Shipwright at Sheerness. He moved from Sheerness to Portsmouth.

SUBORDINATE OFFICERS OF THE YARD

1911 which had been lost after the reorganisation. (Later the grade of Senior Foreman was introduced into the Engineering and Electrical Branches.) For many years past selected Senior Foremen of the Constructive Department had been upgraded to the rank of Acting Constructor. They were never advanced beyond this grade.¹

Foremen of Other Trades

In other parts of this work mention has been made of the Foremen of trades other than that of Shipwrights and Caulkers, e.g. Sailmakers and Joiners.² Traditionally the Foreman of Shipwrights was the highest paid Foreman; after 1808 their salary was the same as that of the Masters of other trades, £250 a year. In contrast the Foremen under the Boatswain, Foremen of Labourers and of Scavellers, were paid only £90 and £80 a year respectively.

In the latter part of the 19th century new Foremen posts were created. In 1808 the office of Foreman of Storehouses with a salary of £120 a year had been introduced. The first appointment of a Foreman of the Engineering Branch at Chatham occurred in 1873; the salary of the post was the same as that of the Foreman of the Yard, £180 to £250 a year. (It should be noted that at Woolwich the posts of Foreman of the Engineering Branch and Foreman of Boilermakers were introduced in 1843.)

In the Estimates of 1882/3 allowance was made for Chatham Yard of nine Foremen of the Yard, one Foreman of the Engineering Branch and one Foreman of Boilermakers, all on the scale of £180/£300 a year. By 1890 there were two Foremen of the Engineering Branch and in 1897 the new rank of Foreman of Shipfitters was created in all Yards with a salary of £200/£300 a year.

By the end of the Second World War the salary of the Foreman of the Yard was £380/£540 a year and of the Senior Foreman, £540/620 a year. The Foremen of trades such as Sailmakers and Joiners, had slightly lower scales. After 1948 the salary scales of the officers in the Engineering and Shipbuilding branches were reviewed and as a result a new grading introduced linking the departmental classes. The salary scales in 1969 are given later in this chapter.

Quartermen, Leading Men, Inspectors and Chargemen

The Quartermen was the officer who took charge of one of the gangs into which shipwrights and caulkers were divided. According to an order made in 1709 the gang, or tribe, numbering 20, exclusive of the Quartermen and his assistant, the Quarter Boy, consisted of shipwrights with their servants and the servants with no masters in the Yard. His deputy was titled Pro Quartermen. In the early part of the 18th century when the shipwright's pay was 2s 1d a day, that of the Quartermen was 2s 6d a day.

The supervision of the labour force in the Yard was always difficult and there appeared to be laxity which somehow neutralised orders and regulations. The declaration of the seaman, Commissioner Matthews:

It was not a Quartermen's business to Pray them to do work but to Command and see them Perform it . . .

made no allowance for the precarious foundation on which a Quartermen's authority rested. There was always the fear that a disgruntled workman had personal or political influence and the Quartermen had a further worry that the man whom he should punish

1 See Constructive Department in chapter 5

2 The supervision of the work of joiners and caulkers was carried out by Foremen of the Yard for a period in the 19th century

SUBORDINATE OFFICERS OF THE YARD

might turn informer and receive a sympathetic hearing from the Navy Board. The latter rarely repudiated the informer.

To ensure that the Quartermen had an average gang, good and bad workmen were apportioned equally between the gangs, a process termed shoaling. An Order of 6 March 1730 directed that the shipwrights were:

. . . to be shoaled according to the ancient practice of the Navy, first making choice of the properest men and the youngest apprentices for the Mast and Boathouses and a Quartermen to act as Foreman as required by each House, the other Quartermen to choose their representative gangs by the eldest Quartermen choosing a man, then a Second Quartermen and so on . . .

The reference to the ancient practice is of interest: clearly the order simply regularised an existing custom. The Dockyard Officers were directed to make a new shoaling during the Lady Quarter of each year, if necessary. By a Navy Board Order of 18 December 1771, shipwrights and caulkers were to be shoaled at the end of the year to make the payment accounts easier. The practice of shoaling probably still persists (1980's); up to at least 1930 the Dockyard School was used for this purpose. The recruitment of Quartermen is illustrated by the Navy Board Order of 27 February 1758:

In future, vacancies for Quartermen in the Yards the Master Shipwright and the Assistant Master Shipwright are to acquaint us therewith, and at the same time recommend such persons as they think qualified for the place, specifying age, service and to whom apprenticed, and fittest for the duty.

As well as supervising work in the Yards, Quartermen were employed on overseeing duties. The Yards provided the Navy Board with lists of Quartermen and Pro Quartermen who were qualified to supervise the building of ships in merchant yards. By the last quarter of the 18th century they were classified into three classes according to their ability. No overseer was appointed to a shipyard for a second time and the overseer had to return to the Dockyard when the contract terminated.

By Navy Board Order of 11 May 1743, Overseers were to have a shipwright's pay, 2s 1d a day, in addition to their allowance of 5s a day. They had declared that their pay exceeded little the earnings of Yard shipwrights. There was always a suspicion that the Overseers were receiving bribes from the builders. Admiral Matthews, ex-Commissioner of Chatham, wrote on 11 October 1743:

I do well remember when I had the honour of being One of the Navy Board many were the complaints, and I do very well remember Captain Mostyn's complaint in particular against the ship he commanded, likewise that a Quartermen of Chatham, (Wallis by name) was the Overseer of the Work. I did propose his being dismissed for his neglect of duty (to say no worse) to the Speaker of the House of Commons then in the chair. (Arthur Onslow in his capacity of Treasurer of the Navy, sitting at the head of the Navy Board). But as he was a favourite it was not done, but on the contrary, the same Person was appointed Overseer of another ship.

In the last part of the 18th century many shipwrights and caulkers worked on piece work. The Quartermen shared the earnings of his gang on Task and Job Work up to 1808; but in that year the Quartermen were made salaried officers of the Yard. About half the

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Quartermen of shipwrights and caulkers were termed First Class Quartermen and paid £180 a year; the rest were Second Class Quartermen and paid £160 a year. They lost the benefits of their apprentices. The Pro Quartermen were paid 7s a day and allowed one apprentice.

In 1816, after the end of the war, the size of a gang of shipwrights was increased from 20 to 30. As a result of the economies introduced in 1822 the grade of Quartermen was abolished. A workman with the title of Leading Man was given an allowance of 2s 6d a week and put in charge of a gang numbering ten.

By 1833 piece work in the Yard gave place to time work and to provide for the increased supervision which the new system was supposed to require, a new class of salaried officer was formed, the Inspector who was paid £100 a year when the shipwright's pay was 4s 6d a day. The gang under the Leading Man then consisted of 15 men and apprentices; the Inspector took charge of two or three gangs, acting as intermediary between Leading Men and the Foreman. There was to be a Foreman to every two Inspectors.

A circular dated 20 December 1834 gave the establishment of Inspectors, Leading and First Class Men and the reduction in the numbers.

<i>Shipwrights</i>	Inspectors	12 in lieu of 16 ¹
	Leading Men	25 in lieu of 31
	First Class Men	75 in lieu of 62 ²
<i>Caulkers</i>	First Class Men	5 in lieu of 4
<i>Joiners</i>	Leading Men	4 in lieu of 5
	First Class Men	12 in lieu of 10
<i>Smiths</i>	Leading Men	6 in lieu of 7
	First Class Men	18 in lieu of 13
<i>Sawyers</i>	First Class Topmen	9 in lieu of 6
	First Class Pitmen	9 in lieu of 6
<i>Labourers</i>	Leading Men	2 in lieu of 4
	First Class Men	6 in lieu of 12
<i>Sailmakers</i>	Leading Men	1 in lieu of 2
	Spinners First Class Men	24 in lieu of 16
<i>Storehouse</i>		
<i>Labourers</i>	First Class Men	3 in lieu of 2

The salaries of Inspectors were raised from £100 to £125 in 1847 and a First Class of Inspectors was formed with a salary of £150 - a quarter of the number of Inspectors were to be First Class. There were to be 4 Leading Men or Measurers under one Inspector and 12 shipwrights under each Leading Man. In 1848 there was to be an Inspector over three Leading Men, and 20 men and apprentices to a gang. (As mentioned in the section on Apprentices both the Inspector and Leading Man had to pass an examination.)

1 Wright's Topography of 1838 names 15 Inspectors of Shipwrights

2 An Admiralty Order of 18 November 1834 refers to the recent distribution of shipwrights and other artificers into three classes (See Dockyardmen) and . . . as a further encouragement to able and meritorious workmen to direct that one additional First Class Man shall be forthwith promoted in each gang of 15. This made three first class men per gang.

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For the best of the boys who attended the Dockyard School the proper career was the Mould Loft. One out of every three of the vacant inspectorships were given to the head draughtsmen.

Admiral Smart's Committee on Dockyard Economy of 1858 took evidence from all classes of Dockyard Officers. John Merralls, Leading Man of Shipwrights at Chatham, stated that he was aged 68, and that his pay was 5s 6d a day. Edward Cheeseman, Foreman of the Yard at Chatham, stated that he was 71, and that his salary was £250 a year. One of the recommendations of the Committee was the abolition of the Inspector grade.

From the evidence given, it would appear that the Leading Man of Shipwrights was paid 5s 6d a day, 1s being supervisory money. When employed on Task and Job the Leading Man took the workman's share of the earnings of the gang and 6d a day supervisory money. Shipwrights were formed into gangs of 20 each including the Leading Man and apprentices; this was considered quite as many as one person could thoroughly look after. In 1858 three gangs formed a company which was placed in charge of an Inspector. In 1833 Inspectors had only two gangs each with 15 in a gang but the numbers were gradually increased. (Before 1822 the Quartermaster had charge of 25 men and apprentices.) A man called a runner provided stores, procured timber materials, looked after iron in the smithery etc.

In 1863, Inspectors working on the **Achilles** from 6 am to 8 pm with one hour ten minutes for meals were refused their request for overtime payments on the grounds that they were salaried officers.

In 1864 it was ordered that Leading Men should become operatives in addition to their supervisory duties. Inspectors' cabins ¹ on the building slips were to be replaced by desks for the signing of chits, etc and writers were appointed to the Foremen.

The pay of Leading Men in 1873 is given in the section on Dockyardmen in Chapter 3.

At the end of the financial year of 1870 the office of Inspector was to be abolished. Senior men were to be superannuated, ten years being added to their service to increase their retiring pension. It was proposed to employ the Inspectors in lieu of clerks. On 25 February 1870, Messrs Taffs and Fleming, Inspectors of Shipwrights, and two mechanic writers, took the place of superannuated clerks in the late Stores Department under the Master Shipwright of Chatham, Mr Thornton. Leading Men of Shipwrights were to be paid an extra 6d a day owing to the additional duties caused by the abolition of the Inspector grade; those of sawyers and jointers, an extra 4d and 2d a day respectively.

The status of Leading Men was raised. In April 1883 it was announced that Leading Men of Shipwrights, employed as Measurers, Leading Men of the Engineer Trades, Leading Men of Storehouses, and the Liners of Masts, were to be paid before the general body of the workmen, as was the case with Draughtsmen, Engineer Students and Messengers.

In 1883 a Dockyard reorganisation plan was published implementing the recommendations of the Departmental Committee presided over by Lord Brassey. There was to be a reduction of the number of Foremen of the Yard and Leading Men. The Leading Men were to receive the acting rank of Inspector with a salary of £100 x £5 to £150. The gang under each Inspector was to be increased from 20 to 25. The Inspector was to receive no overtime payment and no share of the workmen's earnings. They were to be given six days' leave of absence without stoppage of pay, later increased to twelve.

1 The allocation of cabins in 1778 were: two Foremen Afloat, two Foremen of the Yard, Foreman of Caulkers, of the Masthouse and of the Boathouse, Converter, House Carpenter, Joiner, Bricklayer, Plugkeeper and two Measurers of Sawyers' work, 14 in all.

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They were to be given one month's sick leave on full pay, and one month on two-thirds pay.

The pay transition was as shown in the table below:

<i>Pay as Leading Man</i>	<i>Pay as Inspector</i>
£101 8s	£110
£109 4s	£120
£117	£130

The first increment of salary of £5 was to take effect from 1 July 1885.

The next change was the reduction in the number of Inspectors. In the Estimates of 1886 the number of Inspectors of Shipwrights was 37, of Acting Inspectors, 18. In the Estimates of 1893/4 the number of Inspectors of Shipwrights was 12. This reduction was effected by putting a workman with an allowance in charge of a gang. The workman was termed a **Chargeman** and he received a shipwright's pay with a supervisory allowance of 1s a day. The number in the gang was reduced to 20 and an Inspector supervised two or three gangs. The Chargeman was not an Officer of the Yard and was appointed by selection and not by examination.

The term Leading Man' still continued to be applied to trades other than the shipwrights. There were references in the pay awards to Leading Man of Fitters (Shipbuilding Branch) and of Fitters (Steam Branch), Joiners, Labourers, Painters, Plumbers, etc. The Works Department retained the title of Leading Man until its connection with the Admiralty ceased.

From July 1967, Chargemen of Trades were placed in a departmental grade linked for pay, etc to the Technical Class, Grade II, and were then titled Technical Supervisors. Chargemen of the Titular Trades were placed in the Process and General Supervisory Class, Grade IV. These were both non-Industrial Grades.

By 1938 the salary of an Inspector in the Shipbuilding and Engineering Branch was £270/£350; that of the Inspector of Trades such as painter, sailmaker and joiner were somewhat less, £230 to £305. For the rates of pay in 1969 see later in this chapter.

Measurers and Recorders

Whenever men worked on the payment by results system their output had to be measured to assess their earnings.

From the middle of the 18th century Admiralty pressed for the introduction of Piece or Task Work, especially for shipwrights, in order to increase the efficiency of the Yards; about half the labour force were shipwrights. Some piecework was already carried on in the Yard and its measurement presented few difficulties. Straightforward production work such as that carried out by the sawyers, oar making, the manufacture of nails and spikes, bricklaying, etc was easy to measure and was done by the Storekeeper's staff. Joiners were put on piece work, but most of the piece work of the 18th century was really measured day work, the output for a day's pay being defined for the workmen and their superiors. This was the case with the work of ropemakers and sailmakers; even so there were difficulties.

Admiralty was not very successful in their efforts to persuade the shipwrights to work by Task until the end of the American War of Independence when overtime ceased and the

1 See section on Dockyardmen in chapter 3

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wages were day pay only. By the 1790's Task Work for shipwrights was general for new construction and Job Work for ship repair work.

Up to 1771 Measurers had been borne on shipwright's pay, but by Navy Board Order of 31 December 1771, these were to be put on the same footing as quartermen, paid 2s 6d a day and allowed a servant. At Chatham there was to be one measurer to the Master Shipwright at the crane, one for Sawyers' work and one appointed to the Clerk of the Checque for Sawyers' work.

In the Gentleman's Magazine August 1789, there is an account of the sudden end of the last category.

Mr Thomas Whiffed, many years measurer to the Clerk of the Checque at Chatham Dockyard for sawyers' work, having been, for some time past, in a state of insanity, took a sudden opportunity of throwing himself down the well of his own home in Prospect Row, Brompton. He was soon taken up dead. Upon inspection, his neck, one leg and an arm were broken by the fall, the depth of the well being upwards of 23 fathoms.

The Commissioners on the Civil Affairs of the Navy in their Third Report issued in 1806 generally approved the concept of Task and Job Work in shipbuilding and ship repairing respectively and recommended the appointment of a Master Measurer of the same status as a Foreman and sub-measurers equivalent to Quartermen. These were appointed in 1810.

The sub-Measurers kept a weekly account of the work done by each gang of shipwrights. The Master Measurer would insert the scheme of prices and send the complete account to the Clerk of the Checque to calculate the daily earnings of the gang. The Commissioners found that it was customary at Chatham for the earnings to be shared among all the shipwrights of the gang since individual piece work measurement was impossible.

William Man Clark held the office of Master Measurer from 1810 to 1820 and was followed by John Broorman who held the office at least until 1829.

With the peace after the French War the work required in the Yard diminished rapidly and piece work came into disrepute. It was felt that the Measurers on salaries of £180 a year were merely employed in cooking the books' so that each man got roughly the same wage, about 5s a day.¹ The piece work system disappeared about 1833 and the office of Master Measurer was abolished.

In 1847, day work with check measurement was tried. Some of the men's work was measured as if it had been piece work and if the work failed to reach the given standard, a deduction was made from the Men's wages. In 1848 there were four Measurers, one at a salary of £150 and the other three with a salary of £125 a year. With the outbreak of the Crimean War in 1854, Task and Job Work was reintroduced; this system lasted until about 1864. After 1864 time work with a certain amount of check measurement became the rule.

In the Dockyard Enquiry of 1868, Superintending Measurer, John Barnaby, gave evidence. He said that he was 66 and had a salary of £150 a year. When employed on Task and Job Work in 1856 he was then paid £180 a year. There were then 10 Measurers on Task and Job Measurement, but during the time of day pay, four only were employed on check measurement. He said that the average earnings for shipwrights on Task and Job Work was 6s 11/2d; day pay was 4s 6d, but the actual earnings were from 5s to 5s 3d.

See Dockyardmen, chapter 3.

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In the Pay Revision of 1873 when the pay of the shipwrights was raised to 5s a day, the recorders of the work, who were hired men, were paid rates ranging from 4s to 7s 6d a day.

Chatham News' of 8 March 1890 reported proposals for the reorganisation of the Dockyard Measuring Staff. Hitherto the Staff consisted of four Measurers at £150 each and 1s a day extra on special duty, each Measurer having a Dockyard Writer to post up work. The new Order stated that the staff was to consist of one Chief Measurer, one Measurer and six Measurers' Recorders. The salary scale of the Chief Measurer was to be probably £180. The Measurers and Measurers' Recorders were to be selected from Dockyard Writers. Two appointments were to be abolished and the anticipated saving was £300 a year. In future Smiths' work was to be measured by a Writer who had been a smith.

Chatham News' of 23 August 1890 announced that the rate for the new appointed class of Measurers' Recorders was to be 5s 6d a day. The same paper reported in November that the Measurers were to be appointed from the Shipwright or Fitter trades and not from the ranks of skilled labourers. It was also announced that the Measuring Staff was to be transferred to the Expense Accounts Department.

After the First World War new schemes for payment by results were put into operation. The Central Estimating Office in the Yard was established in 1926,¹ and mechanics were employed in connection with the preparation of estimates and the negotiation of Job Contracts. Other mechanics and skilled labourers were employed as Recorders by the Expense Accounts Officer to supervise the clocks at In-muster and Out-muster. These men had duties in connection with the payment of workmen and were responsible for the returns of employment of all work people and of the output of those engaged in forms of payment by results.

Draughtsmen

An account has been given of the Mould Lofts and the Drawing Offices in the Clock Tower Building in the section on Development. The old Mast House and the Mould Loft opened in 1885 and burnt down in 1902. Mention was also made of the Engineering and Electrical Drawing Offices.

Not until the middle of the 19th century was the draughtsman in the Master Shipwright's Department considered other than as a single-stationed shipwright on day pay.

The apprentices of such officers as the Master Shipwright and his Assistants were given instruction in the drawing and the laying off of ships. The privilege of apprentices was withdrawn from such officers in 1801 and an attempt was made to provide shipwrights with Mould Loft experience by an Admiralty Order dated 9 March 1804 which provided that some apprentices in the Yard should be trained in the Mould Loft in drawing the laying off of ships. The School of Naval Architecture opened in 1811 and apprentices were trained as Naval Architects. The Dockyard School was opened in 1843 but the instruction given in its early years was of rather an elementary character. The best of the apprentices who attended the school were selected for a course in Naval Architecture at the Central Mathematical School and on their return they were employed at first as third class supernumerary draughtsmen at 5s a day - the pay of the First and Second Class Draughtsmen was 7s and 6s a day respectively.

From the evidence given to the Committee on Dockyard Economy in 1858 it appears that the three classes of draughtsmen were the instruments of the Foremen of New Work.

¹ See Dockyardmen

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The Committee proposed that the draughtsmen be put in the charge of the Head Draughtsman of the Mould Loft.

After the closure of the Central Mathematical School in 1853 selected apprentices were placed in a two year Superior Course and were attached to the Mould Loft and attended the Dockyard School. In 1861 the Head Draughtsman in the Mould Loft started drawing classes for fourth year shipwright apprentices. These classes were held after Yard hours twice a week and the Head Draughtsman was paid £20 a year for this duty; his salary was then £125 a year. In 1886 similar instruction was given to Fitter Apprentices. Classes in Mechanical Drawing and Descriptive Geometry at the Dockyard School were not started until after 1905, but from its inception almost all Admiralty draughtsmen have received their early training in this School.

In 1847 draughtsmen in the Mould Loft were paid from 7s to 5s a day according to their class; the modeller was paid 6s a day; the draughtsmen in the Millwright's shops were paid 5s 9d a day and the two joiners making moulds in the Mould Loft were paid 4s 6d a day. By the 1860's a First Class Draughtsman was paid a salary of £125 a year. After the Pay Revision of 1873, established draughtsmen were paid 7s and 6s a day, hired draughtsmen were paid from 5s to 10s a day and hired leading draughtsmen, 10s to 12s a day. In 1873 a First Class Draughtsman was appointed to instruct Carpenters, RN in shipbuilding subjects. His salary was raised to £130.

By 1883, Dockyard draughtsmen were given 12 days annual leave of absence and sick leave with pay on the scale: 12 days' full pay, 12 days' half pay.

In 1890, draughtsmen and modellers were allowed to start work at 8 am all the year round; previously they had started at 7.45 am in the summer and 8 am in the winter. By this time the grades and salaries of draughtsmen in the Chief Constructor's Department supervised by an Assistant Constructor¹ were:

Chief Draughtsman (2nd class Assistant Constructor)	£240 pa
Senior Draughtsman (3rd class Assistant Constructor)	£150 pa
<i>Section Leaders</i>	
1st class Draughtsman (established)	7s 6d a day and 2s duty pay
1st class Draughtsman (established)	7s 6d a day and 1s duty pay
1st class Draughtsman (established)	7s 6d a day (3 in number)
<i>Section Leaders</i>	
2nd class Draughtsman (established)	7s a day and 1s instruction of Carpenters R N in drawing
2nd class Draughtsman (established)	7s a day and 1s duty pay
2nd class Draughtsman (established)	6s 6d a day (7 in number)
<i>Curator and Recorder of Drawings</i>	6s a day

20 shipwrights were temporarily employed: 10 at 5s 6d a day and 10 at 5s a day. (The draughtsmen under the Chief Engineer received 1s a day more than those under the Chief Constructor.)

Journeymen completing six month's service were eligible to compete for the post of Second Class Draughtsmen. Promotion from Second to First Class was by examination. The last of these promotion examinations was held just before the First World War. "Chatham News" of 24 March 1894 announced that all First Class Draughtsmen in the

1 April 1891. W H Berry 1st Class Assistant Constructor i/c of Mould Loft and Drawing Office on salary of £250/£300

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Chief Engineer's Department were to be permitted to compete for the post of Foreman in the Engineering Branch.

In 1902 the pay of the First Class Draughtsmen (10 in number) was increased from 45s to 48s a week and the duty pay was increased in some cases from 1s to 2s a day. Other draughtsmen (20 in number) received 37s 6d, Mechanics on the Drawing Staff (30 in number), 34s 6d, Additional Mechanics at Trade Rate (12 in number) and Super-numeraries, 33s a week.

A petition for an increase of pay about this time illustrates the relativities of the pay of draughtsmen in the Royal Dockyards and those in private yards. (See Appendix A)

In 1938 the salaries were:

Senior Draughtsmen	£350 to £500
1st Class Draughtsmen	£280 to £340
2nd Class Draughtsmen	£210 to £280
Temporary Draughtsmen	£200 (fixed)

The scales showing the changes in the grading of draughtsmen after the Second World War appear later in this chapter.

The career of a draughtsman, Charles Knight, in Admiralty service up to the end of the First World War is given below. He came from a family with Dockyard connections; his father was pensioned from the Yard in September 1901 with a pension of £47 6s 4d. Charles Knight was born in 1877, entered the Yard and came out of his time in June 1898. He took the Second Class Draughtsmen's examination in 1904 whilst serving in the Drawing Office and was made an Acting First Class Draughtsman in 1906, a post he lost in 1908. He transferred to Admiralty and was made an Acting First Class Draughtsman in February 1909 and was established in that grade in April 1909.

Details of his pay whilst on the staff of Admiralty in London:

	<i>January 1918</i>		<i>April 1919</i>
Pay	£163 14s 2d		£178 14s 0d
War Bonus	£50 0 0	War Bonus ¹	£103 14s 10d
Duty Pay	£15 0 0	Duty Pay	£15 0 0
London Allowance	£ 25 0 0	London Allowance	£25 0 0

After the First World War with the contractions of the Yards, promotion of the mechanics to second class draughtsmen was very slow. They often had to wait five years for the written examination held by the Civil Service Commissioners; a post was not guaranteed even if the candidate secured the necessary pass mark. Those who had not received confirmation before the next examination were required to sit the examination again.

After 1948 the salary scales for Admiralty shipbuilding and engineering draughtsmen were linked with those of the Technical Classes. The salary scales for Admiralty Shipbuilding and Engineering Draughtsmen in 1969 are given later. An additional grade, the Drawing Office Manager, had been created.

In 1961 there was a replacement of the limited competition for draughtsmen in the professional departments. Candidates had to satisfy the Civil Service Commissioners that their standard of technical knowledge was that of the Ordinary National Certificate or its equivalent and that they had practical training with drawing office experience. Candidates were interviewed by a Selection Board.

¹ War Bonus: £60 and 20% of pay

SUBORDINATE OFFICERS OF THE YARD

Instead of continuing in the Drawing Office, the draughtsman could, by passing the necessary examination, become an Inspector and make a career in the Technical Class.

Drawing Office Reorganisation 1961

Prior to the reorganisation, drawings were produced by three Departmental Drawing Offices housed in separate buildings and each operating its own print room and tracing pool. After the reorganisation, all Ship Drawing Offices were housed together as part of the Planning Manager's Department, and had a common administration including a Head of Drawing Office. The Drawing Sections retained their trade specialisation under a Chief Draughtsman.

Lady Tracers ¹

The staff records in Chatham date back to 1905 when seven Lady Tracers including the Chargewoman or head tracer began work in the Drawing Office. Mary Keeling, head tracer, resigned in 1946 after 41 years' service.

Tracer learners were recruited between 15 and 18 and Tracers up to 25. Selection was by interview and a tracing test for both grades.

In 1952 the rates for Tracers were:

Tracer	94s per week at age 25 rising to 109s
Leading Tracer	100s x 4s to 118s per week
Head Tracer	£340 x £15 to £400 (London rate)

These are compared with the draughtsman's rate: £340 x £20 to £575 (London rate)

Miss Ethel Neale started work as a tracer in 1937 and was the first and only tracer in the Engineering Department in 1941 - she became Head Tracer in 1961 and retired in 1965.

¹ It was proposed in 1904 to employ female tracers in the Drawing Offices of the Royal Dock-yards. Their pay was to be 15s per week rising by triennial increments to 18s per week; the Chargewoman was to receive 6s per week extra.

Further it was proposed that apprentices were to be entered at 15 and to serve for three years; 6s per week, 1st year; 8s per week, 2nd year; and 13s per week, third year.

SUBORDINATE OFFICERS OF THE YARD

Technical Classes and Drawing Office Grades 1969

(Main Grade - Professional Officer e.g. Constructor, Electrical Engineer)

T G A Senior Foreman	£2,325 to £2,725
T G B Overseeing Service	£2,225 to £2,500
T G I Foreman	£1,790 to £2,225
T G II Inspector ¹	£1,550 to £1,790
T G III Estimator Diagnostician Craftsman	£1,030 to £1,550 (by examination)
Drawing Office Manager	
Chief Draughtsman	£2,275 to £2,725
Senior Draughtsman	£1,790 to £2,225
Leading Draughtsman	£1,550 to £1,790
Draughtsman ²	£1,030 to £1,550

Staff Reports

The Promotion Committee of the National Whitley Council (1922 & 1938) called for annual confidential reports on every officer. These reports were scrutinised by the Staff side nominees not personally connected with the reports raised.

1 After three years as a journeyman, the mechanic was eligible to compete for T G II posts. 2 Examinations were held every two years. The minimum age for appointment was 25 years. Written examinations for T G II posts were not held after 1965. Candidates were expected to have either ONC or its educational equivalent.

2 Draughtsman's minimum qualifications were ONC or C & G Final Technician's Certificate.

SUBORDINATE OFFICERS OF THE YARD

Appendix A

That a comparison of pay and position of Draughtsmen in private firms with those of your Petitioners, as given in the appended statement after making due allowance for the advantages of the Government service, shows that the remuneration of your petitioners is inadequate to the service performed.

<i>Name of Firm</i>	<i>Rate of pay per week</i>	<i>Remarks</i>
Harland & Woolf	£2 to £4	Paid for all Yard holidays and overtime. A fortnight's leave per year with pay and sick pay at the discretion of firm.
Palmer's (Jarrow)	£2 to £4	Paid during sickness and one month's leave with pay. Hours 9 to 5 with 1 hour for lunch. Saturdays 9 to 1 pm. Managers are invariably selected from Draughtsmen.
Earle's (Hull)	Juniors £1 7s to £2 2s Seniors £2 5s to £2 15s Draughtsmen in charge up to £4	Draughtsmen in this firm are eligible for Assistant Outdoor and Outdoor Managers
Laird's (Birkenhead)	Juniors £1 10s to £2 15s Seniors (in charge of vessels) £2 10s to £5	Leave with pay fortnight per year. Full pay during sickness up to about 8 weeks Hours 9.30 to 1 pm; 2.30 to 6.30 pm Saturdays 9.30 to 1 pm
Thames Limited Clyde Bank (Fairfield) Sir W G Armstrong	£2 10s to £3 Draughtsmen in charge of work or ship £4 to £5	Leave with pay one month per year. Sick pay at the discretion of the firm Hours 9.30 to 5 pm with 1 hour for luncheon
London & Glasgow Iron & Steel Ship- building Co	£1 10s to £3 10s	
Royal Dockyards	£1 19s to £2 5s Duty Pay 1st Class Draughtsmen 2 @ 2s and 3@ 1s per day	Leave per year with pay 12 days Sick leave per year 12 days full pay and 12 days half pay

The men in the lower rates are employed generally on tracings and copying plans for Mercantile vessels; those on the higher rates are employed on general and warship work, and correspond with shipwrights employed drawing in the Royal Dockyards.

Draughtsmen in some of the private firms obtain bonuses on a successful completion of ships. c 1900

SUBORDINATE OFFICERS OF THE YARD

Appendix B

The establishment of inferior officers at Chatham in 1810.

Boatswain of the Yard	1
Shipwrights	
Foremen	3
Quartermen	38
Caulkers	
Quartermen	5
Boatbuilders Foreman	1
Mastmakers Foreman	1
House Carpenters	
Foreman	1
Leading Men	2
Joiners	
Foreman	1
Leading Men	2
Sailmakers	
Leading Men	2
Riggers	
Leading Men	4
Ropemaker	
Foremen	4
Smiths	
Foreman	1
Firemen	17
Bricklayers	
Foreman	1
Scavelmen	
Leading Men	3
Storehouse Labourers	
Leading Men	2
Yard Labourers	
Leading Men	7

The Royal Dockyards during the Revolutionary and Napoleonic Wars' by Roger Morriss

Salaries of Inferior Officers from October 1808

Salary, peace or war

Boatswain)	
Foreman of the Yard)	
Foreman Afloat)	£250
Foreman of New Work)	
Quartermen of Shipwrights - half number employed in Yard	£180 first class
Quartermen of Shipwrights - the remaining half in Yard	£160 second class
Pro Quartermen	7s a day and one apprentice
Foreman of Caulkers	£250
Quartermen and Pro Quartermen as for shipwrights	

SUBORDINATE OFFICERS OF THE YARD

Salaries of Inferior Officers from October 1808 continued

		<i>Salary, peace or war</i>
Master Mastmaker		£250
Foreman of Mastmakers & Top & Capstan Makers		£200
Quartermen (appointed only when number of mastmakers exceeds 30, and another to every additional 20 men)		£160
Boatbuilders, as for Mastmakers		
Master House Carpenter		£250
Foreman of House Carpenters		£140
Leading Man of House Carpenters when superintending		
	Summer	4s 9d a day
Day Work	Winter	3s 9d a day
	Extra	6d per hour
Leading Man of House Carpenters when superintending		
	Summer	5s 9d a day
Task & Job Work	Winter	4s 6d a day
	Extra	7d per hour
Master Joiner		£250
Foremen of Joiners		£150
Leading Man of Joiners when superintending		
	Summer	5s a day
Day Work	Winter	4s a day
	Extra	6d per hour
Leading Man of Joiners when superintending		
	Summer	6s a day
Task & Job Work	Winter	4s 10d a day
	Extra	7d per hour
(A Leading Man to be carried for every 25 men at Chatham)		
Master Sailmaker		£250
Foreman of Sailmakers		£140
Leading Man when superintending Day Work		
	Summer	4s 9d a day
	Winter	3s 9d a day
	Extra	6d per hour
Leading Man when superintending Task Work		
	Summer	5s 9d a day
	Winter	4s 6d a day
	Extra	7d per hour
(A Leading Man to be carried for every 15 sailmakers)		
Master Rigger £		£250
Foreman of Riggers		£130
Leading Man superintending Day Work		
	Summer	4s a day
	Winter	3s 3d a day
	Extra	5d per hour
Leading Man superintending Task Work		
	Summer	5s a day
	Winter	4s 6d a day
	Extra	6d per hour
(Leading Man to every 25 Riggers and Riggers' Labourers)		
Master Ropemaker		£250
Foreman of Ropemakers		£200

SUBORDINATE OFFICERS OF THE YARD

Layer of Ropemakers		£120
Foreman of Line & Twine Spinners		£160
Master Smith		£260
Foreman of Smiths		£200
Fireman ¹ superintending anchor work by the day		
	Summer	7s a day
	Winter	5s 7d a day
	Extra	8d an hour
Fireman superintending anchor work by Task or Job		
	Summer	9s a day
	Winter	7s 3d a day
	Extra	11d an hour
Fireman superintending Day work of less importance		
	Summer	6s a day
	Winter	4s 10d a day
	Extra	7d an hour
Fireman superintending Task or Job work of less importance		
	Summer	8s a day
	Winter	6s 6d a day
	Extra	10d an hour

(Master Smith, Foreman of Smiths and Firemen are allowed 3 pints of strong beer per day when employed on anchors above 20 cwts and 1/2 pint for every hour of extra time)

Master Bricklayer		£250
Foreman Bricklayer		£140
Leading Man as for Sailmakers (Leading Man to be appointed when number of bricklayers exceeds 25)		
Master Painter		£200
Foreman of Painters		£130
Foreman of Scavelmen		£ 90
Leading Man superintending Day Work		
	Summer	3s 6d a day
	Winter	2s 9d a day
	Extra	4d an hour
Leading Man superintending Task Work		
	Summer	4s a day
	Winter	3s 6d a day
	Extra	5d an hour (Leading Man to every
	2	5 Scavelmen)
Foreman of Labourers		£ 80
Leading Man superintending Day Work		
	Summer	3s a day
	Winter	2s 5d a day
	Extra	4d an hour
Leading Man superintending Task Work		
	Summer	3s 6d a day
	Winter	2s 9d a day
	Extra	5d an hour
Foreman of Teams		£140
(previously known as Master or Conductor of the horse)		
Foreman of each storehouse		£120
1 Previously called Foreman; Fireman is the first man at each forge.		

SUBORDINATE OFFICERS OF THE YARD

Cabin Keepers

Store cabins are to be established for the Rigging Loft, Sail Loft and Painters' Shop and cabin keepers are to be appointed to them

Cabin Keeper to the Shipwrights	£100
Cabin Keeper to the Caulkers	£80
Cabin Keeper to the Joiners	£70
Cabin Keeper to the House Carpenters	£70
Cabin Keeper to the Riggers	£70
Cabin Keeper to the Sailmakers	£70
Cabin Keeper to the House Painters	£70
All other Cabin Keepers	£60

(1811 The Master Sailmaker stands charged with all stores demanded for the use of the sail loft as no cabin keeper employed.)

Converters of timber are to be considered as on the same footing of Quartermen and allowed salary of £160 or £180 at the discretion of his officers subject to approval of Commissioner.

CHAPTER 15

INTERNAL SECURITY OF THE DOCKYARD

Porters and Wardens

From the earliest days the Porter was in charge of the security of the Dockyard. His duties were defined in 1629:

1. *To keep the keys of all gates pertaining to the Yards, to lock them up both day and night where there is no necessary cause to pass in and out for His Majesty's service.*
2. *To open the said gates of ordinary passage at the times approved by the officers, to wait himself at the Principal Gate and place warders at the rest.*
3. *To ring the bell when the Master Shipwright doth appoint to give warning to the workmen to depart, to keep the glass during their time of absence and to toll the bell when it is out to call them to work again.*
4. *To suffer no idle or suspicious person to come into the Yards, nor any man that is unknown, except he hath special business there.*
5. *To lock up the gates within a quarter of an hour after the bell hath given warning, to suffer none after that to come in or pass out without the permicity of the Clerk of the Checque and the Master Shipwright.*
6. *To suffer no man without sufficient warrant to carry any things of the King's out of the Yard and any man so stayed and detected by him to keep in the stocks or other hold, till the Principal Officers take order with him.*
7. *To keep in the stocks or other hold all offenders in the Yard committed to his custody by the Principal Officers, or in their absence the Clerks of the Stores or Checque, Master Attendant or Master Shipwrights till further order be taken with the offenders.*
8. *To wait at the gate till the watch be set in the evening and the watch not to be discharged till they relieve them again in the morning.*

From 1619 to 1639 there are records of payments to the Porters at the gates of the New and Old Docks; the pay for each post was 20 marks or £13 6s 8d per year. The Old Dock was then abandoned and was leased in 1649 to Richard Isaackson.

Thomas Eason, the Porter at the Old Dock held office from 1622 to 1639. His wife, Mary, acted as housekeeper at Hill House where they had accommodation.

Eason acted additionally as a rat catcher, for this duty he was paid £4 a year. This seems to have been the rate for rat catching at least until 1784. In 1874, rat catchers were paid 1s for each dozen tails.

John Dolman was the Porter at the Gate of New Dock from 1619 to 1625. He received a payment of £3 a year for looking after the clock. His lodge was on the left of the gateway entering the Yard.

INTERNAL SECURITY OF THE DOCKYARD

In 1644 it was ordered:

John Howting to be Porter of His Majesty's New Dockyard, Chatham, in place of Richard Jenman, who has never attended his place since his warrant except to receive profit from it.

In addition to his pay, the Porter received £3 6s per year for looking after the clock and £4 for rat catching. By 1684 his salary was £18 a year.

The Porter had charge of the Tap house in the Yard ¹ and a number of them were in trouble many times over the years for selling spirits as well as beer in the Tap house.² To stop this practice the Navy Board issued an order dated 17 June 1669 that the Porter's instructions were to be placarded at the Gate.

The beerhouses were common to all Dockyards and were an accepted part of the Porters' perquisites. The Admiralty viewed this unfavourably fearing that the consumption of alcoholic liquors not only quenching the men's thirst,

. . . but rather dosing them and making them unfit for labour to their Majesties' great disservice as well as the poor men's waste of their wages.

A Standing Order absolutely forbade the sale of spirituous liquor by the Porter. Canteens and Tap houses in the Yard were abolished in 1833 and in the following year the order was repeated that work people who owned beerhouses were to be given one week to give them up or be instantly dismissed.

Sir Edward Gregory, the Commissioner at Chatham, wrote in May 1692 complaining that:

. . . the Porter at Chatham associates with persons disaffected by the government and particularly that he was on Saturday last in a cabal of known murmurers at the present establishment (where that honest harmless gentleman, Sir Phineas Pett, was in the chair). I thought it my duty to question him. I suspended the Porter and await instructions . . .

Sir Phineas Pett had been dismissed from his post as Commissioner at Chatham in 1689. The Porter, John Stedwell, was succeeded by Captain W Hobbs. In 1739 Commissioner Matthews urged the dismissal of the Porter.

The salary after the pay revision of 1695 was £30 per year, with £3 6s for clock duty, a rate which was unchanged until the end of the 18th century.

Henry Deal the Master Caulker at Chatham, was appointed to the post of Porter by Warrant dated 2 December 1709. Three years later he moved to Portsmouth to take up a similar appointment.

John Boddington was appointed Porter in 1796 and held the office until 1822. He lived in the West Lodge of Main Gate. From the 1 April 1802 the title was changed to Warden. The salary of the Warden was fixed at £200 per year. All perquisites were abolished such as the fee for tending to the clock and the selling of beer in the Taphouse; the latter was given to the Tapster. It was said that the Tap at Portsmouth was worth £800 a year.

St Vincent had proposed that the Wardens of the Yards should be naval lieutenants and that the watchmen should be called Warders. In 1822, Lieut William Cockcraft

1 On the Map of 1698 the Tap house is shown just inside the Dockyard Gate. No workman was allowed to keep a public house or other premises for the sale of beer or spirits or to hold any interest in such a business, or to keep a marine store or tool shop.

2 See Dockyardmen in chapter 3

INTERNAL SECURITY OF THE DOCKYARD

was appointed Warden of Chatham Yard. He had to find a surety of three times his salary, £600, and swear before the Commissioner, Sir Robert Barlow, to fulfil faithfully his office of trust. The condition of his appointment included the provision that in the event of crimes perpetrated by him being discovered after his death, his estate would be forfeit to the Crown.

Watchmen, Warders and Police

For the first time in 1574 there was a charge of £16 5s for the Watchmen who were paid 6d or 4d a night for, . . . *nightly attending the keeping of provisions and storehouses and timber yards.*

In 1585 the frame of a Watch house was set up in the Old Dock. A pale fence had been put up round the Dock and, for additional security, mastiffs were employed as guard dogs. Despite these precautions thieving occurred and those who were caught were committed to prison. Wm Appleforde, Keeper of the Prison House at Rochester, was paid 14s for his:

. . . travel and paynes taken by commandment of the Officers about certain mariners, malefactors that embezzled and stole away some of HM provisions at Chatham.

For the security of the ships at their moorings it was ordered that six seamen were to row nightly from ship to ship to check that the watch was being kept.

The annual charge for the watch until the end of Elizabeth's reign was £36 10s, the rate per man remaining the same at 6d per night.

In the Christmas Quarter Account for the Extraordinary at Chatham 1622 appears a notice of the cost of guarding the Yard. There were eight night watchmen who each received 6d a night.

In the Estimate of charge of the Navy for the year beginning 24 June 1664 appears for Chatham:

16 Watchmen each night at 8d a night	£194 13s 4d
2 Warders on Sundays	£4 4s 0d
2 men attending between Michaelmas and Lady Day between the hours of workmen beginning and ending work and the setting and changing of the Watch mornings and evenings at 3s each	£4 8s 6d

A Navy Board Order of 19 March 1669/70 stated:

Watch of the Yard, Hitherto, two look outs were employed to watch the safety of the Yard between the time the men left the Yard and the setting of the watch and the rising of the watch and the coming of the workmen. In future these are to be done away and the watch set at the time the workmen leave and continue the watch till the coming of the workmen. The watchmen are to be paid 12d a night instead of 8d.

The Dockyard was patrolled by watchmen at night and by warders on Sunday. In 1689 there were 16 watchmen and 2 warders at Chatham. This number was increased, for in the 1694 estimate the cost was:

22 Watchmen at 12d a night, £401 10s. 5 Warders on Sundays, £13.

INTERNAL SECURITY OF THE DOCKYARD

Commissioner Beach, a Sea Officer, was never very impressed with the spirit of the Dockyardmen, and on 3 November 1678, he wrote:

Considering the dangerous conspiracies there are about, some soldiers quartered at Rochester should do duty here in the night.

In letter to Pepys, dated 28 November 1678, he wrote:

. . . half a company (25 men) would be a reasonable proposition for the guard of outstores without the gate . . . for their court of guard I have appointed benches to be set up the nethermost end of the lowermost of the ropehouses with a door to keep out the wind for keeping the men warm. But none of them to come within the gates except upon occasion of attempt. The soldiers to be here at 6 pm when watchmen are set and likewise to be withdrawn home to their quarters at the relieving of the watch at 6 am. As for twenty labourers I have ordered for the same duty ten in a night within the gate roaming about the Yard for security of storehouses, shops, etc . . .

(Note the soldiers did not enter the Yard, the ropehouses were outside the Gate.)

The Navy Board were apprehensive about fire risks with a court of guard situated near the ropehouse and suggested a place nearer the Commissioner. Beach then proposed:

. . . in a little field next to Mr Lee's house or in the next to that which belongs to Mr Wyld (the Teamer) and if you approve, we must have deals to do it with . . . I will immediately send to O/C Rochester to desire him to give strict orders against forbidding the taking of tobacco and his observing the hours of setting and relieving the watch.

In 1696 a new watch house was provided and four watchmen appointed for the northern extension of the Yard; a year later approval was given for eight additional watchmen. The Estimate of 1697 showed 26 watchmen and 5 warders for Sunday duty were needed at Chatham.

In 1700 the Watch, who had been armed hitherto with Bill or Halbert, were to be supplied with firearms. It was ordered that the following arms and ammunition were to be supplied:

Snaphance Muskets, 24; Flints, 100; Bandoliers, 24; Musket Rods, 6; Musket Shot, 1/2 cwt; and a barrel of Corn Powder.

The method of engaging the Watchmen who were usually workmen who stayed on at night for the extra money is shown in this letter from Sir Edward Gregory dated 31 March 1701:

The Officers of the Yard here as well as myself having sufficient reason to believe that William Pharoh, a Watchman and Warder, belonging to this Yard is not a man of probity as one in such office ought to be, he having given a cause to suspect that he has been concerned in embezzling of HM Stores though it cannot be fixed positively upon him. These are therefore to direct and require you to discharge him this day from his Watch and Ward, and enter Paul Lenz, a Scavelman, in his room, taking care to discharge him from amongst the scavelmen and enter him as a Labourer . . .

INTERNAL SECURITY OF THE DOCKYARD

Presumably owing to lack of use and care the arms of the Watchmen deteriorated and on 14 February 1709/10, the Board of Ordnance was asked to put the arms of the Watch On good condition; they refused to exchange them.

By Navy Board Order of 18 December 1741:

Warders at the Gates are to be allowed Scavelmen's pay and for attending at breakfast and dinner time to have 1/2 tide extra.¹

Guard of Royal Marines and Local Garrison Troops

In 1764 it was rumoured that French agents were trying to sabotage ships and dockyards. To meet this threat Admiralty proposed to guard the Yards with Marines. A letter from the Navy Board to Commissioner Hanway dated 24 October 1764 stated:

We concur in their opinion (Lords Commissioners of the Admiralty) that the guarding of HM Dockyard with Marines instead of watchmen selected from the labourers of the Yard may contribute to the safety of magazines and stores as well as the safety of ships refitting and repairing; and whereas we have represented that there are 18 stands in Chatham where watchmen are at present placed it will be necessary when Marine Guards are ordered to be mounted in the said Yard that an equal number of sentinels be posted in the Yard respectively every night for the security of ships, magazines and stores aforesaid and half those numbers to perform that duty in the day time. That the guards appointed for this service should consist of as many men as will admit of three reliefs or 54 private men and that the said guard with proper number of officers should march into the Yards every day and remain upon duty 24 hours . . . The Watchmen to be discharged.

The Captain of Guards is to receive Parole from the Commissioner . . . the Commissioner is not to interfere with the discipline of Marines doing duty in the Yard . . . same honours to be paid to the Commissioner as in army to Commander of Garrison . . . The Guards to be ordered under arms during night at the discretion of the Field Officer of the Day or Captain of the Guard . . . The gates of the Yard are to be in charge of Porter in daytime and warders to be placed there in addition to the sentinels from the beating of the Reveille until the beating of the Tattoo . . . Keys of the Gate are to be handed over to the Captain of the Guard after working hours of the Yard are over.

A single-storey guard house of brick was built in 1764 just inside Main Gate for the marines who replaced the Yard watchmen; this is (1980's) occupied by the Dockyard police today. Centry boxes were provided for the Centinels. According to J Coade the original colonnade was timber, the present cast iron columns were manufactured by Messrs Sturges & Co in 1815.

The guard was ordered to prevent the entry of strangers into the Yard. In May 1767, a Comte de Chabrilion, staying at Rochester, landed from the river at Chatham Yard and walked through it until stopped by the Porter at the gate. The sentry who allowed him to pass was court-martialled.

In 1770 when war with Spain was anticipated the Marine Guard was withdrawn and the ancient custom put into force with 8 day warders and 36 watchmen.

¹ See Dockyardmen in chapter 3

INTERNAL SECURITY OF THE DOCKYARD

The Officers of the Yard were expected to take charge of the Watch in turn. In 1777, Commissioner Proby found that the Yard Officers who had charge of the night Watch were overworked and slack in the performance of their duty. He found that the Clerk of the Survey at Chatham, who was permanently ill, had been charged with the Watch and he reprimanded the officers because no one had taken his place.

In his evidence to the Commission of Fees and Perquisites in 1787, the Surgeon of the Yard, Hugh Mackleraithe, stated that it was his duty to take charge of the Watch alternately, in turn with the other officers of the Yard.

Orders were given on 29 January 1785 that the Dockyards at Chatham and Plymouth were to be guarded by Marines, the guard at Chatham was to consist of a Lieutenant, 3 sergeants, 3 corporals, a drummer and 36 privates.

In 1787 the force of the Watch and Ward consisted of 13 Warders at 18d a day, raised to 2s a day in 1797 and 24d for Sundays; 12 Rounders at 18d a night;¹ 6 Deputy Rounders at 18d a night; 9 Watchmen at 1s a night. The estimate for Watchmen, Warders and Rounders in 1820 at Chatham was £2,594.

It had been ordered in 1783 that Watchmen were not to be employed as such above 60 years of age and none was to be appointed after the age of 55.

Fire-fighting

During the War of American Independence, there were fears of incendiarism from foreign agents and from discontented workmen and seamen. Jack the Painter or James Aitken, with French and American support, visited Portsmouth, Chatham, Plymouth, Woolwich and Deptford, planning how to burn the Yards down. In November 1776, he was at Canterbury buying fire raising materials, spirits of turpentine and saltpetre. He had special canisters made to enable him to get away before the fire started. The recently completed brick-built double ropehouse at Portsmouth was severely damaged in December 1776. He could not get into Plymouth Yard but started fires in warehouses at Bristol. He was caught and hanged at Portsmouth on 10 March 1777. (The death penalty was introduced for those guilty of arson in the Royal Dockyards by the Naval Dockyard Protection Act of 1772.)²

Admiralty realised that there were no established regulations at any of the Yards for dealing with fires and this was rectified by the issue of regulations in 1777. The Navy Board promulgated the duties of officers and men and gave orders for the supply of fire-fighting equipment including water tanks, engines, buckets, lanterns, ladders, etc. The Watchmen and Warders of the Yard formed the nucleus of the fire brigade.

The Marines came back into the Yard during the war period 1793-1815 and also provided guards for the prison hulks. When the Marines left the Yard, a guard was provided by the local garrison. These men while on guard on the old South Gate spent some of their time carving initials, regimental numbers, mottoes, names of regiments, etc on the brickwork of the ropery behind them. One of the earliest is dated 1833; another is the name Yorks and Lancaster Regiment 1834. In the middle of the 19th century when the convict ships had gone, the Dockyard guard which formed a heavy item in the garrison duties, ceased.

1 The watchmen were allotted stations in the Yard at night, the rounders patrolled the Yard checking the watchmen and looking for any signs of trouble.

2 Incidentally this clause was operative up to 1971, despite other changes made in the legislation regarding capital punishment.

INTERNAL SECURITY OF THE DOCKYARD

In 1808 the pay of the Civil Watch was:

Warden	£200
Gate Warders	4s 6d a day in summer; 3s 7d a day in winter
Patrolling Warders	4s 0d a day in summer; 3s 3d a day in winter
Stationed Warders	3s 6d a day in summer; 2s 9d a day in winter

The Warders were to be sworn in as Constables:

Rounders at the Gate and patrolling	2s 0d a night
Watchmen	1s 6d a night

Director of Police & Dockyard Police

After the demise of the Navy Board, the title of Warden lapsed and the holder of the office was designated Director of Police; ¹ the warders became Dockyard policemen. Lieut William Hubbard was appointed in 1835 to command a force of three Inspectors, three sergeants and about 50 constables, in three divisions.²

The police worked in four hour watches and were in the Yard for 48 hours and out for 24. They worked mainly within the Yard, but with a search warrant approved by the Commissioner, could search homes of suspects.

The Police were provided with uniform: stove pipe hat, silver-buttoned blue frock coat cut away at the front from the waist downwards. The trousers were of white duck in the summer but darker in the winter. The police still carried rattles to raise any alarm and also truncheons ornately decorated with the Sovereign's coats of arms and the man's number.

The pay (without allowances): constables, 10s; sergeants, 24s 6d; for a 7 day week. When sick they were entitled to half pay for 28 days. The Director of Police received £250 a year plus an allowance of 15s per night when on duty and 7s 6d when not out all night.

It was ordered on 5 February 1836 that the keys of the Yard should be in the possession of the Director of Police from 11 o'clock at night to 6 o'clock in the morning. He could entrust them to the Inspector on duty so that he might allow persons in and out of the Yard.

Anyone found with Admiralty property was taken before the Superintendent and could be sent to prison, suspended or dismissed. The police received a reward for catching a thief. A letter to the Dockyard Commissioners, dated 14 April 1859 stated:

. . . Reward in Summary Cases is never to exceed 50s, and in those cases wherein the convictions or prosecutions are by indictment the reward is not to exceed the sum of £10 as directed by Act 20 William 4 chap 34, but you are to exercise your judgement in each case and grant no higher reward to each individual than that which you consider to be fair and reasonable.

The police were stationed at the gates and also patrolled the Yard; they had the real charge of the Yard but their duties overlapped those of the military sentries. After dark the system of sign and countersign was in use. The old Police Section House built in 1857 adjacent to the Mould Loft was used as police quarters. On the roof of this building is a look-out tower which commands an excellent view of the Yard and its surroundings.

¹ By an Order of 22 May 1837, the Director of Police was classed as a Superior Officer of the Yard

² See Dockyardmen in chapter 3

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It was used to watch the activities of the Dockyardmen and convicts employed in the construction of the Dockyard walls and other civil engineering work and in the saw pits. St Mary's Convict Prison was opened in 1856.

Metropolitan Police (Dockyard Division)

The policing of the Yards at Deptford and Woolwich in the Metropolitan District had come under Superintendent Mallalieu and the Metropolitan Police of the Greenwich Division. Mallalieu had joined this force on its formation by Sir Robert Peel in 1829. By an Act passed in August 1860, all the Royal Yards were placed under the supervision of the Metropolitan Police. By the end of the year the police in each Yard were in charge of a Metropolitan Superintendent and Mallalieu was promoted Inspector Superintendent of all Yards.

Lieutenant John Wise, who had been appointed Director of Police in 1841 with a salary of £250 a year, was promoted to the rank of Commander and retired with a pension of £174 and half pay. (In 1837 the Watch Committee of Rochester appointed a Superintendent of the newly created police force at 40s a week. The force comprised two inspectors, 212 constables and one station house keeper. In 1840 it was decided to establish a police watch or guard of 3 constables on the River Medway. Kent County Police force which maintained order in Chatham and Gillingham was created in 1856/7; before that law and order were maintained by constables appointed by the Court Leet and approved by the local magistrates.)

Sir Richard Mayne, Chief Commissioner of Police, issued a book of instructions to every member of the force. Each Yard was a division, split into three sections; water police, detectives and ordinary police. By the Act the police had full power in the Yard, aboard ship and in the rivers adjacent. Outside the Yard their power was limited to persons dealing with Crown property, and to those subject to Naval or Military discipline.

In the section on Captains of the Dockyard mention is made of the Dockyard Port Regulations Act of 1865. In 1872, the QHM of Chatham Yard was proposing the affixing of notices on boards about the harbour, drawing the attention of persons navigating the River Medway to HM Order in Council 29/2/1868 under the above Act.

The Water Police were to report all infringements of the Act to the QHM who would take steps to prevent the recurrence of such offences. The Water Police originally rowed their boats in the river but were later provided with a steam pinnace. They were accommodated in hulks such as the **Helena** and **Thunderbolt**.¹

The duties of the Metropolitan Police were: the guarding of the property of the Crown from theft, embezzlement, waste or wilful damage; protecting the same from fire;² regulating the traffic at the Gates and landing places; checking the passage of stores in and out of the Gates: overlooking the workmen as they entered and left the Yard, and seeing that the Regulations were enforced.³ Outside the Yard, their duties included the enforcement of the Port Regulations as to drunken and disorderly seamen and marines;

1 See Hulks in chapter 18

2 The Police took over the searching of ships under shipkeepers that lay in the Yard or the river, certain buildings and other places where there was a likelihood of fire. The first search started after bell-ringing in company with a Naval Officer or a Dockyard Official, the second was by the police alone after 10 pm. The police had to check the stores transfers and to retain one of the stores notes as proof.

3 One common offence was smoking or bringing matches into the Yard, another was the sale of duty free tobacco and cigarettes by RN personnel to Dockyardmen. Inspectors had the status of Customs Officers

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stragglers and deserters from the service; the conveyance to and from gaol of prisoners under the Naval Discipline Act; offences against the property of the Crown; special enquiries, etc. The Metropolitan Police Act of 1861 increased the radius of search for government property, etc, to 15 miles from any government establishment.

The Police formed the Fire Brigade of the Yard, taking over from the Yard workmen to save cost and prevent interference with their work.

When the Metropolitan Police took over there was some anxiety among the local force. They were allowed to transfer to the Metropolitan Police provided that they satisfied certain conditions such as passing a medical test. All those employed in the force lost the privilege of voting for an MP whilst so employed, and for six months after. The remainder were pensioned off or given gratuities according to their period of service. Some were allowed to enter the Yard as labourers.

The buildings adjacent to the Yard at Old Brompton for the accommodation of married members of the Dockyard force were built by Messrs Foord of Rochester in 1863. In 1875 the old guardroom at Main Gate was converted into an office for the Superintendent of Police and his staff, and a bagatelle room for members of the police force.¹

A building was erected opposite to the Police Office at Main Gate which was subsequently used for the search of men picked out by the Police at Out-muster.

In the Estimates of 1869/70 the complement of the Metropolitan Police was:

1 Superintendent	£270
2 Inspectors	£275
5 Sergeants	£404
54 Constables	£3,847
	£4,796

Mallalieu was pensioned in January 1870 owing to ill health and his post died with him. The police then came under the direct supervision of the Superintendent of the Yard.

In the 1890's it was ordered that Metropolitan Policemen could not continue to serve if any relation was employed at any Government establishment within 15 miles. At Devonport an Inspector had to move because his son became a fitter apprentice.

Control of Contagious Diseases (Prostitutes)

M A H Nutt, Inspector of the Metropolitan Police, attached to the Dockyard Division of the Metropolitan Police, was engaged in carrying out the duties of the Contagious Diseases Act until 1883 when the Act was suspended.

A system of licensed and regulated prostitution was established by the Contagious Diseases Acts of 1864, 1866 and 1869 in eighteen ports and garrison towns, including Chatham, Canterbury, Maidstone and Sheerness. The main feature of the legislation was the registration and police supervision of prostitutes, the compulsory periodic examination of these women, and their detention in hospital, if necessary.

Initially, Chatham women had to go to St Bartholomew's Hospital, Rochester, for examination once a fortnight and if infected with VD were detained in the Lock Ward. A government Lock Hospital was built between the Commissariat Barracks and the railway in Maidstone Road, Chatham. To avoid the monotony of detention some of the unfortunate women used to break the windows in the hope of being sent to gaol.

¹ There were cells for holding offenders who would be brought before the Superintendent of the Yard in his capacity as a magistrate.

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"Chatham News" of 8 April 1865 published a report on Crime and Punishment in the Navy which stated that in Chatham 3.95 per 1,000 of the inhabitants were known prostitutes, and that there were 53 bad houses, (the notorious one was the Fortune of War); Sheerness had 5.82 per 1,000 and 33 bad houses.'

In the "Chatham Observer" of 9 August, 1873, appeared a note:

King of Prussia, Old Brompton. William Baker was summoned for keeping a brothel. P.S.Smith found three prostitutes in bed with men. All the women had been in the Lock Hospital.

Detectives belonging to the Metropolitan Police had to inspect every public house in the neighbourhood where unfortunates resorted, with a view to carrying out the provisions of the Act. The women strongly objected; any woman suspected by the police of prostitution was invited to sign a voluntary submission and thereafter present herself for medical inspection. If she did so she became a statutory whore, if she refused, she had to prove to the magistrates that she lived a virtuous life. If she could not prove this and still refused to sign the submission, she was gaoled. Despite the campaign to repeal the Act led by Josephine Butler, the local clergy and police credited the Act with good results.

After Parliament in 1883 passed a Resolution disapproving of the compulsory examination of women under the Act, Canon Jelf, Rector of Chatham, wrote to Mr Cavendish Bentinck, stating that since the suspension of the Act there had been a great increase in juvenile prostitution.

In 1890 the Lock Hospital in Maidstone Road, Chatham, was converted into barracks for a mounted company of the Army Service Corps. The Metropolitan Police were withdrawn from the duties of the Act and "Chatham News" of 28 June 1884 announced pensions for policemen formerly employed in the Dockyard at Chatham under the Contagious Diseases Act.

Numbers and Pay after 1869

In the Economies of 1869 the police force suffered a reduction of one Inspector and eight constables; there were 58 in the force in 1872. In 1874 the force was again augmented and in the Estimates of 1877/8 the size of the force was:

1 Superintendent	£326
3 Inspectors	£516
8 Sergeants	£805
<u>70 Constables</u>	<u>£5,737</u>
<u>82</u>	<u>£7,384</u>

(The number in the force in the period 1892/4 was 110.)

After pay increases in 1872,

the salary for the Police Superintendent was: £250/£300 x £10 to £400,
and the pay of the constables was according to their class: 30s, 27s and 24s a week.

The pay of the Rochester City Police was in 1872:

Superintendent	£150	Constable 1st class	22s 0d per week
Sergeant 1st class	28s per week	Constable 2nd class	21s 6d per week
Sergeant 2nd class	25s per week	Constable 3rd class	20s 6d per week

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The pay of the Metropolitan Police (with allowances) at Chatham Yard was in 1932:

Chief Inspector	181s 6d	per week
Inspector	145s	per week
Station Sergeant	115s/120s	per week
Sergeant	100s/112s	per week
Constables	74s/95s	per week

The Geddes Committee¹ had complained in 1922 that the cost of policing Naval Establishments by Metropolitan Police was excessive. They considered the only function of the police was to detect crime and that all other duties should be carried out by service men or by Marine pensioners.

Royal Marine Police

In October 1922, Royal Marines, serving and retired ranks, were recruited for policing RN Armament Depots. In November 1930, Royal Marines, who were mostly time expired, were recruited for the purpose of relieving the Metropolitan Police in the Yards, and forming a new force, the Royal Marine Police.²

Chatham was the first Yard to come under the new scheme when the Royal Marine Police took over in 1931/2. Chief Inspector Underhill, a retired Major RM, was appointed Superintendent in charge at Chatham. They were trained by the Metropolitan Police who began to leave the Yards after 1922. When they began there were not sufficient quarters and they lived locally, or in the Section House. Additional living quarters were built in Bridge Road and Laurel Road, Gillingham in 1933. Their uniform was black serge, a peak cap with a RMP badge in front and a jacket with RMP on the lapels.

The Royal Marine Police was composed of ex-RN and ex-RM servicemen. With the outbreak of War in 1939 the RMP Special Reserve was formed, opened to ex-servicemen from any of the services. This did not meet the needs of the Dockyard so a third force, the Admiralty Civil Police, was formed which was open to all. In 1946 Assistant Chief Constable P S Smith was in charge of this area with Superintendent Ewings in charge of the Dockyard. In 1949 all three forces were merged into the Admiralty Constabulary. This was an independent force and its members were sworn in before a JP under the Special Constables Act of 1923.³

Soon after this the Water Police that had operated from Thunderbolt Pier ceased their duties on the river. (River duty was resumed in 1979.) In 1959 an Admiralty Working Party set up to review the organisation of the Admiralty Fire Services in Britain recommended the transference of responsibility of fire fighting from the Admiralty Constabulary to the local authorities. At the end of March 1968 the fire fighting team was disbanded and the Kent Fire Brigade took over full responsibility for fire fighting in the Yard.

1 See Dockyardmen in chapter 3

2 This was a para-military force, for the men were subject to military law. Individuals could buy themselves out of the Police for £20 after one year, £10 after two and free discharge after that. Their pay was low as it was considered to be subsidised by their pensions. Problems arose when civilians were entered during the Second World War which were resolved finally by the formation of a purely civilian force, the Admiralty Constabulary. (The Dockyard Police were armed with revolvers during the last War.)

3 The force at Chatham Yard included the Fire Brigade and the CID.

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Ministry of Defence Police

In October 1971, the Ministry of Defence Police was formed by the merger of the Admiralty Constabulary with the Army and RAF Police. An article in *Periscope* of May 1978 defined the duties of the MOD Police Force:

This is a statutory force of civilian police officers under the exclusive control of the Defence Council responsible for policing MOD establishments in the United Kingdom. The force has authority to act as required, in respect of all persons within MOD establishments in the UK or in HM ships. As regards establishments in the UK the Force has authority to act within 15 miles thereof in respect of Crown Property and persons subject to Naval, Military or Air Force discipline. Within these limits MOD Police Officers have the same general powers as all other police officers.

Their function was to police and to protect Crown property primarily. Their powers of search were defined in the Public Stores Act of 1875, section 6. A constable could, within an area of 15 miles from his establishment, stop, search and detain any vessel, boat or vehicle in which there was reason to suspect HM Stores, stolen or unlawfully obtained, might be found, or any person reasonably suspected in having or conveying, in any manner, any of HM Stores stolen or unlawfully obtained.

When a person in possession of stores or property had been detained it should have been the invariable practice to ask him to permit a search to be made at his place of abode or premises. Members of MOD Policy could, within the limits for which they were constables, lawfully search premises for stolen property without a search warrant, providing the consent of the parties concerned was freely given, but not otherwise. Outside the boundaries of the establishment the cooperation of the local police was necessary.

Police officers, other than by arrest, could not compel any person against his will to come to or remain in a police station. Every person at any stage of the investigation should have been able to consult privately with his solicitor.

The Ministry of Defence Police locked the gates of Chatham Naval Base for the last time on 31 March 1984.

Porters

1619/1622	John Alden	Porter at Gates of Old Dock
1619/1625	John Dolman	Porter at Gates of New Dock
1622/1639	Thomas Eason	Porter at Gates of Old Dock
1628/1629	James Jackson	Porter at Gates of New Dock
1628/1629	Rowland Hyde	Porter at Gates of New Dock
1630/1631	Thomas Marsingham	Porter at Gates of New Dock
1632/1639	John Droper (Dyoper)	Porter at Gates of New Dock
	Richard Jenman	
1644/1678	John Howting	Porter at Chatham
1678/1692	John Stedwell	
1692/1697	Captain Wm Hobbs	
1697/1703	Edward Parsons	

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Porters continued

1703/1709	John Stedwell	
1709/1712	Henry Deal	
1712	William Drake	
1712/1744	Jeremy Curtis	
1744/1749	Orlando Shanks	
1749/1776	Thomas Jeyes	
1776/1796	John Adamson (Anderson)	
1796/1822	John Boddington	Warden from 1 April 1802
1822	Lieut W Cockcraft	

Directors of Police

1835	Lieut William Hubbard (1838: Inspectors Humphreys Natt & Crew)
1841	Lieut John Wise. Retired with rank of Commander, 1860.

Royal Marine Police

1932/1937	Superintendent C Underhill, DSC.
1937/1940	D A A Bunyan
1940/1941	R M Yea
1941/1943	S J Bennellick
1943/1946	W G Wakeham
1946	P C Smith
1946	Assistant Chief Constable P C Smith i/c area Superintendent H Ewings i/c Dockyard
1952	Superintendent (CID) P Kitchingham, MBE
1958	Assistant Chief Constable Captain E A Marsh, RM (Rtd) Superintendent T Ritchie
1961	Superintendent W G Fiddick
1967	Superintendent C H Freeman

Metropolitan Police Force (Dockyard Division 1) Chatham

1860	Superintendent Richardson
1869	J Strength
1872	J Smith. Died at age of 55, 1886 (Memorial in Gillingham Cemetery) Chief Inspector R Martin
1886	J Godfrey (1888 Inspector Jas Tunbridge)
1892	W Wakeford
1897	G Hornsby (Chief Inspector W Smith)
1907	W Smith (Chief Inspector C Cross)
1910	W Tett (Chief Inspector A Hexamer; 1911, E Green; Detective Inspector H Grey.
1927	C Sly
1930	Chief Inspector J Kane

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Crime and Punishment in the Yard

One of the earliest accounts of crime and punishment in this district is given below:

From ye Comms. of ye Navy setting about the State's affairs at Chatham Hill, 5 July 1649

Whereas it hath happened by severall examinations and evidence brought before us that John Pett of How in ye County of Kent, ropemaker, hath bought of severall boatswaines belonging to the State's ships rideing at Chatham sundry quantities of cordage and other goods purloyned out of ye said ships . . . Now for that we are very ten (sic tender) of ye poor man's ruin by imprisonment . . . we have ordered . . .

1st That the said John Pett shall within 14 dayes or sooner return into ye State's stores at Chatham ye aforesaid embezzled cordage amounting in weight 59 cwt more or less.

2nd That on ye 29th of this present July being the Lord's Day this order shall be publicuely read in ye parish churches following . . . and after so read the said John Pett is to pay the sum of five pounds to be distributed . . . among the poore there from, that is to say, 50s to the poore of How and 50s to ye poore of Chatham.

John Syborne, May Allen and Widow Pashly of Gillingham and William Read of Newheads were similar offenders and were punished in the same manner.

The care of reading the aforesaid business in ye churches and of returning the aforesaid goods by the respective persons was left to ye care of Mr Pett, Commissioner, and Major Browne, Clerk of ye Ropeyard.

In October 1655, Captain Robert Smith searched the smiths' houses and other suspicious places for embezzled ironwork at Chatham and found large quantities of good serviceable articles, nearly 50 cwts on one man.

An example of punishment for the theft of stores in 1681 is given below:

*Calendar of Prisoners, West Kent Michaelmas Sessions 1681*¹

Richard Weston These have been indicted of petty larceny for stealing brass John Price sockets of his Majesties, have confessed the indictment and for example are to be sent att or before Monday next to Chatham dock and there to be publicuely whipped untill their bodyes doe bleede att such tyme as Sire John Godwyn shall think fitt.

(Sir John Goodwin was the Resident Commissioner at Chatham Yard)

Attempts were made to deter thieves by marking government stores. By Navy Board Order of 24 August 1661, cordage was in future to have a white thread in the middle as proof of embezzlement. Timber felled for the Navy in the Forest of Dean was marked with the broad arrow on the butt and the top. The State's mark had been put on anchors as early as 1657, but a great many stores, such as nails, etc, could not be marked. Vast quantities of nails were used for sheathing the ships with wooden boards.²

1 Kentish Sources. Crime & Punishment by Elizabeth Melling, BA.

2 See Development in chapter 1.

INTERNAL SECURITY OF THE DOCKYARD

In 1694, Ambrose Crowley, the iron contractor, complained to the Navy Board that Plymouth officers had refused to accept nails without the broad arrow. (This mark was placed under or upon the head of the nail.)

By an Act passed in 1664, the Navy Board or any two of them were invested with some powers of the magistrates.¹ They were empowered to punish by a fine not exceeding 20s and imprisonment not exceeding one week, all persons who made:

any disturbance, fighting or quarrelling in the Yards, Stores of Offices aforesaid, at pay days, or on other occasions relating to the naval service . . . and to inquire and search by warrant for stores and ammunition imbezilled or filched away . . .

They could either punish the offenders by fine and imprisonment as in the foregoing or commit them for trial at a higher court. Fines levied by the Navy Board under this Statute were to go to the Chest at Chatham.

A further Act of 1671 empowered the Navy Board to fine persons embezzling goods under the value of 20s to an amount not exceeding twice the value of the goods and to issue search warrants to enter in the day time and search for stolen goods. They were also empowered to commit for trial at a higher court those who impersonated seamen or workmen in order to obtain their pay, and those who forged the signature of a Principal Officer or Commissioner to any bill, ticket, etc, and those who produced counterfeit tickets and bills. The Act was to last seven years.

In 1702 the Navy Board issued fresh instructions concerning embezzlement:

. . . as any discovery shall be made of HM Stores in any place where they should not be for the person to go to a JP, make oath thereof, and then he will give a warrant to search for and seize them, as well as for taking the persons in whose custody they shall be found and bringing them before him, in order to be prosecuted.

The difficulty facing the authorities was that a search warrant was given only after a deposition or oath by a witness and there was great hostility shown to informers.

An Admiralty Letter dated 31 January 1710/11 referring to some misdemeanour in the Yard order the Commissioner, Captain St Lo,

. . . to make enquiry into the matter and as a Justice of the Peace you are to seize the man.

In the event of a Dockyard Officer found guilty of embezzlement of public funds, the repayment of the deficiency was expected. On 11 January 1702/3 the Navy Board wrote to the Commissioner at Chatham:

We have written to the Treasurer of the Navy to receive £410 10s from Mr Cole (Clerk of the Checque at Sheerness) and to give him a receipt for the same, towards clearing his imprests . . . an officer who has taken upon himself to supply Public money to his own advantage as he had done, cannot surely think himself hardly used, when he is obliged to repay it.

In 1783 the Navy Board ordered that in case of small embezzlement the offender should be discharged and fined three times the value of the articles stolen.

¹ During the Commonwealth Peter Pett, Resident Commissioner at Chatham, acted as a JP.

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By the Act 9 & 10 William III, cap 41, the use of the King's marks' on any stores classed as warlike, unless manufactured expressly for the King's service, was punishable with a fine of £200 or imprisonment in default of payment. Any unauthorised person found with goods so marked in his possession was liable to a similar penalty. The King's mark in rope was defined in the Act as a white thread laid the contrary way for 3 inch cordage and above, and a twine in lieu of white thread for sizes of less than three inches. The mark for canvas was a blue streak (strake) in the middle and for all other stores, the broad arrow. The twine was folded back one fathom at each end to form a loop that would be destroyed if cut.

There seems to have been a tendency to refer matters of theft of government stores to a JP outside the Yard. An example which occurred in 1741 is given:¹

The examination of William Fleet, watchman in his Majesty's Yard at Chatham, taken on oath before me, William Walter, Esq, one of his Majesty's Justices of the Peace for the said County, this 30th day of March 1741.

This examinant saith and deposeth, that about a quarter after six in the evening of yesterday, the 29th inst, as he was at his duty watching at the dock gate of his Majesty's Yard at Chatham, he saw Daniel Dunevan going through the gate with a basket on his arm, upon which he stopt him and looking into the basket found twenty pound of sheet lead in five pieces. Upon his asking where he had it, he told him he found it in the master's cabin of his Majesty's ship Newarke, then in the dock at Chatham and upon looking into the starboard gallery of the ship he found several pieces of lead cut out of the said gallery which answered the pieces that was taken out of his basket and further this examinant saith not.

The mark of William Fleet

Taken and sworn before me the day and year first above written,

William Walter

Daniel Dunevan was taken into custody and tried at West Kent Easter Sessions 1741, found guilty and whipped.

In an effort to prevent embezzlement the Navy Board issued an Order dated 22 June 1779 stating that stores were to be issued only to quartermen and warrant officers.

Soon after the accession of William III there were fears of attempts by Jacobite supporters and enemy agents to burn the Royal Yards and Ships. The burning of the **Royal Sovereign** in 1696 was carefully investigated; Admiralty were prepared to pay for information which might lead to the detection of the culprit.

The Order of 18 February 1695/6 provided that £50 be paid to Mary Poulden, an inhabitant of Gillingham, for information supplied about the burning of the **Royal Sovereign**. An extract of her statement dated 31 January 1695/6 is given:

This informant further saith that people that come to her house to drink have several times said to her that there were so little care taken (that) they would make no more of setting the Navy on fire than drinking a pot of ale. That she thought it necessary to inform some that belonged to Chatham Yard thereof, and particularly told it to Mr Taylor and Mr Martin about three weeks or a month ago. They answered her there was care enough taken, what need she meddle or make, it was not her business. Being asked what she knows of the officers

Kentish Sources. Crime & Punishment by Elizabeth Melling, BA

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belonging to the ships in ordinary giving their attention on board, she says that of the ships that lie near her house, the officers, she believes, are seldom on board.

Actually it was thought that the **Royal Sovereign** was set afire by an old shipkeeper upsetting a lighted candle.

In 1699 a plot to burn ships at Chatham and Portsmouth arranged by Matthew Wall, a notorious Jacobite agent was discovered. This frightened the authorities and on 9 July 1699, an order to Sir Edward Gregory, the Resident Commissioner directed:

No shipwrights and others to be entered in His Majesty's Yard at Chatham who are not Protestants and lest there be any Papists at present employed therein, you are to make strict enquiry into ye same and upon discovering any to cause them to be immediately discharged from HM service and for so doing this shall be your warrant.

The rule must have been allowed to lapse for a Navy Board Order dated 8 March 1743, ordered that all Roman Catholic workmen were to be discharged.¹

Materials stolen in the Yard were often taken out by other members of the public. At Plymouth the Commissioner reported that warders at the gate detected women, who brought in breakfasts to the men in the Yard, carrying out chips in their baskets and pieces of iron and nails. Outsiders were often admitted to the Yard on the day of launching of ships, while on pay days, he complained that,

. . . persons of all descriptions who on the pretence of coming to the pay office for wages have it in their power to parade all over the yard which is often attended with disturbance.

The large area occupied by the Yard prevented tight security. Gangs of shipwrights and labourers worked in no fixed places, except the mast and boat houses, and this afforded them the opportunity of picking up small items, such as screws and nails. The widespread use of expensive copper led to further temptation; a receiver in Portsmouth in 1783 was offering 1s 3d for 5 lbs of copper nails, more than a labourer's day pay. Contractors' stores brought in by transports were unloaded by labourers and like their counterparts outside the Yard, the dockers, they could fall to temptation.²

In his book *An Early Nineteenth Century Dockyard Worker* John Webb mentions instances of punishment for theft at Portsmouth Yard in 1813. John Griffin was arrested at the Gate with 75 lbs of lead and copper. He was sentenced to death at the Assizes, but was later reprieved and transported for seven years.

By the Act for the better preventing the embezzlement of His Majesty's stores, 39 & 40 Geo III, c 89, the Captain Superintendent at Chatham was invested with the power of a JP and could summarily convict any person he found guilty of stealing or receiving property of the Crown. This law was aimed mainly against receivers of goods stolen from the Yards. Receivers were made liable to transportation for up to 14 years, or to a fine of £200, to committal to a house of correction or county gaol, or to be stood in a pillory and publicly whipped. The latter punishment was not always a public humiliation. In 1803 one man placed in the pillory at Chatham was cheered by the populace and two blue flags carried up before him when he was taken away.

In June 1839 a cache of copper and mixed metal articles of weight 12 cwt was seized on public property.

¹ See also the section on Watchmen, Warders and Police earlier in this chapter.

² See Workmen in chapter 3.

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"Chatham News" of 23 February 1861 carried an article headed *Illegal Possession of Government Stores*.

On Saturday, Henry Burrell, a foreman in the employ of Mr Willmott, wholesale marine-store dealer, who has been several days in custody on a charge of being in the unlawful possession of government stores, underwent a final examination before Captain Goldsmith, CB and Mr G Essell, Solicitor to the Admiralty at the Dockyard.

On the occasion of Burrell being apprehended he had just dispatched a number of parcels of old brass and copper weighing in the whole 35 cwt to a party in London. But before they left Strood Railway Station they were seized by the Dockyard Police and examined when a portion of the stores were found to contain the Admiralty brand. Mr Addison, the barrister, who defended the prisoner urged that the stores in question were purchased by the accused for his master in the regular way of business without his being aware that they belonged to the Crown. Captain Goldsmith, however, sentenced the prisoner to three months' hard labour.

The Willmott mentioned above was also summarily convicted by the Captain Superintendent at Chatham in April 1861 and appealed for substitution of a fine for imprisonment. The appeal was dismissed.

Letters appeared in the "Chatham News" of the period, protesting against the severity of the punishment inflicted on dealers caught with government materials and urging that such cases should be brought before a judge and jury.

By 1862, cases of theft of Crown materials were being dealt with by the Magistrates of Rochester.¹ In June 1863, Henry Hales of Sheerness was summoned before the Rochester City Magistrates and charged with unlawfully possessing two oars belonging to the Admiralty. Mr Knight of Essell and Knight appeared for the Admiralty. He said that such cases were formerly decided by the Dockyard authorities, but there was an Act passed during the last Session for such charges to be brought before magistrates, and that this was the first case that had occurred since the passing of the Act.

The Naval & Victualling Stores Act restored to the Superintendent sitting on the Bench alone the power of summary conviction of persons in illegal possession of government stores. In 1864 the Superintendent of Chatham Yard fined a man 20s for such an offence and later in the same year he sentenced Charles Stocks to six months' hard labour for the theft of government stores.

"Chatham News" of 11 February 1865 reported that James Doughty, a labourer was charged with stealing 3/4 pint of varnish. The Superintendent investigated the case and decided that the man should be charged before the County Magistrates. If guilty, the prisoner could be dealt with more severely by Quarter Sessions than by the Superintendent. Doughty was sentenced to four months hard labour at the Kent Quarter Sessions and forfeited his pension of 6d a day.

"Chatham News" of 19 September 1874 stated that the Regulation against Dockyard workmen keeping public houses, beer houses, marine stores and tool ships was to be firmly enforced.

¹ The magistrates met in private or public houses: The Falstaff at Rochester was used for this purpose. The inconvenience of this eventually resulted in the opening of Chatham Police Court in October 1864 when Rochester Magistrates with Mr W Willis, the High Constable of Chatham, presiding, formed the Bench. By the Chatham & Sheerness Stipendiary Magistrates Act of 1867 a stipendiary Magistrate was appointed at Chatham.

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Up to 1875 there were a series of cases of theft of relatively small value items from the Yard ¹. In every case the accused was brought before the Superintendent and the prosecutor from the office of Essell, Knight and Arnold, Admiralty Solicitors of Rochester. If found guilty the man was dismissed the service and had to pay a fine and costs or go to gaol.

The Public Stores Act of 1875 made it necessary for two or more magistrates to hear cases of illegal possession of public stores and the jurisdiction of the Superintendent acting alone ceased. There was a proposal to restore to Superintendents of the Yards the power they formerly possessed of dealing magisterially with offenders charged with unlawful possession or appropriation of government stores, but it was rejected.

In 1906 a remarkable attempt at theft took place. On 26 July 1906, with the connivance of the police, a horse-drawn vehicle left the Yard with apparently empty barrels. An official noticed that the horses had to pull very hard whilst ascending the incline and the cart was stopped when 1½ tons of metal was found in it. The driver confessed; Sergeant Waller of the police received a sentence of 1½ years, Police Constable Newport, 1¼ years, a Dockyard employee, Loose, 1 year and the receiver, Drysdale, 3 years. ²

In Periscope February 1978, Chatham MOD Police Chief Superintendent, Arthur Salter wrote:

The Criminal Law Act 1977 repealed some sections of the 1875 Public Stores Act. Although the offence of unlawful possession of HM Stores' no longer exists, the police can take action under the Theft Act of 1968. It means that possession in itself is no longer an offence and we have to prove intention to steal.

The safety of the Yard was considered to be endangered by the Fenians, an association of Irish extremists. In December 1867 a determined attempt was made to blow down the walls of the Clerkenwell House of Detention, where two Fenians were confined. 40 People were injured, one was killed and three died shortly afterwards.

In consequence of these alarms, a large number of special constables were sworn in. In January 1868 the Captain Superintendent of Chatham Yard, assisted by one of the local magistrates, was occupied for two days in swearing in the workmen as special constables. ³

In the "South Eastern Gazette" dated 24 June 1882 appeared the following:

Fenian scare against the Dockyard Superintendent. Owing to information or instructions which reached the authorities of the Garrison on Monday great precautions have been taken against sinister designs on the arms and gunpowder kept in store there . . . It has transpired that the Admiral

1 In 1873 William Wheeler of Pembroke was fined £5 by Captain Superintendent Chamberlain with an alternative of two months' imprisonment for attempting to leave the Yard with two pieces of government leather in his possession.

17 May 1873. Martin, established rigger, was detected leaving Yard with government stores, pieces of canvas. Dismissed the service by Capt Superintendent Chamberlain, and fined 20s or 14 days' imprisonment. The accused had been in Chatham Yard for upward of 25 years.

June 1875. A single-stationed labourer was fined £2 by Captain Superintendent for unlawfully having in his possession a quantity of new canvas.

2 Rewards of up to £5 were given to Dockyard employees who reported unlawful actions to the police.

3 The Dockyard police were armed with revolvers and cutlasses.

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Superintendent of Chatham Dockyard (Rear-Admiral Watson) a few days ago received a letter threatening him with death. The letter, which appears to be of Fenian authorship is in the hands of the police; its envelope bears the local postmark and the epistle is headed with a sketch of the skull and crossbones. At the Dockyard great precautions are being taken. Constables stationed there are forbidden to leave even when off duty.

Local Defence Volunteers Defence of the Dockyard by its work force

Mention has been made of the guarding of the Yard by Watchmen, Warders and Police, regular soldiers and Marines. In this chapter an account will be given of the various schemes devised to defend the Yard by the officers and men of the establishment.

Defence forces were raised in the Dockyard during the Commonwealth. In 1659 Captain Taylor, the Master Shipwright was given power by the Commissioner of Public Safety to raise a troop of 300 foot volunteers. Taylor was to be Captain, and Phineas Pett, the Assistant Master Shipwright, Thomas Colpott, Boatswain and William Thomson, Master Caulker were to be Ensigns. Volunteer foot companies were also enrolled at the Woolwich and Deptford Yards, and arms and military stores were supplied to them.

After the Dutch raid of 1667, the Dockyard developed its own defensive system. A letter from R Beach, the Commissioner at Chatham, dated 27 August 1677, to the Navy Board, reads:

*Account of what is due to the Ordinary, Ropemakers, Shipwrights and Caulkers, for the nights' duty done by them in scouting by night in the guard pinnace beginning 4th June and ending the last of August, 88 nights, i.e. 44 nights' duty done by the Ordinary, 22 by the Ropemakers, 22 by the Shipwrights and Caulkers, there being in each boat, ten rowers, a steerer and an officer to command the boat. The men of the Ordinary at 10d a man a night each and 2s 6d to the officer; Ropemakers 20d per night each and to the Shipwrights and Caulkers 25d per night each, and the officer of each boat 2s 6d a night, there being 10 boats manned out of the Ordinary and five of the Ropemakers and the other five, Shipwrights and Caulkers.
Total Charge, £77 10s 10d.*

£80 was sent to Beach to pay the crews of the guard boat on 4 October.

Beach, as a Sea Officer, placed little trust in Dockyardmen as defenders and when he addressed them he expressed the hope that they would behave better than their predecessors of 1667 when only 20 out of 800 appeared at the time of the Dutch raid.

On October 8 1677, he suggested:

. . . a boat's crew on board each of the three third-rates which are guardships for night duty there . . . not to employ shipwrights, ropemakers and caulkers as they would hang back like Cole's dog and desert against an enemy at they did when the Hollanders came.

On 1 November 1678, Beach wrote to the Navy Board:

I have this morning mustered all the workmen of the Yard . . . and listed as many as will be fit upon any occasion to do service and to bear arms to appear

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here in the Yard upon the ringing of the bell or the firing of guns and that they may not be so remiss in their duties as they were when the Dutch came up the river . . . two barrels of powder also required besides what shall be thought fitt (with musket and bullet) for the 500 arms (fire-locks already in the Yard). The two barrels already in the Yard for blowing up houses in event of fire has been spent in setting up and relieving watch.

In September 1688, in the excitement at the conclusion of the reign of James II, Sir Phineas Pett talked of the importance of:

. . . putting the workmen of the Yard into military form and discipline.

He asked for arms, powders, swords, etc, but no action appear to have been taken and indeed he was reprimanded by Pepys, the Secretary of the Admiralty.

Beach's doubts about the spirit of the Dockyardmen were confirmed by Edward Gregory, the Chatham Commissioner, who wrote to the Navy Board on 7 July 1690:

A report brought to the town early this morning that the French,¹ in some considerable numbers were landed in Romney Marsh, has so astonished our people that they are in the greatest confusion imaginable. We have had something to do to keep the workmen of the yard quietly at their business. The ropemakers simultaneously deserted leaving only 16 men of their whole company at work; this they did so suddenly that it was impossible to prevent it, allowing themselves no time for second thoughts, but I have by the Master Workmen and Foreman sent this message to them, that whoever of their number is not regularly at his work tomorrow morning by six o'clock he shall certainly be prosecuted as a mutineer and if it lye in my power be punished accordingly whereas if they return in due obedience I have promised to intercede with your Hons that this false step may be forgiven them.

The noise of an enemy upon our coast occasions our own workmen as well as the townspeople to make enquiry of what arms we are possessed of either in these stores or those belonging to the Ordnance. It is no small disturbance to them that we have none . . . I know it is a provision not incumbent upon us to make, but I think it proper for me to mention it to you because we have ammunition, swords, powder and shot but no firearms . . .

In 1696 the Commissioner remarked that arms had been issued to the Ordnance Storekeeper, *. . . with whom for aught we know, they remain having never been favoured with the handling of them.*

In 1707, the Board of Ordnance reported:

There are lodged in the Magazine at Chatham near the Dock, 600 small arms which are kept there on purpose for the service of the Yard and orders given to the Storekeeper there to deliver them according to the directions of the Commissioner of the Dock at any time there shall be occasion.

In 1715, with the threat of the Old Pretender, precautions were taken in the Dockyard which included the regimenting of the workmen there and authorising the

1 30 June 1690, the English and Dutch fleets were defeated by the French off Beachy Head.

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Commissioners of Chatham, Portsmouth and Plymouth to have Commissions as the late Superintendents had and Instructions also like theirs for commanding all Captains of HM ships at those Ports.¹

According to the Admiralty Board minutes of 13 December 1715:

Navy Board attended and spoken to about exercising the workmen of HM Dockyards and Ropeyards who are to be formed into companies for the better defence of the Magazines and ships in Ordinary in the manner proposed by Commissioner Littleton at Chatham in his letter of 27th October last, viz, by the companies at a time every Saturday in the afternoon, since according to the custom in the Yards the workmen on Saturdays in the afternoon leave off an hour sooner than on other days and consequently the Crown will thereby be deprived of less of their labours.

The Master Attendants were not appointed to the command of any company, but were expected to command men and boats belonging to the Ordinary in event of attack. Jacob Acworth, the Surveyor, was appointed Colonel of the regiment formed from the workmen of Deptford and Woolwich Yards, in the absence of a Commissioner; in other Yards the Commissioners were in charge.

On 1 November 1715, the Admiralty sent commissions for Commissioner Littleton, as Colonel and Captain, and for five other gentlemen appointed captains under him, and 12 blank commissions for Lieutenants and Ensigns.

Two more Captains' commissions and four for Lieutenants and Ensigns will be sent in a post or two, so soon as signed by the King.

In an Admiralty letter dated 19 November it was stated:

Their Lordships do not think it proper to establish a chaplain in your regiment.

The workmen of the Yard were to be formed into eight companies. The Clerk of the Checque had to insert in the weekly returns that number of each sort of workmen exercised with the time and charge thereof.

The 1715 Rebellion frightened the Government. The Commissioner was ordered to repair on board the ships in the Medway and announce to the ships' companies that owing to the disturbances caused by the rebels sufficient money was not available for paying their wages and for short allowance of provisions, the money allowed the ship's company to compensate them for short rations. Until such money was procured the men could be discharged by ticket or be given shore leave. In addition, the Commissioner was required to make strict enquiry into:

the behaviour and principles of the Officers and Clerks and all other persons employed under you in HM Yards at Chatham and Sheerness.

The authorities noted that the arms in the Dockyards had become unclean for the want of attention and the Navy Board issued an order of 29 October 1715 to rectify this. On October 1716 the Board of Ordnance was ordered to furnish the workmen of Chatham Yard with powder for six months for performing their exercises.

In 1721 commissions were granted to the Colonels, Majors, Captains, Lieutenants and Ensigns of the several regiments to be formed in the Yards of Chatham, Portsmouth and Plymouth. The form of the Commission is shown on the next page.

¹ See Commanders-in-Chief in Administration of Chatham Dockyard in chapter 2.

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Form of Commission

George, by Grace of God, King of Great Britain, France and Ireland, Defender of the Faith to our trusty and well beloved Robert Crosfield, Esq, greeting.
We reposing special trust and confidence in your loyalty, courage and good conduct do by these presents constitute and appoint you to be Captain etc . . .

In 1744 the Yard workmen were again formed into regiments as fears of invasion by the French were resurrected. The arrangements were very sketchy; it was proposed to drill one company of the Dockyard levies every other Saturday, and there are signs that the Navy Board viewed this defence project as valueless. There was a quarrel at Sheerness between the Master Shipwright and the Clerk of the Checque about precedence as Captains.

The Dockyard Regiments were revived at the beginning of the Seven Years' War (1756-1763); Portsmouth, Plymouth, Deptford and Woolwich provided one regiment each, and Sheerness provided two companies for the regiment at Chatham. The Chatham regiment consisted of a Colonel, a Lieutenant-Colonel, a Major, 7 Captains, a Captain Lieutenant, 7 Lieutenants, 8 Ensigns, and eight companies each of 3 sergeants, 3 corporals, two drums and ninety privates. The Sheerness contingent comprised two Captains, two Lieutenants, two Ensigns and two companies.

The Board of Ordnance had to supply such arms, drums and ammunition to the commissioners of the Yards as was ordered by the Navy Board. Military supplies for Chatham and Sheerness were to be delivered to the Commissioner at Chatham and indents taken for them.

It was not until 1759 that Admiralty realised that:

. . . they have not hitherto had opportunities for being exercised in the use of arms

They were therefore to be drilled twice a week for three weeks,

. . . taking particular care that they should be taught to fire.

After that it was considered that drill once a week would keep them sufficiently skilled to meet the French troops. Apparently no training was given to the officers of the Dockyard regiments.

In 1803 a volunteer force was again raised. Five companies were to be formed at Chatham Yard and two at Sheerness. Each company was to comprise a Captain, a Lieutenant and Ensign, three sergeants (including a drill sergeant), three corporals two drummers and 82 privates. The Masters Attendant and the Boatswain were not to hold commissions in the Corps; in an emergency they would have other duties.

The force was to be commanded by Commissioner Coffin of Sheerness with the rank of Colonel. Commissioner Hope of Chatham was excused:

. . . from the very precarious state of your health and the necessity of employing an active officer in the command of your companies.

The Navy Board had to apply to the board of Ordnance for a supply of firearms, drums and ammunition for the companies which would be delivered as soon as the commissions for the officers were signed by His Majesty.

The volunteers were divided into two classes: 17-30 and 30-50 years of age. The volunteers had to state whether they preferred to serve under the command of Dockyard officers. In all Yards only one workman objected: John Reeves, a 41 year old Rigger at Chatham. Unpaid drilling took place on Sundays.

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At this period an Artillery Volunteer Corps was formed at Gillingham to man the guns at Gillingham Fort. The Corps was manned mainly by Dockyardmen and was disbanded in 1815. (Periscope March 1981)

On 24 January 1847, Admiralty sought the views of the Dockyard Superintendents in Britain concerning the expediency of raising defence forces from the workmen and the officers. The Dockyard Regiments were again formed in 1847 and disbanded in 1857. The men called the Royal Dockyard Volunteers were said to have taken up their work with interest and to have made capital artillery men. In the Estimates 1847/8, £20,000 was voted for the defence force. The total strength of the 1847 Regiments was of the order of 10,000 men; infantry, artillery, boat battalions, sappers and musicians. An Admiralty return of March 6 1848 showed that, exclusive of sergeants and officers, not less than 9,246 had enlisted out of a total labour force of nearly 12,000; 2,000 at Portsmouth, 1395 at Chatham, 1784 at Devonport, 1057 at Deptford, 994 at Woolwich, 890 at Sheerness and 817 at Pembroke. The remainder were from the Victualling Yards at Gosport and Plymouth. The Adjutants were half-pay Marine Officers, and there were 185 drill instructors. When the scheme was in full operation the cost was of the order of £50,000 a year; the scheme was not regarded with favour at Admiralty and was eventually allowed to collapse.

The Commissions of the officers were signed by the Lords of the Admiralty, not by the Queen. The Yard Superintendents were Colonel Commandants with the Master Attendants and Master Shipwrights as Lieutenant-Colonels. The Majors were Storekeepers, the Store Receivers and Assistant Master Attendants. The Captains were drawn from Assistants to the Master Shipwrights, Foremen of the Yard, Civil Engineers i/c Works, Timber Inspectors, Master Ropemakers, Sailmakers and Smiths, and Boatswains of the Yards. Lieutenants were drawn from clerks, junior foremen, timber converters and occasionally Inspectors and Leading Men. When the appointment appeared in the London Gazette' of 7 July 1848, officers down to the rank of Captain were each described as Esquire, whilst the Lieutenants were all called Gents.

Entry was described as entirely voluntary for officers and workmen at the time of the formation of the Corps, after which enrolment in it was made a condition of duty in the Yard service. The uniform for the men consisted of a duck fatigue dress and a forage cape, the normal wear for drill; coats and trousers, only to be worn when specially ordered, with Chako (shako), a pair of epaulettes, a stock and a pair of gloves. They were also supplied with braces and a pair of shoes.

Drills were confined to the summer months, 1 April to 1 September, and took place in the evenings. The men were allowed to go home on drill night at 5.00 pm (normal out-muster time 6 pm); they returned to the Yard and paraded at 6.30 pm. They drilled till 8 pm for which they received two hours' extra pay: sergeants, 8d a hour; corporals, 7d an hour; and privates, 6d an hour. Any man who left the Yard at 5.30 pm and did not return to drill was checked half a day's pay.

All employees between 18 and 55 were invited to join the Royal Dockyard Battalion, and although there was to be small arms drill for men under 36, most emphasis was placed upon training them to handle the heavy guns. Riggers, lightermen, hoyemen and sailmakers were also instructed in the management of Dockyard launches and gunboats. These were to be formed into a distinct force under the Master and Second Master Attendant and the Boatswain of the Yard.

According to A Temple Patterson in his book on Portsmouth the challenge from the French in 1858 led to the formation of a Voluntary Artillery Corps in Portsmouth Yard with Assistant Master Shipwright Sturdee as its Commander. The size of the Portsmouth Dockyard contingent led to Sturdee being promoted Lieutenant-Colonel.

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This led to the resignation of an officer of a similar unit outside the Yard, who declared, as an officer who had seen much active service, he could not take orders from a civilian. His action was criticised though it was not he, but the Portsmouth doctor who was the Corps' surgeon, who referred contemptuously to Sturdee as a carpenter.

During the Second World War the Local Defence Volunteers were formed after a broadcast appeal on 14 May 1940 by the Rt Hon Anthony Eden, Secretary of State for War. Their role was to assist in the defeat of any attack by enemy airborne troops landing by parachutes.

On 30 August 1940 the title of this force was changed from Local Defence volunteers to Home Guard and in Kent the battalions were numbered concurrently through the county: 12th Battalion, Chatham; 13th Battalion, Rochester; and 14th Battalion (Dockyard) commanded by Lt Cdr Swayne, RN.

The Dockyard Battalion contained many members of the Territorial Army and other military personnel not called up for war duty. After December 1940 the Dockyard Battalion became an independent unit, primarily an AA Battery, but in 1942 this force regained its Battalion status and was known as the 31st Battalion, Kent Home Guard.¹

Some members of the Dockyard had joined Home Guard units outside the Yard particularly the 12th Battalion, Chatham, and the 13th Battalion, Rochester. Others joined Z' or Rocket AA Battery, e.g. one at Gillingham 178 (101) Battery. Other Dockyard employees were enrolled as Firewatchers' and spent their period of duty in the Yard by night ready for any emergency.

¹ The Commander was the Foreman of Engine Fitters, Lt Col Hawkes.

CHAPTER 16

SPIRITUAL WELFARE

St Mary's Church, Chatham

Unlike the other Yards there was no Royal Dockyard Church built at Chatham until the first decade of the 19th century; the first Dockyard Chaplain was appointed in 1806. St Mary's, the parish church of Chatham, was used as a place of worship by Admiralty employees, both civilian and service personnel, as well as the other inhabitants of Chatham.

There have been five churches on the site of St Mary's. Those that concern this account were the 14th century church rebuilt in 1786, and its successor, the present church, built over a period of 20 years at the turn of the 20th century. The Accounts of 1625 include an item for the setting up of a new pew at Chatham Church for the Commissioners of the Navy. In 1635 these Commissioners ordered the repair of the church, the rebuilding and enlarging of the east end and the erection of a steeple. In 1707 Commissioner St Lo ordered the building of a gallery over the south aisle for the use of the Navy and the Ordinary. Perhaps the coat of arms stored in the vestry was put up at this period.

The Chaplain of the Ordinary and Ministers of Chatham

The spiritual welfare of the officers and men in the Ordinary was looked after by Chaplains appointed after the early part of the reign of Charles I. Before this there had been some provision of preachers¹ for the men and some made optional attendance at churches in the Medway towns. When Captain Downing, the Resident Surveyor at Chatham, was appointed to his office in 1625, he made a thorough survey of the Ordinary and was shocked at the general neglect. The men in Ordinary at that time numbered 232, 62 were officers, 94 were officers' servants, and the remaining 76 were shipkeepers. Downing was distressed to find that:

. . . by reason the victual is not dressed and spent aboard, the boatswains, gunners and housekeeps (shipkeepers who were householders in Chatham) neglect to come on board the ships, and to use the common prayer every morning and evening, or to teach their servants to say the compass, or such like principles and grounds of their art as they know or ought to teach them, not to have their shipkeeps every sabbath day to church with them.

Upon examination of 93 officers' servants, he discovered that:

. . . not ten could say either the Creed, the Lord's Prayer or the Ten Commandments, or as much of their compass.

In 1626 the officers of the ships in Ordinary petitioned the Lord Admiral for the appointment of Griffin Spencer, a godly and learned divine' to instruct the shipkeepers there. The Principal Officers backed up the request and Spencer was appointed Minister for His Majesty's Ships at Chatham' with the allowance of 4d for each man, the parson's groat

¹ One such preacher was the father of Sir Francis Drake, Edmund Drake who had been a yeoman farmer in Devon and a Protestant lay preacher. To escape religious persecution he left Devon with his family in 1549. The family lived on a hulk moored in the Medway and Edmund became a preacher in the Fleet and was later ordained deacon. It is believed that he ultimately became the Vicar of Upchurch.

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groat deducted from their wages each month,¹ and the pay of a seaman. John Piham (Pyham), the Minister of Chatham Church, was asked to allow Spencer the use of his church on Wednesday afternoons to catechise the servants of the officers of the ships.

When Spencer resigned his post in 1635, a point was made of the convenience of having a Minister who would hold services and give instruction on board the ships. There were two candidates for the post, one Thomas Grayne, recommended by the Dean and Prebendaries of Rochester, and John Piham. On behalf of the latter, it was argued that his residence stands very commodious of that duty' and that he had served the Navy since 1603 in his capacity as Minister of Chatham. Many argued that the place should be held by a man with no cure. The Comptroller, Sir Henry Palmer, supported this point of view when he described Piham as:

. . . an arrant and scraping wretch as lives, who, besides that he is unfit for it, will quite divert the end of having a preacher in the ships for he will draw them to his church and leave the ships naked, only looking for gains without any more pains.

Grayne was chaplain to Sir John Hayward of Rochester. The Dean of Rochester explained to the Comptroller:

. . . if it were not that by Sir John (Hayward) he saves charges of his diet and lodging, the place were not so fit for him and by the same reason cannot be fit now for anyone else.

Grayne was appointed to the post.

Grayne held the appointment for about 15 years, continuing through the greater part of the Civil War. Later he came under the displeasure of the Parliamentary Party and was dismissed for taking part in the Kentish Rising of 1648.

The Council of State was concerned that the position be filled by a reliable man, and wrote to the Navy Committee:

. . . an able minister should be settled at Chatham to teach seamen and others their duty . . .

William Adderley was appointed Minister to the State's Navy at Chatham after receiving a formal call from his naval congregation signed by 51 officers and officials. His income appears to have been about £100 a year, made up of seamen's groats and a contribution from the Treasurer of the Navy. An account of his efforts in promoting an enquiry into irregularities in Chatham Yard has been given in the section on Master Shipwrights in chapter 5.

Adderley was followed in 1654 by Lawrence Wise, a Puritan of the strictest school, who held the office until 1662 when he was removed by the Act of Uniformity. At this stage reference must be made to St Mary's Church, Chatham, where the Yard employees worshipped and to which the Yard made tithe payments of 24s a year. In 1647, Walter Rosewell was appointed Rector of Chatham, but he had Royalist sympathies and was sequestered from his post in 1649. It was reported that he was imprisoned in the gatehouse of the Yard. In July 1650, John Bright, the Master Shipwright, and Edward Hayward, the Clerk of the Survey and churchwardens were threatened with discharge

1 The ships' officers objected strongly to contributing to the stipend of the naval chaplain. They declared that chaplains received a benefit as good as some of the parochial ministers in the district to whom they paid tithes and dues. This argument was accepted by Admiralty and the abatement of pay ceased for these officers.

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from the service for countenancing Mr Rosewell, a seditious preacher. Rosewell was followed by Elkanah Downes who held the office until the Restoration.

A petition on the front page of the register for 1655 of St Mary's, Chatham, shows that Captain Phineas Pett, Clerk of the Checque and Edward Hayward, Clerk of the Survey, were churchwardens. The petitioners, members of the congregation, claimed that the Churchwardens would:

. . . be destitute of pews in the church by the coming of Captain Bowles into the parish who claims propriety in that seats as belonging to Roome House . . .¹

Consent was given for the Churchwardens to provide accommodation in the gallery at the west end of the church without charge to the parish.

The signatures to the petition included those of the Commissioner, Peter Pett, Richard Isaacson, the Master Painter who lived at the Manor House, Robert Yardley, who lived at Chatham Parsonage, Thomas Rabenett, the Master Attendant, Thomas Arkininstall, the Assistant Master Shipwright, Isaac Ewell, Master House Carpenter, Thomas Fletcher, Master Carver, and Thomas Colpott, Boatswain of the Yard.

Thomas Carter was appointed Minister of Chatham after the Restoration but was removed from office after the passing of the Act of Uniformity. Both Carter and Lawrence Wise, the Chaplain of the Ordinary, attached themselves to the Ebenezer Chapel, Chatham, which was founded about 1648. Rosewell² was reinstated after the departure of Carter and held office for a short period being followed in 1662 by John Loton, who was also appointed Chaplain of the Ordinary. Loton was a friend of diarist, Samuel Pepys. It has been said that the windows of St Mary's Church, Chatham, shattered by Dutch gunfire during the raid of 1667, were repaired at the expense of Pepys.³ In the winter of 1670/71 Pepys presented Loton with a stone tablet of commandments for the church.

The Test Act of 1672 caused troubles for Loton. The operation of this Act may be explained by the following extract from John Evelyn's Diary, dated 26 April 1673:

De Lamplugh preached at St Martin's. The Holy Sacrament following which I partook of upon obligation of the late Act of Parliament,⁴ enjoying everybody in office, civil or militarie, under penalty of £500 to receive it within one month before two authentic witnesses, being engrossed on parchment, to be afterwards produced in the Court of Chancery, or some other Court of Records, which I did at Chancery Barr, as being one of the Council of Plantations and Trade; taking then also the Oath of Allegiance and Supremacy, signing the clause in the said Act against Transubstantiation.

Loton was involved with John Lawrence, the Assistant Master Shipwright at Chatham, in a dispute over this Act, and they were proposing to take the matter to court. Pepys as Secretary of the Admiralty was asked to intervene. Pepys wrote to Lawrence on 11 November 1674:

A complaint has lately come to the Lords against him from Mr Loton, Minister of Parish and of the Ordinary of the King's Navy which they have committed to

1 See section on Storekeepers in chapter 11

2 Near the south door of St Mary's Church are the remains of the tomb of Walter Rosewell and family. Rosewell died in May 1686.

3 Article by Lt Cdr Kemp in The Times' of 24 March 1960, Long chapter ends in Naval History

4 During the Commonwealth the celebration of the Eucharist had been largely discontinued.

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the writer to accommodate without occasioning that dishonour which it must be of his Majesty's service no less than to your particular to have two officers as you are contending at law in actions of scandal and schism, for of their nature seems to be matters now in difference between you.

In a letter to Loton Pepys wrote:

. . . has communicated his 29 October to the Lords who will at no time deny the favour of remedy of law against any one who shall abuse the protection given them by their relation to the King's service. But in this case, as in all others, they do first think it their part to satisfy themselves how far that protection is presumed upon before they expose the service to the interruption which attendant on suit of law may occasion thereto; and as both parties have dependence on the Navy, they have commended the writer to examine and decide the cases if the parties are willing.

Commissioner Beach of Chatham managed to accommodate the differences between Loton and Lawrence.

In 1686 Loton's income from the Navy was £24 15s 4d. In that year the Test Act was suspended and Loton was threatened with dismissal from the Navy after an accusation that:

. . . he hath made it his business to dissuade the taking of the Test and Penal Laws.

He was saved by the timely discovery that the accusation was false and by the intervention of Samuel Pepys. The recommendation to the King's mercy was fortified by the assurance that Loton had publicly declared his support to James II:

Whenever his Majesty shall think fit to call a Parliament he (Loton) will both in his private capacity as a freeholder of Kent and otherwise, promote the election of such persons to be members of the same as he shall understand his Majesty's desire of having chosen.

Loton then encountered further difficulties. On 27 April 1688, James II ordered that the Declaration of Indulgence, suspending Penal Laws and Oaths of Admission to civil and military office, should be read from every Anglican pulpit on the last two Sundays in May in London and Westminster, and the first two in June in the country. Loton felt he could not compromise in this matter and refused to read the Declaration. Pepys was unable to help him, for this spiritual oversight of Naval Chaplains was the responsibility of the Bishop of London. Compton, the Bishop of London, had been suspended and the diocese was administered by the Bishop of Durham, a supporter of James II.

Loton was shrewd; he played for time and signed a statement which mollified James II. William landed at Torbay in November 1688 and, after this dangerous period, Loton was safe. His warrant as Chaplain of the Ordinary was renewed on 7 November 1689. He continued as Minister of Chatham until 1722.¹

¹ In an article in the "Chatham News" of 13 September 1929, entitled Rambles round churches by H Smetham appeared:

The Churchyard (St Mary's) . . . opposite the south door is a notable example of decay of tombstones. Its corner pillars are falling down and its elaborate coat of arms on the top of the ledger stone has largely scaled away. The family name is Loton.'

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In August 1709, Richard Collins was appointed:

. . . to take the care and pains of officiating and performing the place of minister and preacher of the work of God on board all HM ships and vessels riding at Chatham in the room of Mr Loton who desired to resign same.

For the next hundred years the Chaplain of the Ordinary seems to have had little influence on the affairs of the Dockyard. Their chapels were converted hulks or church ships.

Up to 1812 the Naval Chaplain was officially a rating for the purpose of basic pay although he had a perquisite, the groat; he was also rewarded if he acted as a School-master. After 1812 he became a Warrant Officer of Wardroom rank with pay of £12 5s 4d a month and an allowance for acting as a Schoolmaster. After 1843 his appointment was by Commission.

Chatham Dockyard Church

As was pointed out earlier, St Mary's Church, Chatham was in effect the Dockyard Church until the construction of the Church in the Yard in the period 1808/1811.

In 1704 a Dockyard chapel was built at Portsmouth Yard and twopence a month was deducted out of every man's wages for the Chaplain who also served the Ordinary. In the period 1785/86 the church of St Anne was built under the supervision of the famous Thomas Telford, in Portsmouth Yard to replace the older chapel; the appearance of this church is in some ways similar to that of the present Chatham Dockyard Church.

Chatham Dockyard Church, designed by Edward Holl in 1805,¹ was started in 1808 and completed at a cost of £9,000.² The first service was held on the 30 July 1808. The plan of the church is a plain rectangle. The sanctuary was marked internally by the formation of two vestries in the NE and SE with the altar recessed between them and surmounted by a Venetian window.³ On the north, west and south sides, carried on slender reeded cast iron columns, are galleries with panelled fronts. The organ was originally at the back of the western gallery. The flat plaster ceiling, decorated with slightly sunk panels is carried across the whole span without supports. The coat of arms of George III attached to the gallery bears the date 1811 and the inscription, G Williams.'

The pulpit stood in the centre of the aisle and obstructed the congregation's view of the altar. The old pews were 4 feet 5 inches high and were rather narrow making kneeling very uncomfortable; the pews were closed with doors bearing the designations of the officers and others. About 1880 the interior was altered; the pews were changed to the open pattern and the pulpit was moved to one side. The south east vestry was demolished to make room for the organ. Since then there have been further improvements resulting in a bright and beautiful church.

There is no record that the church was ever dedicated or that it has a patron saint. In 1933 the church was licensed under the terms of the Marriage (Naval, Military and Air Force) Act by the Bishop of Rochester. The privilege of marriage in the church was restricted mainly to service men and women living in the Dockyard or in the parish of St Mary and St John, and the daughters of ex-regular servicemen in that parish. Civilians would normally have required an Archbishop's licence for marriage in this church.

The discussion preparatory to building the church produced some amusing incidents. On 20 May 1808 the Senior Master Attendant complained to Charles Hope,

1 See section in civil engineering in chapter 8

2 The church was built by Dockyard labour

3 The stained glass in the east window was replaced by plain glass in 1963 at a cost of £300.

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the Commissioner, that the Master Attendant's pew was not in accord with his station. The one for the Senior Master Attendant was under the gallery and the one for the Clerk of the Checque was opposite and parallel to the Master Shipwright's in the middle aisle despite the fact that the Senior Master Attendant was the first of the Principal Officers in the Dockyard. The Commissioner replied:

I have signified to the Architect . . . the pew for the Senior Master Attendant should be parallel to the Master Shipwright's and the pew for the Clerk of the Checque should be parallel to the Storekeeper's.

This in turn produced a remonstrance on the part of Mr Palliser, the Clerk of the Checque.

The Chaplain of Chatham Dockyard

The Rev Alexander Brown was the first Chaplain of Chatham Dockyard; he held this office from 1806 to 1832. He was a local magistrate and his name is recorded in the Court Register for Petty Sessions for the North Aylesford Division, 1828.

After the salary revision of 1808, the Chaplain of the Yard was allowed a fixed salary of £500 per year; the various sources from which his emoluments arose including Guardships, Receiving Ships, Hospital and Prison Ships were withdrawn. He was ordered to perform Divine Service in the Yard Chapel where all belonging to the ships in Ordinary had to attend and have places allotted to them in like manner with the persons belonging to the Dockyard.

The Divine Service had to be performed according to the Liturgy of the Church of England; the Chaplain had to preach twice a day on Sunday and on Christmas Day and Boxing Day. The Admiralty instruction directed that the Chaplain of the Yard should preach a sermon and to adapt his discourse to the capacity of the majority of the congregation. The sermons were thus often of the simplest character and were usually rather brief. There were no collections except at Communion Services and on extremely rare occasions. The Chaplain was expected to concern himself with the spiritual well-being of those residing in the Yard and to take an interest in all employees especially apprentices and young people. Another duty was, he had to read the service before the launch or floating out of a new ship or vessel of HM Navy.

When the Dockyard School was opened in 1843 the Chaplain was appointed a member of the Committee which supervised its activities. The Chaplain expected to give religious instruction to the apprentices and to assist in the supervision of examinations. The School Committee was abolished in 1874.

The instruction of Dockyard apprentices in religious matters proved an ill rewarded task. Dr Woolley, the Admiralty Inspector of Schools, reported in 1857:

The knowledge of the Holy Scriptures displayed by the generality of the apprentices is very indifferent. Indeed an apathy, if not distaste, is manifested to the religious instruction, which renders the Chaplain's labours both difficult and irksome.

It must be remembered that in those days a token respect at least was expected of religious practices. In his inspection of Sheerness Dockyard School in 1848, the Rev Henry Moseley, Senior Inspector of Schools, was surprised to find that prayers were not said at the commencement and at the close of the business of the school.

It must be said that during the incumbency of the Rev Donald Keen, (1962/3) he made

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strong efforts to visit and talk to the apprentices during their attendance at school, a practice encouraged by the Admiral Superintendent.

In June 1837 the Chaplain, Mr Whitehead, was ordered to vacate the Master Ropemaker's house, which was given to Mr Burton, the Master Ropemaker. ¹ According to Wright's Topography of 1838, Mr Whitehead lived in Westcourt Street, Brompton. It seems that a permanent residence was never set aside for the Chaplain of the Yard. In 1877, Mr Bampfield, the Chaplain, lived at Adelaide House, Old Brompton. After the Second World War, the Chaplain occupied the west portion of Main Gate.

The Rev Fielding who was Chaplain from 1851/1866, sat on the Bench in the Rochester Magistrates Court. After 1866 the Chaplains held their office in the Yard for periods of the order of three or four years only. They were Naval Chaplains who came to Chatham in the course of their duties. (They were borne on the books of a ship; in the 20th century HMS Pembroke.)

In the economies of 1869 the office of Chaplain of the Royal Marines was abolished and the Chaplain of the Dockyard, Rev J S Robson discharged both offices and was provided with a residence in the Yard. In 1870 the duties of the Chaplain of Melville Hospital were also carried out by the Chaplain of the Yard. The chaplaincies of the Royal Marines and of the Melville Hospital were reinstated later. In the Estimates of 1869/70 the allowance made for the Chaplain of the Yard was £350 together with half pay. By the 1880's the emoluments of the Chaplain of the Yard amounted to about £550, including the pay of a Chaplain, his allowance as a Naval Instructor and a civil allowance. According to the "Chatham News" of 8 June 1889 the Chaplain of Melville Hospital had resigned and his duties were to be performed by the Chaplain of the Dockyard, the Rev W Law, and by the Royal Marine Chaplain. The Rev Law, then living in Rochester, was to go into official quarters in the Melville Hospital.

The sailors and marines in port attended the Dockyard Church. The latter marched from the Barracks along Dock Road and through Main Gate into the Yard, headed by their band. This was one of the attractions of Chatham at this period. The marines occupied one side of the galleries, the sailors the other, whilst the Dockyard Officers and their families, with the workmen of the establishment and visitors, filled the pews. When the service was over, the sailors and marines formed up outside the chapel preparatory to marching back to their quarters; they attended church in the mornings only. The evening service was chiefly attended by Dockyard families and the townspeople.

St George's Church was built in the period 1905/6 for the spiritual needs of the occupants of the newly built Royal Naval Barracks.

Churches and Chapels in Chatham and Gillingham

Outside the Yard there were a number of churches and chapels which served the spiritual needs of the Dockyard workers and their families. There were a large number of non-conformists in Chatham as early as the 17th century.

In Compton's (Bishop of London) census of 1676 the figures below related to the Rochester Deanery:

	Conformists	Papists	Non-Conformists
Chatham	1500	3	300
Rochester (St Margaret's)	700	4	40
Rochester (St Nicholas)	1150	1	104
Gillingham		Not known	

¹ See section on Master Ropemakers in chapter 1

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A religious census of Kentish Towns was held on 30 March 1851. The figures for the two Dockyard Towns show the attendance of the various groups as follows:

	Church of England	Old Dissent ¹	New Dissent ²	Others ³
Chatham	46.5%	25.7%	23.1%	4.7%
Sheerness	37.6%	22.2%	26.8%	13.4%

In most of the other Kentish towns more than half attending on Sunday were Church of England. One of the oldest places of worship is the Zion Chapel in Clover Street, Chatham, reputed to date from 1644. Of roughly the same age is the Ebenezer Chapel, Chatham, which has already been mentioned in connection with the dismissal of the Rector of Chatham and the Minister of the Ordinary in 1662. The history of this church is outlined as follows:

A wooden chapel, called the Great Meeting, seating about 600, was built in 1710 in Meeting House Lane Chatham. The Rev George Whitefield, John Wesley and the Rev Rowland Hill, all addressed assemblies in the hall in the latter half of the 18th century. Another building was opened in 1810 and burnt down in 1891. The present building was erected in Clover Street Chatham.

In 1802 the Unitarian Chapel at the top of Hamond Hill, Chatham was rebuilt after the Fire of Chatham. In The Brook, next to the house in which Charles Dickens lived, was the Providence Chapel erected in 1792 (now demolished) in which worshipped Dissenters of the Particular Baptist denomination. In Union Street, in 1829 the Bible Christian Chapel was built for the Methodists. Bethel Chapel was built on the Banks at Rochester and opened in 1810.

For the Anglicans, two churches were built in Chatham: St John's in Railway Street, completed in 1821 and St Paul's (now demolished) in 1854. Christ Church at Luton, built in 1883/4, replaced an earlier church, built about 1842.

From the 1851 census we can gain some idea of the attendance of adults and children at these places of worship:

	<i>Date</i>	<i>Morning</i>		<i>Afternoon</i>		<i>Evening</i>	
Dockyard Church	1800	1100	50	200	50	-	
St Mary's Church pre	1600	600		200		800	
St John's Rome Lane	1821	300	200	200		300	70
Christ Church Luton	1842	100	75	-		140	30
St Michael's Church		250	-	200		100	-
Trinity Church, Brompton Manor Street, Old Brompton	1848	413	156	-		425	120
(Wesleyan)	1788	351	90	175	120	394	-
St Mary Magdalene, Gillingham		189	-	160	-	-	
Wesleyan	1828	154	138	45	-	235	

The population of Gillingham grew extremely rapidly after the Extension of Chatham Dockyard in the last half of the 19th century.

1 Congregationalists, Baptists, Society of Friends, etc

2 Methodists

3 Roman Catholics, Jews, etc

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It is not certain when Roman Catholic clergymen first received recognition as spiritual advisers to servicemen. Father James Plunkett was performing divine service for Roman Catholic Marines in 1797. The Navy Board submitted that it was proper to allow him 100 guineas for attending the Roman Catholic mutineers under sentence of death as a result of the Mutiny of the Nore.

A Roman Catholic Church was established in Manor Street, Old Brompton by the emigre priest, Father Saumon, in 1793. In this street a Wesleyan chapel was built in 1789; its use was discontinued when the Wesleyan Garrison Church in Prospect Row, Old Brompton, was opened in 1892 (now demolished). This chapel was purchased by order of the Roman Catholic Bishop of Southwark and under the direction of Father Alton, the building was prepared as a place of worship for Roman Catholics and opened in 1896.

A wooden structured synagogue had stood on land near St Bartholomew's Hospital since the 18th century; the burial ground was behind it. Simon Magnus, a wealthy Jew and a native of Chatham, who had lost his only son, erected a new synagogue to his memory near the site of the old one. Some old cottages had to be cleared away and the foundations of the new synagogue laid in 1868 so that its frontage was on the High Street, Chatham.

In the last part of the 19th century, a variety of forms of worship were catered for in Gillingham: Congregationalists, Presbyterians, Baptists, Methodists, Bible Christians, United Methodist, Free Church, Primitive Methodists, Salvation Army and Peculiar People.¹ Although some of these have now combined, a large number of independent organisations still exist: Pentecostal Church, Jehovah's Witnesses, Spiritualists, Mormons, Plymouth Brethren, etc.

A landmark in Gillingham at the top of Chatham Hill was the Jezreelite Tower (now demolished). The Jezreelites were founded by James Jezreel (formerly White), a local soldier in 1875. The movement was initially based on the Christian Israelite teaching of Joanna Southcott and John Rowe. The Tower, designed to serve as the headquarters of the faith, was begun in 1885, some six months after the death of James White. In 1889 the funds ran out and the building was unfinished. The Jezreelites eventually split and there were (in the 1980's) only a few adherents left in the district.

Another extraordinary church in Gillingham was the Socialist Church in Queen's Row. The children attending Sunday School were issued with pictures of bloated capitalists and down-trodden working men. Mr Clement Attlee assisted in the church before he took office in government.

¹ Many Dockyard Officers attended non-conformist places of worship. H R Champness, who later became Assistant DNC, was a trustee of New Brompton Chapel in 1881.

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Chaplains of the Ordinary

1626	Griffin Spencer	1709	Richard Collins
1635	Thomas Grayne	1714	Edward Mullings
1649	William Adderley	1732	Thomas Tindall
1654	Lawrence Wise		(or Nicholas Tindall)
1656	- Bradley (?)	1738	John Wigmore
1662	John Loton	1774	Nicholas Brown

(Also Minister of Chatham)

Rectors of St Mary's Church, Chatham

1601	James Bradshaw	1662	John Loton
1603	John Philipps		Francis Broomfield
1608	John Pyham	1722	John Robinson
1635	Thomas Vaughan	1722	George Pratt
1643	Ambrose Cleere	1747	Walter Frank
1647	Walter Rosewell ¹	1784	John Law
1649	Elkanah Downs	1827	Matthew Irving
1661	Thomas Carter ²		

(Ejected 1662; Walter Rosewell may have been reinstated)

Chaplains of the Dockyard

1806	Alexander Brown		
1832	Robert Whitehead		
1844	Edward Pettman		
1851	Allen Fielding, MA		
1866	T E Meredith, MA		
1867	J S Robson		
1871	Thomas Ashe, BA		
1875	J W Bampfield, MA		
1877	Robert Picton, BA		
1880	William Smith, BA		
1882	William Dearden, MA		
1885	William Law, BSc		
1889	John B Budds, MA		
1891	S S Brown, BA.	Curate at St Paul's Chatham 1868/72. Naval Chaplain 1872/98	
1892	F T Matthews, BA		
1897	William Oxland, BA		

1 In 1649 Walter Rosewell was imprisoned and his post sequestered.

2 Tithe Payment: 1 July 1661 to 31 December 1662: 30s to Thomas Carter, late Minister at Chatham for one and a quarter years @ 24s per annum.

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Chaplains of the Dockyard continued

1903	James H Moriarty, AKC	
1906	William C Bouchier, MA	
1909	Ralph v Wilson, BA	
1909	Frederick A Sims, MA	
1917	Octavius R Hughes, MA	
1921	John J Clay, MA	
1922	Francis C B Hastings, BA (or Harding)	
1923	J Archibald, BA	
1926	Thomas Crick, MVO, MA	1939 Chaplain of the Fleet 1943 Dean of Rochester. Died 1970
1929	Christopher P G Rose, MA BD	
1933	John W Evans, BA	
1934	David V Edwards, MA	
1934	Gerald F Oakley Hill, BA	
1939	Charles G C Pearson, MA	
1947	Percy M Dodwell, MA. BD	
1949	G Owen A Darby, MA	
1950	F Lovell Pocock, MA	
1952	J B C Hopkin-James, MA	
1955	E W Stredder, MA	
1957	W Fayle Parr, ALCD	
1959	Victor W Norris, BA	
1962	Donald A R Keen, QHC, MA, FSA	
1963	Robert W Pope, L Th	
1963	Raymond L Lowe, OBE, MA	
1965	James E Smith	
1965	Robert W Pope, L Th	
1967	David V Evans, MA	

CHAPTER 17 CHARITIES ASSOCIATED WITH CHATHAM AND THE NAVY

The Chatham Chest

This Institution for the relief of seamen maimed and wounded in the service of their country was established in the reign of Queen Elizabeth I, about 1590, during the Treasurership of Sir John Hawkins.

The original written constitution of this Naval Insurance Scheme has been lost, but apparently the scheme was set up with the consent of the men, seamen and shipwrights in the service of Queen Elizabeth I and the authorities, whereby relief could be claimed by those who were rendered destitute as a result of injuries, etc sustained in the service. Up to this date no provision had been made for such unfortunate men who could no longer carry out their duties in the Navy. The funds for the charity were to be raised by the voluntary stoppage of pay of the men according to the following scale:

Mariners ¹ Seamen and Shipwrights receiving 10s or more per month	6d per month
Gromets receiving 7s 6d a month	4d per month
Boys receiving 5s a month	3d a month ²

The distribution of the funds of the Chatham and Naval Chest was to be made at the discretion of the Master Attendants, Master Shipwrights, Boatswains and Pursers of the Navy, the operation being supervised by the Principal Officers of the Navy. The surplus was to be kept in a strong chest with five locks, the keys of which were to be kept separately by a Principal Officer of the Navy, a Master Attendant, a Master Shipwright, a Boatswain and a Purser. The Purser was to act as the Clerk of the chest keeping an account of all monies received and issued.³ These five officers, Governors of the Chest, were held responsible for the disposal of the Chest Funds and were to be changed every year at a general assembly of their fellow officers.

It is believed that initially the Chest holding the money received from the Navy Treasurer was kept in St Mary's Church, Chatham. It was probably kept at Hill House when this acted as the Navy Pay Office and was transferred to the Chest Room in the Dockyard in the first half of the 18th century.⁴

1 In Elizabeth's time a mariner was an able-bodied seaman, the others were ordinary seamen.

2 Sir Robert Mansell, appointed Treasurer of the Navy early in the reign of James I, made this stoppage compulsory. In 1618, the gunners joined the Chest Fund. In 1626, a seaman's pay was raised to 15s a month, with a deduction of 6d a month for the Chest, 4d for the Chaplain and 2d for the Surgeon. In the 18th century, 6d a month was also deducted for Greenwich Hospital.

3 The regulation appointing a serving officer to act as Clerk of the Chest seems to have been disregarded in the early 1600's and the post was held for some of the time at least by clerks in Chatham Yard.

4 The iron chest was moved from Chatham to Greenwich Hospital and is now in the National Maritime Museum. The association of the Chest with Chatham is now retained by the sign-board of a new public house, 'The Chatham Chest' which shows the iron chest, crossed and recrossed with iron strengthening bands. There is a central lock and four hasps fitting over iron staples, on the side of the chest carrying the padlocks. On the sign there are shown five keys held by the Governors of the Chest. On the other side of the signboard is the figurehead of a ship, a buxom wench with a superb bust.

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The actual means of relieving the seamen were not specified, i.e. pensions as such were not mentioned, and no reference was made to widows and families of injured men.

Malpractices in the Operation of the Chest

After the scheme had been running some 18 years a Royal Commission appointed to enquire into the state of the Navy examined the operation of the Chatham Chest. They found that its intention:

... is not only altered but corrupted but in effect quite overthrown.

Since the death of Sir John Hawkins, no Treasurer except Sir Fulke Grevyl had rendered an account to those responsible for the disposal of the Chest Fund. Sir Robert Mansell had not delivered money to the Chest and simply refused to give an account of the money collected for the Chest. The Commissioners found that money had been borrowed from the Chest and that accounts or expenditure were not provided. The Principal Officers had thrust upon the properly constituted officials 'a servant of their own' to receive contributions from the Treasurer and to control expenditure. His manner of dispensing the fund was all that his masters could wish; out of it came such items as,

... annuities to their own clerks under the colour of a faithful trust to make up just accounts, although as the report of the Commission ironically noted,

... neither they nor their masters could ever be drawn hitherto to make or bring any.

In 1616, the Commission of Charitable uses headed by Sir William Sidley enquired into Chatham Chest affairs particularly,

... the misemployment of moneys bequeathed for charitable uses.

This Commission held by command of an Order in Council dated the 22 July 1616 held its inquisition in Rochester Castle and published its finding in May 1617. The Commissioners found that:

... great sums had been collected which should have been put into the Chest .. and notwithstanding that a great part hath been charitably and orderly bestowed, yet many other sums of not small moment have been detained or lent out as do still remain.

It was revealed that the ready money in the Chest amounted to about £1,600 and that the money borrowed from the Chest was of the same order (see later). John Crow, A Master Attendant, had borrowed £100; his widow had married Alderman John Butcher of Bristol who was then responsible for the debt. Sir Peter Buck, the Clerk of the Ships, owed £100; the two Master Shipwrights, William Bright and Phineas Pett, each owed £100; and John Austen, the Master Attendant, owed £50. Pursers had also borrowed money from the Chest and in some cases money

collected from the seamen had not been paid into the Chest Funds.

In particular, Roger Langford, Gent, owed £328 15s 6d and Sir Thomas Middleton, £321 1s 6d,

... collected from seamen of the West Indies voyage when Sir John Hawkins and Sir Francis Drake died.

The repayment of these debts was ordered, different periods of time of repayment were allotted to the individuals. One obligation the debtors had in common was to produce the money at the south porch of St Mary's Church, Chatham and to hand it over to the keyholders of the Chest in person. A reversion to the original method of administering the Chest fund was ordered.

CHARITIES ASSOCIATED WITH CHATHAM AND THE NAVY

Much of the money owing to the Chest were balances of accounts entrusted to the officers to be distributed to the beneficiaries of the Chest at the places where they dwelt. At that time Chatham was the general rendezvous and Depot for the Fleet.

Despite all the precautions the Chest fund was not safe from the depredations of Navy officials. It was difficult to ensure that the Treasurer of the Navy and his agents passed on the sums deducted from the seamen's pay to the Clerk of the Chest, and in any case the payment of seamen's wages was very erratic in Stuart times. In 1626, Sir William Russell, the late Treasurer, was ordered to hand over £2,600 due to the Chest. He maintained that the Crown owed him money and he later alleged that his Paymaster had used the money to pay off arrears of wages in 1626. £500 of this money was still owing five years later.

The post of Treasurer of the Navy was held from the Spring of 1627 to the close of 1629 by Sir Sackville Crowe, a most unprincipled officer who was finally suspended from office for the wholesale embezzlement of public money. Crowe refused to disburse money to the Chest and in 1635 two of the Governors of the Chest petitioned the Admiralty Commissioners to sue Crowe who owed £3,000 to the Chest, the money collected from the seamen's wages from July 1627 to December 1629. A decree was passed in Chancery by which Crowe had to pay off the amount due in three instalments within a certain period. He paid nothing, shielding himself from arrest by his appointment as Ambassador to Constantinople.

In 1635 another Commission enquired into the position of the Chest fund and issued its report in January 1636. They found the total amount owing was nearly £4,400 including £500 from Russell and £3,000 from Crowe and several earlier debts mentioned in the report of the earlier Commission of 1617. It appeared that the regulations as to the receipt and custody of the contributions had been totally ignored. The Paymaster, a subordinate of the Treasurer, was alone responsible for the collection and paying out of the money, and claimed a handsome annuity out of the fund for doing so, while the Clerk of the Survey had acted for a long time as Clerk of the Chest.

The problem of ensuring that all the deductions of pay were given to the Chest remained until the transfer of the Chest to Greenwich. The Commission of Enquiry of 1785 which investigated the Navy Treasurer's Department found that the duties of the office were delegated to the Paymaster and Clerks, but that the Treasurer was allowed to pay his money into a private account and draw interest as a perquisite- an inducement to retain the Chest money for as long as possible. The money was then transferred to the Bank of England.

Even this move did not prevent the improper use of Naval Funds¹ and at the time of the transfer of the Chest to Greenwich there was a deficit of £28,000 in the Chest Money, a portion of which was charged to the Right Hon Henry Dundas who had been Treasurer at the time. On investigation, Dundas (then Lord Melville) was cleared and the blame put on the Paymaster and his Clerks.

In 1636 the Earl of Northumberland presented to the King a statement of abuses in the Navy embodied in 13 Articles. The Twelfth Article referred to money owing to the Chatham Chest. It was alleged by many, including William Cooke, one of the four Masters of the Navy, and a Governor of the Chest that about £3,000 was owed by Sir Sackville Crowe, and also £500 by Sir William Russell. Russell answered that his paymaster, Edisbury, had assisted the Chest by collecting 6d a month out of the mariners' pay without his 'privity.' In 1626, £2,370 12s 6d was collected for the Chest but there was such a clamour for the payment of wages that Edisbury had used the money for paying the seamen. Russell refused to pay back the Chest until he was reimbursed by the

¹ See Administration of the Navy in chapter 23

CHARITIES ASSOCIATED WITH CHATHAM AND THE NAVY

the Treasury, which was done in 1631 when Russell paid back all but £500 which he thought would be unused in the Chest. He had been assured by Nathaniel Tearne, the Clerk of the Chest, that:

... so long as they might have it as they had occasion to use it for the payment of their pensioners, it was well enough, having no power to put it in the Chest till a public meeting.

Russell declared: And as he (Tearne) called for it he had it. Russell eventually discharged his debts but the others were probably unpaid, although Crowe entered into negotiations with the Governors of the Chest.

Fresh regulations for the control of the Chest funds were issued. The Navy Treasurer or his Paymaster was in future to hand over the contributions within one month of their deduction to the Clerk of the Chest. This officer was to make up the Accounts of the fund yearly, 'before the Wednesday of Easter Week' when they were 'to be published to all the Governors' and entered on a ledger book which was to be deposited in the Chest. No pensions were thereafter to be granted to 'any hurt, maimed or decayed mariners' exceeding £6 13s 4d a year, but if there be cause of further relief to any, the same to be yearly ordered by the Governors upon their distribution.' No pension was to continue longer than the Governors thought fit. Finally, the Governors who held the five keys were to be changed every year in accordance with the original rule, except in the case of the Clerk of the Chest.

A summary of the financial position of the Chest was issued in 1636:

<i>Income</i>	<i>Expenditure</i>		
Ready money in Chest 1617	£ 1,619 19 0d	Purchase of land etc	£ 3,766 14 2d
Debts due to Chest 1617	£ 1,525 18 9d	Relief to hurt and maimed mariners	£10,621 11 0d
Total Assets in 1617	£ 3,145 17 9d		
Rents & leases since 1617 ¹	£ 2,580 15 10d		
Deductions from wages since 1617	£12,600 12 3 ¹ / ₂ d		
Total Income	£18,327 5 10 ¹ / ₂ d	Total Expenditure	£14,388 5 2d

This left £3,939 0s 8 1/2d to the credit of the fund.

Of this sum, £150 0s 7d was actually in the Chest, the remainder, £3,780 0s 11 1/2d represented debts, which included £3,005 14s 11 1/2d owed by Crowe.

Investments in land

Examples of the purchase of real estate by the Chest authorities are given below:

Indenture dated 10 June, 8 Car I, 1632

Sale by Benjamin Wallinger of London, Gent of messuage and land called Newlands in St Mary Hoo, and other property to Sir H Palmer, Comptroller of the Navy; Thomas Austin, Master Attendant; Henry Goddard, Master Shipwright; Israel Reynolds, Boatswain, **Prince Royal**; Miles Traughton, **Raynebow**, Arthur Younge of Chatham, Master Gunner of **Defyance**. The purchase consisting of 130 acres was made for £900 and produced a rent of £50.

¹ There seems to have been a change in policy regarding this Charity after 1617. Instead of leaving money in the Chest an investment policy was started.

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Indenture dated 12 November, 1647

Between persons entrusted with the sale of the possessions of Archbishops and Bishops and (of the other part) the Trustees for the aid of hurt and maimed seamen in the Navy.

William Batten, Surveyor; Henry Hubbert, one of the Master Attendants; Peter Pett, Master Shipwright; Richard Cooke, Boatswain; Robert Fowler, Purser; Henry Young, Gunner.

Subject. The purchase for £342 10s of ten parcels of land pasture and marsh being part of the Manor of Chislet Co. Kent ... containing three score acres of land in the tenure of H Palmer, Comptroller; Phineas Pett, Commissioner; William Cooke, one of the Master Attendants; Thomas Rabinett of ffrendsbury Co. Kent, Boatswain of HM ship **Anne Royal**; Philip Ward of the City of Rochester, Purser of the **Prince Royal**; and Thomas Taylor of Chatham, Master Gunner of HM **Anne Royal**; and also of the timber trees growing on the said premises to the value of £7, all of which premises were in the possession of the Archbishop of Canterbury.

Other purchases included:

Port Farm situated at Chislet near Canterbury purchased in 1617, consisting of 166 acres, costing £1,870, and producing a rent of £92 per year;

Scocles Farm ¹ in the Isle of Sheppey of 406 acres purchased for £2,324 in 1641 and let at a rent of £100;

Mackland Farm in Rainham and Upchurch of 269 acres purchased for £1,900 in 1647 and let at a rent of £100 per year.

Payments from the Chest

In 1636, £222 was being paid out in the form of fees and pensions. The former amounted to £40 of which £20 was claimed by the Paymaster; the remainder included the allowance paid to the Clerk of the Chest. The pensions varied in amount; from £20 to £2. There were often delays in granting relief; one sailor who had been disabled in 1595 whilst serving with Drake in the **Adventure** had to wait until 1627 for his pension. Though a number were granted pensions, most of the payments were in the form of a donation without further responsibility. Occasionally the widows of men injured or killed in the service received donations, but no pensions. Influence in official quarters constituted a stronger claim to aid than actual distress. In 1637, Nathaniel Apslyn, Assistant Master Shipwright, received £5 3s 4d as compensation for the loss of his apprentice's wages for 62 days, while a man hurt received £2

Shipwrights ceased to contribute to the Chest in 1671 and were then excluded from the charity. Up to this date medical charges relating to the Yards were met from the Chest. A Chatham surgeon was paid £43 1s 4d in 1638 for attending the shipwrights injured whilst working on the **Sovereign of the Seas**. In 1640, surgeons attached to the Dockyards were paid £40 a year from the Chest. From 1660 these artificers paid 2d a month for medical treatment in the Yard.

Detailed information of the working of this Charity can be gained from the Account Book of the Chest, 1637 to 1644, in which income and payments were set out by the Clerk of the Chest, Edward Hayward, the Clerk of the Survey in Chatham Yard. In this period the annual expenditure varied between £5,129 and £7,435 with a balance varying between £125 and £484; these figures excluded the last year, 1643/4, when on account of the Civil War, expenditure leapt up to £10,244 with a balance of £639.

¹ In 1789 Scocles Farm was leased for 21 years at an annual rent of £105.

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As an example of the cost of administering the charity:

Paid to Mr Simon Bayly of Canning Street, London, for his boat hire twice to Deptford to fetch £200 Chest money from Mr Tearne ... as also for portage from the Waterside to his house, 3s 6d.

To Richard Wye, Junior Chyrurgeon to the Extraordinary at Chatham for one Extraordinary Cure by him performed on Richard Cook, Boatswain of the St George . .. being a cure pertinent to ye chyrurgeon at Woolwich, and exclusive to his charge at Chatham, £2 10s.

In the absence of a naval hospital the sick seamen were lodged in private houses. Payments were made from the Chest for these services:

To Widow Roe of Chatham, 2nd May 1642 for three weeks, five daies, diett, lodging and attendance on Launceford Gotham whilst he lay in the Chyrurgeon's hands, £1 2s.

When the man was cured the Chest paid his expenses back to his own Parish.

To Launceford Gotham to carry him back to the place where hee dwells, his diett being paid for whilst he was in cure, 6s.

The Chest provided £4 10s for the ten 'almsfolks' at the Sir John Hawkins' Hospital and paid for medical attention to them:

To John Fawler, Chyrurgeon, for unguents for the almsfolkes' limbs, and for looking to them in their sickness and lameness, £1.

It was necessary for an applicant to appear in person at Chatham for the granting or renewal of pensions. They would be given money towards their travelling expenses, present relief as it was called:

To Nicholas Bonville, pentioner, 2nd June 1642, to bear his charges into Somersetshire, being referred to the next meeting for an enlargement of his pension 15s

To !fortune Hammond, ye 15th December 1637 for his present relief. .. and besides £6 a year pension, £2.

Others received a lump sum to enable them to earn a living:

To Samuel Porter one of the pentioners to the Chest ... 1638 ... to buy him a boate to earne his living being much necessitated through sickness, £3.

To George Bell one of the pentioners to the Chest to buy him a trumpet! to go in ye ships to earn his living, £1 10s.

Relief was sometimes provided when hardship was not directly attributable to naval service:

To Edward White, 1642, with respect to his great expense whilst hee lay sick of the small pox, wherewith he was visited, £2.

Widows of seamen were assisted from the Chest fund:

To ye widow of Benjamin Jackson, late Boatswaine of ye Expedition, in full recompence towards the buriall of her husband who left her very poore and miserable, £2 10s.

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In one case the mother in law of the deceased received a donation of £3 for the 'charge of his burial!.' Some widows found that persisting in importuning paid off:

To ye widow of Robert Griffin in the first December 1639 towards ye buriall of her husband, and to pay ye charges in the time of sickness, conditionally that she never trouble the Chest any further, £6.

Payment was made from the Chest irrespective of the circumstances of the Petitioner. An application from the Master Ropemaker at Chatham to teach navigation and mathematics to young men of the Navy was referred to the Clerk of the Checque who answered on 3 March 1676/7:

*I have perused the books of my predecessor and do find there that Richard Burley (the old mathematical lecturer to the Navy) was as well before as since his Maties' ¹ happy restoration been in victuals and wages as a shipkeeper on board the **Sovereign**. He had also a yearly allowance of £10 out of the Chest which I find was first settled upon him in the year 1631, and after having been taken from him in 1641 was upon his petition to the then Governors restored to him in the year 1649 and from that time was continued (I suppose) to his death.*

In consideration of which encouragement he was obliged at prefixed times to instruct as many of the young men belonging to the Navy as would repair to him, whereby (it is affirmed) he did prepare and fit many of them for the art of navigation.

Richard Burley also secured employment as a surveyor and map maker. In 1649 he received £7 for surveying the State's land in Chatham and Gillingham in connection with the title of the land occupied by the Dockyard. An old map of Hempstead in the now defunct Gillingham Museum had a legend:

The plott and description ... as it was surveyed in Anno Do 1652 by Richard Burley, Reader of the Mathematicks at Chatham.

The process of claiming relief the from Chest was as follows:

The claimant was given before discharge a certificate or Smart Ticket by the surgeon of the ship, countersigned by the captain and other sea officers, stating his name and age and specifying the wound or hurt when and in what act of duty it was received. At the same time the ship's surgeon sent an account of the Smart Tickets issued to the Navy Board who in turn passed this to the Governors of the Chest at Chatham for guidance.

When the man had recovered from his wounds he appeared at Chatham and was examined by the Governors and the surgeons of the Yard and if found capable of earning a livelihood he could be given a sum of money at the discretion of the Governors called 'Smart Money.' If he was incapacitated he could be awarded a pension depending on the degree of his disability and with it an amount not exceeding his pension which was known as 'Present Relief' and was to help defray the cost of his journey home. At the time of granting the pension he also received a ticket or certificate, stating the duration of the pension which was for one, three, five or seven years according to his disability. At the end of the pension period, the claimant was again examined by the surgeon of the Yard at Chatham and the Governors when his pension could be cut, increased or terminated, according to the state of his health.

By the 1760's the first Tuesday in every month, except Christmas Day, was appointed as review day when pensioners whose tickets had expired were required to attend to give in their tickets and receive new ones.

1 It is thought that this is how the term Dockyard Maties originated; the abbreviation of Maties' became turned round to Dockyard Maties (Mateys) for the employees.

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Other instances of claims are:

To James White, 5th December 1642, for his present relief being referred to procure a better certificate for the hurt hee pretends to have received in the Caesar, 5s.

To James White, 17th December 1642, in full recompence of his bruise on board the Caesar ... having brought good testimony thereof from Captain Jordan, £2.

Provided that their contributions were paid to the Chest, relief was granted to seamen in merchant ships employed by the Crown:

*To John Burkett, ye 12th May 1643 in full recompence having broken his Iegge in a merchant ship called the **Edward & Elizabeth** of London in ye King and Parliament's service, £4*

To Edward Burley, Andrew Dickinson, John Hosier, seamen ... for their present relief, to be recompensed further when the Chest money due from their ship shall be paid by ye part owners, each 10s, 7th December, £1...10s.

There were only two examples in this period of payment, 1637/44, of claims being met through the influence of senior officers of which one is:

To James Long, 25th January 1639, an ancient and decaid Carpenter, to beare his charge back to Kinsale, being in no waies capable of reliefe producing noe Certificate for hurts in his Majesties Service, this allowance being ye rather made in regard of the Lord Admiral's reference, £3.

The parlous finances of the Chest

The First Dutch War, 1652/4, caused many claims to be made on the Chest. In January 1653, Peter Pett, the Commissioner at Chatham and a Governor of the Chest, reported that he had that day 'paid away to maimed men and others hurt in the last engagement with the Dutch between £500 and £600' from the Chatham Chest into which contributions from the fleet were overdue.

The extent of the deficit may be gained from the following table:

Year	Revenue from Seamen's pay	Revenue from Land	Expenditure
1653	£5,653	£433 6s 8d	£10,065 0s 0d
1654	4,000	433 6s 6d	4,531 18s 10d
1655	4,000	433 6s 6d	4,500 0s 0d

The unfortunate seamen constantly importuned the Governors of the Chest. In a letter dated 8 April 1658 to the Master of Requests, Francis Bacon, Peter Pett, the Commissioners, complained that 600 to 800 pensioners belonged to Chatham Chest and that 220 had lost arms or legs and were given £6 13s 4d a year which was scarcely half that previously given. £2,000 to £3,000 was due to the Chest and he was continually pestered by those seeking relief and he would like someone else to do the work.

In the Order of the previous year dated 7 July 1657, the Treasurer of the Navy was:

... to pay unto Peter Pert and Captain John Taylor, two of the Governors of the Chest at Chatham, £1,000 by way of imprest on account towards the payment of the said Chest.

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This Order repeatedly occurs in Admiralty Secretary's Orders and Warrants. Pett complained that he had paid out the £1,000 recently received from the government:

... which gave so little satisfaction to so great a multitude of poor people ...so that I was forced to come out of the town to avoid their clamours.

Inspections of the Chest

In 1662 another inspection of the Chest was ordered. In an entry in his diary dated 13 November 1662, Pepys wrote:

We had our first meeting upon our Commission of inspecting the Chest: Sir Francis Clarke, MP for Rochester, Mr Heath, Attorney of the Duchy, Mr Prinn, Sir W Rider, Captain Cooke and myself Our first work was to read over the Institution, which is a decree in Chancery in the year 1617 upon an inquisition made at Rochester about that time into the revenues of the Chest which had then from the year 1588 or 1590, by the advice of the Lord High Admiral and Principal Officers then being, by consent of the seamen, been settled, paying sixpence per month according to their wages which was 10s which is now 24s.¹ We adjourned to a fortnight hence.

Pepys mentions this inspection again for in an entry dated 3 December 1662 he wrote:

... and so by water with Mr Pett home again, all the way reading his Chest Accounts, in which I did see things which did not please me: as his allowing himself £300 for one year's looking to the business of the Chest, and £150 per annum for the rest of the years. But I found no fault to him himself, but shall when they come to be read at the Board.

After the Restoration the Chest was augmented from various sources. In 1675, Charles II granted it 12 acres of marsh land situated near Rochester, called Delee. In 1672 the fourpences and twopences deducted from the monthly wages of all seamen for the pay of Chaplains and Surgeons of the Navy were given to the Chest where none such were borne. In 1688 the fines and mulcts imposed on officers by Courts-Martial were also given to the Chest. In Hasted, Vol IV, page 218 appears:

In the first year of King James II a further duty of 3s a ton was laid on all foreign-built ships, one moiety of which was given, by Parliament, to the use of this charity (Chatham Chest).

If a man repeatedly missed muster in port an 'R' was affixed to his name by the Clerk of the Checque, when all his pay and arrears were declared forfeit and made over to Chatham Chest.

Despite this increase in the income of the Chest its finances were usually parlous arid in March 1682/3 it was reported to Pepys that the Chest was full three years in arrears and that it owed the King £10,000 for money advanced. This was probably due to changes in the method of granting relief. Lump sums were still given for curable defects such as fractures, contusions, etc, but pensions were awarded for the loss of limbs.

As Secretary of the Admiralty, Pepys made further enquiries about the Chest. In a paper

1 By 1660 the pay scales of the ratings were:

Able Seaman	24s per month	Gromets (apprentices)	14s 3d per month
Ordinary Seamen	19s per month	Boys	9s 6d per month

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dated 24 July 1685 supplied by the Clerk of the Chest 'in answer to a demand of Mr Pepys upon the subject' the rates of relief were given:

If a leg or an arm be lost, £6 13s 4d was paid on present relief and so much settled as an annual pension for his lifetime. If two legs be lost the pension is doubled, £13 6s 8d; for the loss of two arms, in consideration of his living thereby rendered incapable of getting a livelihood any other way, the pension is £1 5 a year,¹ but if an arm be on, and disabled only, £5 per annum; any eye lost, £4 per annum.² If a pensioner desires to be bought off he is paid two years' pension in full satisfaction, more or less, with all his arrears to that time, and is paid to all indifferently, but this practice of buying off (where an arm or leg is lost) extends only to the Scotch and Irish and such who live beyond the sea, in consideration of the charge they must otherwise inevitably be at in appearing at a general pay, once in three years, which they are called to for preventing fraud by forged certificate.

And where any wound or hurt occasions a fracture, contusion, impostumation or the like, under the loss of a limb, such are viewed by the chirurgions and certified to deserve what in their opinions may be proportionate reward in full satisfaction. And these sorts of hurts frequently accompany the loss of a limb in other parts of the body, for which they have a reward apart from their annual allowance, according to the chirurgion's discretion.³

In 1688, Sir Richard Haddock, Comptroller of the Navy gave evidence into a further enquiry into Chatham Chest. In that year there were 650 pensioners to whom £5,694 7s 7d was paid and the income of the Chest was £1,300. The balance was paid by the King. there were nine Governors of the Chest: two Master Attendants, the Master Shipwright of Chatham, two Boatswains, two Gunners and two Pursers, 'ordinarily the officers of the First and Second Rates are taken by turn.' The Governors were chosen each year by former Governors and supervision of the charity was undertaken by two Commissioners of the Navy selected by the other Governors. Edward Gregory, later to be Commissioner of Chatham, acted as Clerk of the Chest.

The relief of the widows and orphans of seamen was entrusted in 1673 to the Elder Brethren of Trinity House. When the war with France broke out in 1702 it was ordered that one eighth of the Prize Money was to be equally divided between the Chest at Chatham and the Master Brethren and Assistants of Trinity House for the relief of the widows, children and parents of persons slain on HM service.

From 12 May 1704, 6d a month was deducted from each non-commissioned officer and soldier of the Marine Regiments whilst at sea for the use of the Chest at Chatham and they were entitled to the benefit of the Chest when hurt or wounded (as were seamen) upon their producing the proper certificates from the signing officers of the ships they received their hurts in. They were also subjected to a deduction of 6d a month for the time they served at sea to be applied to the use of Greenwich Hospital.⁴ Greenwich Hospital was

1 The pay of a labourer in the Yard was of the order of £17 a year

2 In 1688 the pension for an eye lost was £5 a year

3 In 1704 the Navy Board ordered preference to be given to maimed and crippled pensioners of the Chest to be borne on board HM ships as Cooks

4 The main aims of Greenwich Hospital were the relief of seamen of the RN who by reason of age, wounds or other disabilities were unable to maintain themselves and the maintenance of the widows and children of seamen slain or disabled in sea service. The naval pensioners lived in the Hospital; out-pensions were not granted until 1763.

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founded in 1694 and was a home for pensioner seamen from 1705 until 1869. Though it derived some of its funds from private benefactors, 6d a month was deducted from the pay all seamen towards its upkeep, as well as the deductions for the Surgeon and the Chaplain.

A deduction of 6d a month for Greenwich Hospital was also made for the seamen of the Merchant Service. This caused many grievances, for these men were ineligible for entry to the Hospital unless they had served for at least a day in the RN. This injustice persisted until 1834 (see later).

By an Order in Council of 18 November 1705 the Paymaster was ordered to make the deduction of 6d a month for Chatham Chest as well when the Marines were ashore as at sea to entitle them to the benefit of the Chest wherever they received their wounds and to pay the money to the Treasurer of the Navy. The Commissioners of the Navy were ordered to give the necessary directions to the Governors of the Chest to provide such wounded men as shall apply to them with the necessary certificates signed by the Colonel, Captain or Commander-in-Chief and Surgeon of the Regiment they belong to in the same measure as the seamen were provided for.¹

The Chatham Commissioner, Captain St Lo, started to enquire into the affairs of the Chest which led to a dispute with Mr Pitts, the Master Attendant and Mr Billingsley in 1705. The Commissioner was ordered by the Lord High Admiral to leave the direction of the Chest to the Governors who were entrusted with it by charter. However, St Lo kept a close watch on the Chest and in 1708 an Admiralty Letter dated 21 June stated:

Touching the expenses of the Governors of the Chest at Chatham and in answer thereto I am to acquaint you that His Royal Highness approves of your recommending what you propose to the Supervisor and the Governors when they meet for their regulating that matter either to 10s each or dinners not exceeding £5.

Claims for relief from the Chest

An Admiralty Minute of 9 November 1704 directed an advertisement to be put in the Gazette for a hundred men who were cripples of the Chest to be admitted to Greenwich Hospital, and that men desirous of taking advantage of this should appear the following Monday for their claims to be looked into. By an Order of the 8 December of the same year Marines were also admitted to Greenwich Hospital. When Chest pensioners were admitted to the Hospital their pensions ceased but the inmates received an allowance for beer and tobacco according to their rank. Primarily the Chest provided out-relief for injured seamen and Greenwich Hospital, in-relief. However, the latter did provide some out-pensions but a seaman could not claim out-pensions from both charities.

According to the plan of Chatham Yard of 1755 the Surgery and the Chest room occupied the premises later used for the Dockyard Residents' club and, up to recent years, the Cashier's office. The Pay Office was moved from Hill House about the middle of the 18th century to this block of buildings. It was in these buildings in the 18th century that the inspection of disabled seamen took place to decide the amount of their relief from the Chest funds.

An 18th century account of the claiming of relief from Chatham Chest has been given by

¹ A letter dated 23 July 1708 from George, Lord High Admiral, stated:

'I send you enclosed a list of several more invalids belonging to the Marine Regiments who are entitled to the benefits of the Chest at Chatham.'

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William Spavens .¹ Spavens, a seaman , who crushed his leg shortly after the end of the Seven Years' War, and was in receipt of a small pension for over 30 years, has left a rather grim picture of the terrible company of 'halt, maimed, blinkards and cripples,' as many as five hundred, that used to gather together at Chatham Yard for the periodical medical inspection and review of pension.

William Spavens joined the **Panther** in the Dutch East Indies. On the 25 January 1764 he got his right leg jammed with the chime of a cask in the longboat alongside the ship. In August he was entered on the books of the **Medway**. He arrived at Spithead on 25 July 1765 and went ashore to the hospital at Hazler; the ship went round to Chatham to be paid off. Spavens was discharged from hospital on 26 November 1765 and saw Commissioner Hughes in his office in Portsmouth to know how to get after his ship. Hughes ordered him back until 12 December when Spavens was put on board the **Lion** transport bound for Sheerness. The Master Attendant at Sheerness sent Spavens round to Chatham and on 2 January 1766 he received from Commissioner Hanway the wages due from **Panther** and **Medway**. On 7 January 1766, being the first Tuesday in the month, after examination by the Surgeon of the Yard, he received £6 Smart Money from the Governors of the Chest,² together with a pension ticket for £6 a year commencing from Lady Day 1764, being the First Quarter Day after the hurt was received and he had to appear again in three years.

Spavens returned to Louth in Lincolnshire and started to learn glove and leather breeches making. He had to appear in Chatham in April 1769 and April 1774. In April 1778 his pension was reduced to £5. He appeared again for review in June 1782, May 1785, and April 1788. In 1793, in his 58th year, the thirtieth year of his lameness, his leg had to be amputated. Spavens appeared at the review at Chatham on 1 April 1794 when his pension was augmented to £6 and a mark (13s 4d) commencing from Midsummer 1793, and he was given a ticket for five years.

(In the Archives at Maidstone is the will of a sailor, Redman Burke, made in 1746. He was in receipt of a pension of £5 a year from the Chest for wounds received on board the **Burfoldon** 13 February 1735.)

1 'The Seaman's Narrative' by William Spavens, Pensioner on the Naval Chest At Chatham, written by him in 1796.

2 In 1766 Spavens was allowed Smart money equal to a whole year's pension but he commented:

'During the American War (1775/83) only a half year's pension for Smart money was allowed and everyone was obliged to appear at the end of one year after his ticket was out although prior to that period we were connived at if we stayed two years over our time as the Governors would pay one year after the expiration of the ticket and we might go at the end of another and our certificate or letter of life (see later in this chapter) only needed to be signed by the Minister and Churchwarden of the Parish where they respectively resided, but afterwards it was required that each should make attestation before a JP or a Chief Magistrate and sign it, also himself, that such signatures might be compared with those in the Chest power. Each pensioner had to appear for review about the time his ticket expired on pain of suspension until he does appear. If any were struck off it was generally with a half year's pension advance.'

The Management of the Chest after 1800

A full report on the Chatham Chest was given in the Second Report of the Commissioners appointed by Act 43 George III entitled, 'An Act for appointing Commissioners to enquire and examine into any Irregularities, Frauds, or Abuses which are or have been practised by persons employed in the several Naval Departments, etc.' The Report was ordered to be printed on 6 June 1803. The Commissioners chose to inspect the working of this charity since it had been represented to them that the unfortunates for whose relief the Chest was established did not derive as much benefit as they should. The Commissioners noted that the business of the Chest had been carried on without material alteration from about 1590 to the time of the Commission. The shipwrights no longer contributed to the Chest and were excluded from receiving any benefit from it. Pensions were no longer paid to men promoted to Commissioned Officers or to the situation of Officers in the Dockyards, but were continued to Warrant Officers. The pay books of ships in Ordinary at Chatham in 1765 show that the Warrant Officers paid a shilling a month to Chatham Chest and sixpence a month to Greenwich Hospital.

At the time of the Commission (1803) the affairs of the Chest were managed by two Supervisors and nine Governors: the former were the Comptroller of the Navy and the Resident Commissioner of Chatham Yard and were unpaid; the latter, with the addition of two Gunners, were chosen according to the original rules. The general business of the Chest was conducted by the Governors, but no change or system or general regulations could be made without the concurrence of the Supervisors. The nine Governors included the two Master Attendants and the Master Shipwright of Chatham Yard,¹ two Boatswains, two Pursers and two Gunners of first and second-rates in Ordinary at Chatham. If there were no ships of these rates, or only one in the Port, the Warrant Officers were to be chosen from third -rates. The Governors received no salary but were paid 11s 8d a day and breakfast for their actual attendance at every meeting of the Chest. Since the new Regulations issued in 1801 prevented Salaried Yard Officers from accepting perquisites, the two Master Attendants and the Master Shipwright received no allowance. Five Governors constituted a Board for business purposes.

The Governors, or Principal Officers, were elected as vacancies arose by the other Governors. It was the practice, in accordance with the original institution, to hold at the end of every General Payment an election of Supervisors and Governors for the following year. The Yard Officers kept their posts during their service at Chatham, but the Warrant officers were chosen for two years only to give others of the same rank a chance to serve. The keys of the Pursers and Boatswains were placed in different hands each year.

The duty of the Governors was to be present at the viewing and examining of all maimed and wounded seamen, to inspect the Smart tickets, and to determine, with the assistance of the Surgeons, what sums should be granted as pensions, or what should be paid as full satisfaction, in proportion to the hurts received. They had to direct and superintend all payments of money; to visit the Chest estates and see that they were kept in proper repair; to solicit for the money required for the general payments and other services of the Chest; to examine all disbursements and accounts; to inspect Certificates of Life and Powers of Attorney; and to assist those requiring help from the Chest. The Governors were responsible for the letting of the estates under the control of the Supervisors.

The meetings of the Chest were divided into Monthly and General. The former commenced the first Tuesday each month and continued day by day until the business was settled. At these meetings men with Smart Tickets were examined and either admitted

¹ Resident Commissioner. Captain Charles Hope; Master Attendants. John Madgshon and Samuel Hemmans; Master Shipwright, Robert Seppings.

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as pensioners and given Present Relief or granted some compensation, Smart Money. The Governors also dealt with such problems as the removal of pension tickets; the discharge of those who had recovered; and the augmentation or reduction of pensions. When a pensioner was admitted whether as an out- or in-pensioner at Greenwich Hospital his Chatham Chest pension ceased.

The General Meeting was held once a year and commenced the third Monday in June when the pensioners, either in person or by their agents, were paid their yearly pensions and all arrears due to them during the annual payment. Annual pensions were due on Lady Day and payment commenced the third Monday in June and generally lasted until the middle of August or later; the Governors accepted Proofs of Life dated on the 1st of March. Two days in the week were appropriated to the same business as was transacted at the monthly meetings. The number of days the General Meeting lasted depended on the number of pensioners on the Pay books. The hours of attendance were 8 am to 2 pm and no holidays were observed.

The two Pursers, in addition to their 8s a day, were allowed at the Annual Payment 5s a day each, for keeping a Pay Book, called the Governors' Book, and also a cheque diary of every sum paid.

For the running of the charity the following staff were employed: Accountant, Cheque of the Treasurer of the Navy, two Surgeons, Attorney, two Clerks, Doorkeeper, Assistant Doorkeeper and a Messenger.

The Accountant, Lachlan McLean, was a Purser in the Navy. His duty was to be present at all meetings and visitations, to enter the orders and conduct the correspondence; to examine the pension tickets, to receive the rents of the estates and dividends on funded property, to purchase stock with such surplus monies as could be spared from time to time, to pay present relief, full satisfaction, men discharged well, and to Greenwich, pensions to widows and orphans, and all other disbursements at the Monthly Meetings; to keep a Pay Book, and at the General Payment, to pay to the party immediately on appearance, to call over all other names in the order in which they were inserted, and to pay the pensioners, Attorneys, or orders, upon Proof of Life, being approved by the Governors; and at the end of the annual payment make up and balance his cash account. The Accountant had a salary of £100 a year¹ and received the old pence, which in the previous year had amounted to £7 5s. He was allowed five guineas for his travelling and other expenses when he went to town to receive the dividends or to invest money in the Funds; he was also allowed 2 1/2% commission for receiving the annuity from the Deputy Remembrancer of the Exchequer.(see later)

The Cheque of the Treasurer of the Navy, Edward Falkingham, was the Chief Clerk in the Comptroller's office for seamen's wages, and resided in London. His duty was to examine and adjust all defalcations abated on Ships and Yard Books in order to charge the Treasurer therewith; to direct the safe conveyance of the money to Chatham, to send an annual account of the balances due to the Chest, to keep an alphabetical register of all Smart Tickets issued by the Surgeons and to return these lists monthly to the Governors; to keep an alphabetical book containing the names of all pensioners, with their hurts; to attend the General Meeting at Chatham; and to keep a Pay Book called the Comptroller's Book. His salary was £100 a year with an allowance of £6 a year for travelling expenses (an increase in salary of £50 since 1801).

The two Surgeons of the Chest, one of the Dockyard and the other a resident in the neighbourhood, had to attend jointly the monthly meetings, and two days in the week in the General Payment, to examine and inspect the hurts of wounded seamen in the

¹ The salary of the Accountant had been raised from £50 to £100 from 1st of January 1801, but certain allowances were stopped.

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presence of the Governors. They had to report the state and condition of each man and the annual pension, or full satisfaction, he was entitled to. They had also to review the pensioners who, having been admitted to the Chest, appeared at fixed periods to be examined. Since 1801 the Surgeon of the Yard was not entitled to any allowances; the other Surgeon had a salary of £70 a year, raised from £60 in 1801.

The Attorney, Edward Soan Twopenny, appointed in 1792, was a resident in the neighbourhood, and gave legal advice to the Governors mainly concerning the Chest estates. His salary was £30 a year together with his legal expenses.

The two Clerks of the Chest were the First and Second Clerks in the Commissioner's office at Chatham: one was styled the Supervisor's and the other the Accountant's Clerk. These officials performed much of the clerical work and checked the granting of relief. Each clerk was paid 5s a day for attendance at Monthly Meetings and 10s at the General Payment. There were also allowed twenty guineas for writing two of the Pay Books.

The Doorkeeper was a clerk to the Master Attendants; his duty was to examine the credentials and tickets of those claiming relief. He was paid 3s a day at the Monthly Meetings and 10s at the General Payment: he also wrote one of the Pay Books for which he was allowed ten guineas. There was also an Assistant Doorkeeper who kept the door and called out the names of the pensioners for which he was allowed 5s a day at the General Payments and 1s 6d a day at the Monthly Meetings. He also provided breakfasts for the Governors for which he was allowed a further sum of £5 a year. The Messenger, one of the Commissioner's boat crew, lit the fires and cleaned up together with other menial duties.

The cost of running the Charity in 1802 was about £1,250 a year, when it disbursed a sum of the order of £70,000 a year. The receipts and disbursements for the year 1802 of the Chatham Chest were as follows:

Receipts	
Balance remaining in the Chest, brought forward	£10,056 7 11d
Received from the Treasurer of the Navy on account of defalcations from wages of seamen ¹	50,000 0 0d
Received from abatement on Navy Officers' bills	288 6 6d
Received from interest on money in Funds	6,660 0 0d
Received from rents and fines of estates	1,376 2 0d
Received from gifts, being the produce of £10,000 3% Consols given by a person unknown, who presented a like sum to Greenwich Hospital	6,849 11 9d
	<u>£75,230 8 2d</u>

Disbursements	
The number of Pensioners on the Books in the year 1802 was 8,094; those actually paid number 5,205 whose pensions amounted to	£31,463 9 8
For Present Relief	3,577 3 4
To men whose cases were not deemed pensionable	3,139 1 0
To men discharged well and to Greenwich Hospital	383 18 0
For the purchase of Stock	28,786 13 6
Expenses of the Establishment	1,259 17 8½
Repairs, etc of estates	2,159 1 6½
	<u>£70,769 5 7</u>

¹ The actual defalcations taken from the Ships' Books in that year amounted to: £78,863 18s 51/2d of which £50,000 only was received on account by the Chest.

Investments of the Chest

It appeared that prior to 1794 large sums of money arising from defalcations remained in the hands of the Treasurer of the Navy but from that time the surplus had been annually invested in 3% Consolidated Bank Annuities by which, on the 9 February 1803, a Fund had been created of £281,500 Stock standing in the names of Sir Andrew Snape Hamond, Bart, Comptroller of the Navy; John Madgshon, Master Attendant at Chatham Yard; and Edward Sison, formerly Master Shipwright of that Yard.

There was a further sum in the 3% Consols of £2,208 18s 10d in the name of the Deputy Remembrancer of the Exchequer, as the value of a certain part of the estate of Godsight taken by the Government for the purpose of increasing the fortifications of Chatham.

Godsight was land belonging to the Chest lying on the east of Hamond Hill, Chatham. Some of the estate was let on building leases and the Governors built houses for leasing in Hamond Place. The fire of Chatham of 30 June 1800 destroyed a number of properties belonging to the Chest including a public house called the 'Three Tuns' and a number of dwelling houses on the north and south sides of the High Street in the neighbourhood of Hamond Hill. When the house of James Best, the Chatham brewer, in the High Street was pulled down a plate was found bearing the inscription: 'This house called Godsight was erected by Mawdistley Best for the use of his son, James Best, who laid the first stone 22nd May 1722.' This house was pulled down in the making of Manor Road, Chatham.

The funds of the Chest were increased during the War when the defalcations alone very much exceeded the expenditure; in time of peace the reverse was the case. Mention has been made of the start in 1617 of a policy of investing the surplus of the Chest fund in land to overcome the difficulty of recovering from the Governors and their heirs money remaining in their hands. This in turn led to a further difficulty revealed by the Commission of Enquiry: the estates were not adequately supervised and this mismanagement resulted in these being let at rents below their economic value. For example, Scocles Farm in the Isle of Sheppey let at £100 a year in 1641 was leased in 1789 for 21 years at £105 per year. According to the Chest attorney, the rent should have been nearer £300 to £400. Mackland Farm in Rainham and Upchurch had suffered from flooding, but no circumstances existed which prevented the other estates from increasing in value as was the case with farming land in general. The 12 acres of marshland given to the Chest by Charles II actually lost money for the Chest.

The Granting of Relief

The method of granting relief to men injured in the service did not change very much over the years. By 1803, the hardship of subjecting pensioners indiscriminately to a periodical attendance at the Chest, at whatever distance their residence might be, had been to some extent alleviated. Those suffering from total blindness or very severe wounds were granted pensions for life; those suffering from a loss of a limb did not secure this indulgence. This was to prevent fraud and also to enable the Governors to alter the pension according to the ability of the claimant to maintain himself. In the case where a man was incapable of travelling, the pension was paid to his Attorney. The pensions paid for wound varied from £12 for the loss of both eyes to £4 for a single rupture. Present Relief was generally half the yearly pension but could be greater where the claimant had a long way to travel. Smart Money given in full satisfaction for 'trifling hurts' was £4; but to those whose wounds did not prevent their following their occupation, but were serious, the amount given could range from £6 to £16. Generally when the amount was greater than £8 this was done at the request of the claimant and the amount might be two or three times the amount he would have received as pension.

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Pension tickets were given for one, three, five or seven years. Those for one year were given where the Surgeons were doubtful as to the case being really pensionable. Pensioners who had suffered amputation or wounds which were not curable invariably received a five or seven years' ticket, a practice adopted in 1800. Those who lived a great distance from Chatham often received the long term tickets; those living in or near Chatham three year tickets.

In 1791 the number of pensioners paid was 3,458; in 1802, 5,205. The number discharged in 1802 was 109, saving the Chest £451. The Commissioners recommended that those who had suffered amputation of limbs or received incurable wounds should be admitted as pensioners for life; those required to appear at the Chest should be men with injuries considered to be curable.

In Elizabeth I's reign, when the Chest was founded, Chatham was the centre of naval activity and the majority of the ships of the Navy were stationed in the River Medway. By the end of the 18th century Chatham was mainly a shipbuilding and repair centre and yet men from all over the country had to make their way to Chatham for dealings with the Governors of the Chest.

Agents

It has been noted that a pensioner had to appear personally at Chatham on the expiration of his Pension Ticket. By the beginning of the 19th century the Chest authorities had tightened up on this matter and those who made late appearance were not as a rule paid the whole of their arrears; an exception was made for those who were serving in the Navy, cooks for example.

A seaman with a Smart Ticket who arrived at the Yard after the Monthly Meeting was concluded was in trouble, for he had to wait until the Meeting in the following month. Often he had no option but to go to one of the Agents for Pensioners, chiefly keepers of Public Houses, who maintained him during the waiting period. To pay for his board and lodging the seaman had to give the Agent at least part of his Present Relief or Smart Money and the Agent expected the seaman to deposit his Pension Ticket with him and to give him Power of Attorney to collect the pension at the next Yearly Payment. The Agent would then transmit the money to the pensioner who had to pay commission but avoided a yearly journey to Chatham.

It must be remembered that land travel was costly and tiring; the journey from Bath to London by coach in 1795 cost £1 11s 6d inside and 17s outside. The coach left Bath at 4 pm on Wednesday and arrived in London at 10 am Thursday. Refreshments were extra and the traveller would have another expensive journey to cover the thirty odd miles from London to Chatham.

The majority of pensioners drew their pensions by means of an Agent or representative; in 1802 out of 5,205 pensions paid, only 309 were paid in person. The Agent held the Pension Ticket and the pensioner forwarded to him on or after the 1st of March a Certificate of Life. This Certificate, the form for which was provided by the Agent, was an affidavit of the pensioner that he had not received a pension from Greenwich Hospital with a confirmation from the Minister and Churchwardens of the Parish in which he lived of his being alive. The Agent armed with the Power of Attorney and the Life Certificate was able to draw the pension at the General Payment.

The Commission of Enquiry investigated the commission charged by the Agents. John McLean who kept the 'Globe' tavern at Chatham for some years, gave evidence that he was the Agent for about 1,800 pensioners and also received about 800 pensions for Agents not resident in Chatham. The average pension was £6. If the pensioner did not

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have his money until the Agent had drawn his pension the charge was 6d in the £. If the Agent received the Certificate of Life and advanced the money in March before he drew it from the Chest in June the charge was 1s 6d in the £; if, however, the Agent advanced the money before receiving the Certificate of Life the charge was 5s in the £ in view of the risk he was taking. The charge for collecting pension money for other Agents was 3d in the £.

The pensioner had to meet further charges, for he had to pay for the granting of the Power of Attorney to the Agent, about 17s 6d, and the cost of remitting the money from the Agent to the pensioner. McLean stated that this was done by Post Office orders for which there was a deduction from the balance of the pension of 6d in the £ if paid in London and 8d in the country, or by Bank Orders for the price of the stamp only.

Removing the Chest to Greenwich

The Commission of Enquiry thought the administration of the Chest by a body removable every year had many disadvantages and considered the system of payment frustrated the purpose of the Chest. They suggested that the Chest should be moved to Greenwich and controlled by the Governors and officials of the Hospital. Out-pensioners at Greenwich drew their pensions from the nearest Collector of Customs and Excise.

A Bill for removing to the Chest to Greenwich Hospital was passed on the 29 July 1803. A letter in 'The Times' of 14 September 1803 stated:

The Directors of the Chest at Greenwich have purchased several houses adjoining the Hospital for the purposes of offices and rooms in which to conduct the business which has recently removed from Chatham.

The Chest Fund was then supervised by the First Lord of the Admiralty, the Comptroller of the Navy, and the Governor and Auditor of Greenwich Hospital. The administration was carried out by the Lieutenant Governor and Officers of Greenwich Hospital. The Powers of Attorney and bargains for the sale of pensions were declared illegal.

The estates of the Chatham Chest were sold and the money invested in 3% Consolidated Bank Annuities. The investments of Chatham Chest were kept separate from those of Greenwich Hospital until 1814 when £1,355,400 Consols were transferred from the former to the general funds of Greenwich Hospital, marking the end of the Chatham Chest. The Hospital was closed in 1869 and converted to the Royal Naval College. Out-pensions were abolished and replaced by pensions borne by Navy votes.

The Hospital of Sir John Hawkins

As well as promoting the formation of the Chatham Chest, John Hawkins, the famous Elizabethan sailor, founded personally in 1592, 'The Hospital of Sir John Hawkins (Knight) in Chatham' to provide homes for 'Poor Mariners and Shipwrights who might be maimed and brought into want and poverty.'

The almshouses can be seen today from the High Street at the Rochester/Chatham boundary. They were rebuilt about 1790 round a tiny paved quadrangle open to the street. Two storey terraces flank the Council Room with its two round-headed shuttered windows and a round-headed doorway under a broken pediment carrying the name of the Institution. A large pump with a lamp on it takes up the centre of the courtyard. The terraces, each of five cottages, are of red brick with red tiles. There are additional buildings at the rear approached through an arch on the eastern side of the Council Room.

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The hospital was built on a freehold plot of land to the east of the lane marking the boundary between Chatham and Rochester. A larger plot of land to the west of the lane was leased from the patron and brethren of St Bart's Hospital Rochester. This plot was occupied mainly by gardens and by the Mansion House, designed to be occupied by the Deputy Governor. On the opposite side of the High Street was the chapel of St Bart's Hospital; the leper hospital to the south of it has long gone.

The lease of the St Bart's Hospital land was periodically renewed; it was the practice to renew the lease for 40 years every 14 years. The old lease was surrendered and on the payment of a fine the new lease was granted for 40 years. The actual rent was 5s a year, but the cost of renewal of the lease went up and up until it reached £300 in 1788 when the Governors of Sir John Hawkins Hospital would not or could not pay.

The fines, etc, were claimed by the Dean of Rochester, the Patron of St Bart's Hospital, who paid the stipends of the Brethren and the cost of running the Chapel. The situation was investigated by the Charity Commissioners in the 19th century and it was ordered that the Hospital funds should be put to charitable uses. One result was the building in the 1860's of the existing St Bartholomew's Hospital on New Road, Rochester.

The Governors then decided to rebuild the Hospital on the freehold site. Ten cottages were built between 1789 and 1791 and in 1824 two additional cottages were built at the cost of £360, but these had to be taken down owing to a dispute over ancient lights with a neighbour. Two others were built on their present site. The pensioners then had a combined kitchen and sitting room on the ground floor with a small bedroom above. In the 1950's the cottages were converted into flats and bathrooms and indoor sanitation installed. As a result ten instead of twelve pensioners could be accommodated.

The date of the foundation of this Hospital is 1592 and in 1594 Queen Elizabeth, at the request of the founder, granted a Charter of Incorporation by the name of 'The Governors of the Hospital of Sir John Hawkins, Knight, in Chatham.'

There were to be 26 Governors, four to be elective and the others appointed by reason of their office. The latter included the Archbishop of Canterbury, the Bishop and Dean of Rochester, the Lord High Admiral, the Lord Warden of the Cinque Ports, the Principal Officers of the Navy, six Principal Masters of Mariners, two Principal Shipwrights, and the Masters and Wardens of Trinity House.

The first four elected Governors were: Sir John Leveson of Whorne's Place, Halling, William Lambarde, the Kentish Historian, Thomas Pagett, the second husband of Mrs Watts,¹ and Edward Coombes.

The Governors present at the election of a Governor usually included the Commissioners of the Dockyard, the Master Attendant, the Master Shipwright and one of the Masters and Wardens of Trinity House. After the death of Hawkins these Governors selected the pensioners of the Charity.

The supervision of the Hospital was carried out by the Deputy Governor. In the early days of the Hospital this office was sometimes carried out by Dockyard officials, from 1616/1617 the Deputy Governor was Kenrick Edisbury, a clerk in the Yard, who rose to be Surveyor of the Navy. The stipend was originally £2, later raised to £4. In recent times this post has been held by a local solicitor; Mr H W Wharton was Deputy Governor for a number of years.

The Governors met on the Thursday of Easter week to audit the accounts of the Deputy Governor. Up to 1732 they dined together on that day, the expense allowed from Hospital funds was originally 30s later rising to 50s.

1 Her first husband was Richard Watts, founder of the famous Rochester Charity

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The Bishop or Dean had to be present when statutes and ordinances for the government of the Hospital were made. Three years after the death of Hawkins, the Governors drew up a set of regulations for the Hospital. 12 persons were to be settled in the Hospital and each was allowed 2s per week. The revenue of the Hospital proved inadequate and in

1609 the number was reduced to ten. The weekly allowance was later increased to 3s 6d and an annual allowance of a chaldron of coal was given to each pensioner. After 1824 when two additional houses were added, the number of pensioners was increased to twelve and the allowance reduced from 8s to 7s per week.

Medical attention was provided for the pensioners at the Hospital by doctors paid for by the Chatham Chest. One item in the Chest accounts:

To John Ffawler, Chyrurgeon, for unguents for the almesfolkes' limbes, and for looking to them in their sickness and lameness, £1.

To be admitted, a pensioner had to be destitute after service with the Crown. If he were married his wife was not allowed to cohabit with him unless she was at least 50 years of age. Pensioners' widows were allowed to continue at the Hospital as long as they did not remarry.

The Governors enjoined that public worship was to be performed morning and evening in the Hospital. Any pensioner absent without the leave of the Deputy Governor was fined fourpence. Attendance at the Parish Church on Sunday was compulsory. The incumbent of the Parish was to examine in church, once in every quarter of the year, in the afternoon of some Sunday or holiday, the pensioners of the Hospital. 'Unless disabled by the right use of the tongue or extreme age of 80 years or more' the pensioners, under the threat of expulsion were expected to satisfy the incumbent.

Dean Pratt of Rochester had refurbished the chapel of St Bart's Hospital and he insisted, as a condition for renewing the lease, that the brethren of St Bart's Hospital who were in Orders should be responsible for the spiritual welfare of the pensioners.

The income of the Hospital was derived in the early days from the rent of a farm in Stanford-le-Hope in Essex, rectorial tithes from East Wickham, near Dartford, and rent from leasehold property adjoining the Hospital.

There seem to be few instances where the Hospital benefited from bequests. One such was commemorated by a stone on the 'site of the Mansion House, next Chatham High Street' erected in 1736 to the memory of Robert Davis, able seaman, slain in 1692, who left his effects to Dame Elizabeth Shovell to be disposed of for charity. Lady Shovell allotted £60 to the Hospital.

In 1713 the Governors bought £100 of South Sea Stock for £94 which was sold in 1720 by the Deputy Governor, Brant Bentham, later Clerk of the Checque, Sheerness for £320.

By the 1840's the endowments of the Hospital consisted of the farm in Essex producing £150 a year; two houses in Chatham producing £65 a year; the rectorial tithes of East Wickham producing £160 a year; and dividends amounting to £66 from £2,200 Consols; a gross of £441 per year.

The Trustees of the Charity were able to pay pensions to out-pensioners, the annual allowance being of the order of 8s per week. On the decease of the out-pensioner, the widow was allowed a gratuity of about £5. In 1867 a single man or married couple were given 7s per week and 1112 tons of coal; a grant for funeral expenses was given of £111 6d.

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About the time of the First World War the income of the Hospital was of the order of £600 to £700 a year. There were 12 in-pensioners with allowances ranging from seven to eight shillings a week and a coal allowance, and 14 out-pensioners.

In the 1940's the Governors were beset with financial problems. To inject money into the funds a set of eight mahogany armchairs made by John Bomfield in 1791 for the Council Chamber of the Hospital were sold in 1944 at Sothebys for £640.

The Governors still meet in the original Hospital Council Room, normally once a year on the Thursday of Easter Week. There are nine Governors, including the Dean of Rochester, four Naval and Civilian Officers of the Dockyard (written in the 1980's) and four appointed by the Archbishop of Canterbury.

By 1960 there were ten in-pensioners and one out-pensioner. The former were provided with free coal, light and water together with a small pension. The Hospital was then receiving a grant from the King George's Fund for Sailors.

Those qualified for entry to the Hospital nowadays include needy or disabled persons who have served in one of the following: The Royal Navy, Royal Marines, Women's Royal Naval Service, Queen Alexandra's Royal Nursing Service, or have been employed in the Royal Dockyards on the construction and repair of HM ships. The spouse of the pensioner is allowed to reside with him or her.

Sir Edward Gregory's Charity

Mention was made (in chapter 2) of Sir Edward Gregory's Charity founded by his will dated 24 April 1710. He bequeathed £100 to the Minister and Churchwardens of the Parish of Chatham to be put out at interest and the said interest to be annually distributed among the poor of Chatham.

Gregory died in September 1713 and in 1714 this money was invested in South Sea Company Stock. This Stock was sold in 1720 for £750 and Pett's Farm Burham, was purchased with the proceeds. The rent from the farm was used to supply bread for the poor of Chatham. This farm was sold in 1893 to the Burham Cement Company for £1350 and the money invested in Consols.

By the 1950's this charity derived its income from the ground rent of houses in Reporton Road, Fulham, and investments in Consols and Savings Bonds. The houses were being sold off as their leases expired.

After the demise of the old Board of Guardians of Chatham this charity was administered together with the others by trustees including the Rector and Mayor of Chatham. Aid is given to the poor in the form of bedding, clothing, fuel and weekly allowances.

Ralph Paine's Charity

Another charity, which is still in being, was founded by Ralph Paine who served in a number of Royal Yards including Sheerness, but not Chatham. He finished his service in one of the plum posts, Storekeeper at Deptford Yard. Paine died in 1812 and after some legal actions concerning his bequests his estate provided £1,300 4% Bank Annuities and £7,000 3% Bank Consolidated Annuities, the interest from which was to be distributed to the poor of Chatham. The body appointed to administer the Charity included the Resident Commissioner and Principal Officers of Chatham Yard and the Rector of Chatham.

Anne Phillips

In 1799, Anne Phillips, a shipwright's widow, left to a Trust administered by Dockyard officials £300 4% Stock, the dividends of which were to be given to the widows and orphans of deceased shipwrights in Chatham and Gillingham. This type of charity, and the Bursary Fund mentioned in the section on Apprentices, have such small funds to dispose of that they hardly justify the present day effort of administration. (written in the 1970's)

The Dockyard Gate

The Dockyard Gate looks like the entrance to a prison to many nowadays, but in the cold winters of a century ago they have been viewed differently, when they were opened to admit hungry children, who lined up in Dock Road in the hope of getting a free meal. Captain Superintendent Steward allowed soup kitchens provided by the Officers and Men to be set up in the Yard: in very cold weather these were put in the Dockyard Searching Room and some of the children were allowed to wait their turn for food in the Dockyard Chapel. Even today (written in the 1970's) many of the old Dockyardmen will remember youngsters outside the Gate hoping to be given uneaten sandwiches, etc, at the Out- Misters; incidents which have not occurred since the Second World War. This was one of the matters discussed by Gillingham Education Committee as early as 1907 when the provision of free meals, etc was started.

Over the years there have been a number of clubs and societies in the Yard formed to provide some form of insurance to cover sickness benefits and funeral expenses.

CHAPTER 18

Hulks etc moored on the Medway in 1807

Some idea of the number of ships moored in the Medway at Chatham in the first decade of the nineteenth century is given by the following account of the moorings by the Master Attendant to the Navy Board, 7 December 1807.

<i>Number of Moorings</i>			<i>Rate</i>
Bridge	1/7	All vacant	5th
Reach ¹	8	One ship	3rd
	9	Two vessels	5th
	10	Vacant	5th
	11	Four vessels	4th
	12	Vacant	4th
Chatham	1	Vacant	5th
Reach	2	Two vessels	3rd
	3	Argonaut ² (hospital ship)	5th
	4	Two vessels	5th
	5	Three vessels (moored head and stern)	4th
	6	Two vessels (moored head and stern)	4th
	7	Longboat	
	8	Three vessels (moored head and stern)	5th
		Chatham hulk	5th
	9	Two ships (moored head and stern)	3rd
	10	Three ships	5th
	11	Three ships	3rd
	12	Vacant (intended for Victory when she undocks)	1st
	13	Three ships	3rd
	14	Three ships (moored head to stern)	2nd
	15	Two ships (moored head to stern)	3rd
	16& 17	Vacant	4th
Cookham	1/7	Vacant	6th
Reach	8	Vacant	4th
	9	Two ships	4th
West Gillingham	1	Vacant	5th

1 In 1865 the Admiralty moorings in Bridge Reach and the Rochester district were removed for the improvement of the Port of Rochester.

2 Argonaut, 3rd rate, 64, a French ship captured in 1782, had been used as a hospital ship for sick and wounded British seamen since 1797. When Melville Hospital was opened in 1828, these men were brought ashore; Argonaut was broken up at Chatham in 1831.

Hulks etc moored on the Medway in 1807

Number of Moorings			Rate
East	1	Vacant	3rd
Gillingham	2	Bahama (Prison Ship)	4th
	3	Bristol (Prison Ship)	4th
	4	Three ships (including Frederickseven Hospital Prison Ship)	5th
	5	Buckingham)	3rd
	6	Sandwich) Prison ships	2nd
	7	Rochester)	2nd
	8	Batavia (for ships to stop at going down or coming up river)	2nd
	9	One ship	3rd
	10	One ship	4rd
	11	Vacant	4th
Long Reach	1	Vacant (for ships of a large class to stop at to get their guns and powder in or out going down or coming up river)	
	2	Water Delft	Powder ship
	3	for any Marquis of Huntley ship	Powder ship
	4	Vacant (for ships of large class to stop at	
	5	Vryhuze	Powder ship

Prison Ships

In the list of ships at moorings are a number of prison ships. During the Napoleonic War some of the prisoners taken, French, Danish, Swedish, and after 1812, American, were accommodated in hulks moored mainly in Gillingham Reach.

- Bahama** 3rd rate 74, was a Spanish ship captured at Trafalgar, 1805, and after use as a prison ship was broken up at Chatham in 1814. This ship was mentioned by Dr Benjamin Waterhouse, a New England surgeon, who wrote of his experiences as a POW in his 'Journal of a Young Man of Massachusetts' which appeared in 1816.
- Bristol** 4th rate 50, was built at Sheerness in 1775; after acting first as a hospital ship and then a prison ship, she was broken up in 1810.
- Eagle** 3rd rate 64, was renamed Buckingham in 1799. This ship carried approx 300 mutineers detained following the Nore Mutiny of 1797. As the need for trained ships' companies grew, the well behaved mutineers not awaiting courts-martial were sent on a reformation course on the gunboat, Finn and later distributed to the ships of the Fleet.
- Sandwich** 2nd rate 90, had featured prominently in the Mutiny at the Nore in 1797. On board her, Richard Parker, leader of the mutiny had been arrested, court-martialled and executed. There were approximately 700 POW's aboard her at Chatham
- Frederickseven (Frederickswaem)** 5th rate 36, was a Danish ship used to accommodate sick and wounded POW's.

Some accommodation on land for POW's was provided when St Mary's Barracks, Gillingham was completed.

Hulks etc moored on the Medway in 1807

Prisoners of War were the responsibility of the Transport Board. This Board was established in 1794 and had the responsibility of hiring all transports thus eliminating any competition between the Navy, Victualling and Ordnance Boards. As the war progressed the Board dealt first with the care and custody of POW's and in 1806 onwards with the care of sick and wounded seamen. In 1802 Robinson Kiltoe, Agent for POW's, Chatham, went to be Clerk of the Survey, Plymouth.

The Master Attendant had the responsibility of the moorings in the reaches of the Medway. On 29 June 1808, he reported that the moorings in Gillingham Reach were occupied by seven Prison ships and one Powder ship. He requested authority to move three of the ships to Sovereign Reach. On 13 September 1808, he reported:

We have laid down a pair of moorings within the Horse called 1st Moorings in East Gillingham Reach and placed the Buckingham Prison ship at them.

The prison hulk was commanded by a Lieutenant, RN with a Master to assist him and a crew of some 20 seamen. The guard consisted of between 25 and 50 Marines with an officer in charge assisted by NCO's. The ship was roofed over and the portholes barred. A long gallery or grating extended along each side of the ship above the water line for the passage of sentries. The number of prisoners housed in a hulk varied from several hundred up to nine hundred. The prisoners were provided with yellow suits bearing the letters 'T O' on the back. Towards the end of the war there were 13 POW hulks and one hospital ship in the Medway.

Dead POW's were buried on Deadman's Island, St Mary's Island and Prisoners' Bank, now the site of Gillingham Gas Works. In 1864, the Dockyard Extension was started and in the course of excavations on St Mary's Island, the remains of POW's who had died in the hulks were found. In 1868 the Gillingham Gas Co drew the attention of the Secretary of State for Home Affairs to a number of exposed coffins and skeletons on the land belonging to them. In the following year, 711 skeletons and some coffins were removed from Prisoners' Bank and re-interred on St Mary's Island, alongside the remains found by the convicts.

In 1869, a small cemetery about 200 feet square was formed within the Extension Works, railed in, and laid out in flower beds and gravelled pathways. A suitable monument was erected in the centre. The whole was erected and kept in order at the expense of the government; the sum of £25 a year being granted by Admiralty for its maintenance. In 1904, the remains were again dug up and moved with the memorial to the grounds of St George's Church, HMS Pembroke.

Convict Ships

After the American War of Independence, 1775/1783, the transportation of convicts to the American Colonies ceased. The gaols became overcrowded and hulks were employed to accommodate the convicts. Initially they were employed at Woolwich on the extension to the Dockyard and the Arsenal. When this work was finished, they were put to work as labourers in these establishments. In the early years of the 19th century, a prison hulk, **Zealand**, was moored at Sheerness. It acted as a POW ship until the war ended when it was renamed **Justitia**, and used as a convict ship. The convicts were employed in the building of Sheerness Yard. The census returns show that there were 520 male convicts on board in 1811. There were other prison ships at Sheerness to accommodate convicts waiting for transportation after being sentenced at the Kent Assizes.

About 1830, the hulks at Chatham accommodating the convicts included:

Canada, 3rd rate 74, the men's ship which was broken up in 1834 at Chatham;

Hulks etc moored on the Medway in 1807

Euryalus, 5th rate, 36, the boys' ship. It was said that at one time the youngest member of this ship was 6 years 7 months and the eldest 17.

Hercules, 3rd rate 74, the hospital ship.

Euryalus and **Canada** were moored near the causeway at Upnor Castle and the hospital ship on the other side of the river. After 1820 the convicts were employed in the Dockyard and paid a small allowance. The rate in 1830 was: 1st class convicts, 3d a day; 2nd class, 1½d a day, with some refreshment when on heavy labour. The Dockyardmen must have viewed their employment with concern when the cost of living was high, wages low and discharges from the Yard a common occurrence. As far as is known, however, the relations between Dockyardmen and the convicts were happy, the former were sympathetic to the plight of the convicts.

The convicts were mustered at 5.45 am when they scrubbed the decks and then breakfasted. They were mustered on deck at 6.45 am to have their irons removed and persons searched and then taken by boat to the Yard. They worked in sections of ten. At noon they returned to the ship and were again searched and mustered. At 1.20 pm they were again mustered and went through the same routine, returning to the ship at 5.45 pm. At 6.30 pm some went to school. At 7.30 pm prayers were said and at 9 pm all turned in and lights put out.¹

The warders were ex-military men and were armed with rifles.

In 1829 an attempt was made to scuttle **Dolphin**, a convict ship at Chatham. The troops of the garrison were mustered and the convicts were saved from drowning in the sunken vessel. This vessel was renamed **Justitia** in 1830.

In 1832 cholera broke out on the prison ships; one man in three died. At Tower Hill, Upnor, was the convicts' garden, the upper portion of which was used as a cemetery for the convicts; the victims of the 1832 cholera epidemic were buried there. In 1894, earth was removed from Tower Hill for the railway running from Upnor to Chattenden. The bones of those buried there were revealed and there was local controversy about the dangers of cholera from the exhumed remains.

The census returns for 1841 give information about the convict ships:

<i>Convict Ship</i>	<i>No. of prisoners</i>	<i>Staff and families</i>
Fortitude	653	
Euryalus	251	69
Wye	<u>53</u>	
	<u>957</u>	

14% of the prisoners were between 10 and 15 years of age; 27% were under 20

Wye, 6th rate 24, was built in 1814 and had served as a convict ship since 1828.

Fortitude, originally **Cumberland**, 3rd rate 74, was built in 1807. In 1844 she was converted into a coal hulk.

Benbow, 3rd rate 72, built in 1813 also finished her days as a coal hulk.

The figureheads of **Cumberland** and **Benbow** were in Chatham Yard.

The Penal Servitude Acts of 1853 and 1857 abolished the transportation of convicts who were thereafter to be employed on public works at home. Chatham ceased to be used as a prison ship depot after 1852 and St Mary's Prison, built on the site of HMS Pembroke was opened in 1856.

¹ The 1821 map shows the jetty to the south of the Boat House used to bring the convicts into the Yard. Their ships were moored nearby.

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Ships laid up in the River Medway after the Napoleonic Wars

After 1815 there was a line of laid-up ships stretching roughly from Sheerness to Bridge Reach; the majority of these were ultimately broken up. The masts and spars had been removed and the upper decks covered for protection against the weather. These ships or hulks were occupied by 'care and maintenance' parties, each consisting of a boatswain, six men and a boy. Coles-Finch, a local Chatham Historian, gives an account of the story told him by an old pensioner who lived aboard one of these ships when his father was boatswain and the crew's families lived aboard. The pensioner was not born on the ship for prospective mothers had to go ashore for the birth, but his earliest recollections were of crawling on the decks. Subsequently families had to live ashore because the women quarrelled so violently among themselves. However, he returned later to the ship at the age of 13 as cabin boy under his father as boatswain. (The 1821 census figures included mothers and children living on board ships moored in the Medway.) In July 1834 it was ordered that in the case of ships brought forward for sea the wives and families of warrant officers were not to reside on board.

The officers of the Ordinary were rowed along the lines of ships at irregular hours to check the security of the hulks. The watch on guard had to shout 'Boat Ahoy' to prove that a lookout was being kept.

An account of changes in the administration of the Ordinary is given in the section entitled 'Department of Captain of the Dockyard' in chapter 9.

Ships on harbour service in the Medway

There was no shore accommodation for seamen at Chatham until the RN Barracks were opened in 1903 under Captain L E Wintz RN.¹ Crews were accommodated in receiving ships whilst their ships were refitted. In 1836, the Depot Ship was the **Diana**, 5th rate 46, the Receiving Ships, the **Aboukir**, 3rd rate 74, and **Hussar**, 5th rate 38; Sheer Hulk was the **Lion** The flagship at Sheerness was the **Howe**, 1st rate 120 guns. In 1847 the Depot Ship was the **Diana**, the Receiving Ships, the **Hussar** and **Tartar**, 5th rate 36, and the Guardship, the **Eurotas**, 5th rate 46, and the flagship at Sheerness, the **Ocean**, 2nd rate 98 guns.

After 1852, **Ocean** became a coal hulk at Sheerness and was finally broken up in No 8 Dock at Chatham in 1875. Her figurehead was at Queenborough.

Peter Cullen, Surgeon, gave an account of joining his first ship, **Squirrel** in 1789. He enquired in the Tap Room of Plymouth Dock for his ship and was told she was in dock, and the ship's company in the Receiving ship, an old line-of-battleship, laid up in Ordinary and unserviceable except for harbour duties.²

The Receiving Hulk at Chatham from at least 1866 to 1872 was the **Gloucester**, 3rd rate 74; she was towed away in 1884 after purchase by Messrs Castle and Co of Charlton.

In 1855 the following ships were on harbour service in the Medway:

Rhin	5th rate 38	Quarantine service in Stangate Creek
Duncan	3rd rate 74	Quarantine service in Stangate Creek
Chatham	Pay Yacht	
Hussar	5th rate 38	Receiving ship
Tartar	5th rate 38	Receiving ship

1 There were barracks for seamen at Sheerness which after 1869 were in the charge of the Captain Superintendent of Sheerness Yard.

2 Five Naval Journals, 1789/1817. NRS.

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Unicom ¹	5th rate46	
Fortitude ²	3rd rate74	Coal depot, Chatham
Diana	5th rate46	Divisional ship, Chatham
Devonshire ³	3rd rate 74	Divisional ship, Chatham
Chatham		Sheer hulk
Black Prince ⁴	3rd rate 74	Convict hulk
Dartmouth	5th rate 36	
Wellesley ⁵	3rd rate 74	Guardship of the Ordinary. (Captain Superintendent Christopher Wyvill)
Boadkea	5th rate38	Divisional ship, Chatham

Quarantine Service

In the foregoing list of ships on harbour service are two for quarantine service in Stangate Creek. A few notes are added here to explain the quarantine system.

After 1666, the plague had virtually disappeared from England and precautions were taken against its re-importation. In 1709 plague occurred in the Hanse cities of the Baltic and the government ordered ships from the Baltic to quarantine near the large ports.

The preamble to the First Quarantine Act of 22 December 1710 stated that on account of the plague in the Baltic Ports, Orders in Council were made earlier for quarantine. These orders had been disobeyed and it was enacted that all ships from the Baltic were to keep a 40 day quarantine. The places for quarantine for the Thames bound ships were to be Stangate Creek on the south side of the Medway opposite the Isle of Grain, Sharpfleet Creek and the lower end of the Hope. Captains of ships-of-war and Customs Officers were to enforce quarantine. Fishing and boating in Stangate Creek were forbidden and compensation was paid for the loss of the oyster trade.

1 Unicorn built at Chatham in 1824. Was opened to the public at Dundee in 1980.

2 Fortitude, ex-convict ship.

3 During the Crimean War, Devonshire accommodated Russian POW's. In John Woodruff's Journal appears:

'September 6, 1854. Drove to Chatham and took the steam boat to Sheerness ... Passed close by the Devonshire, a 74 gun ship in Ordinary which had just been fitted up for the reception of Russian prisoners captured at Bornarsund, one of the Aland Islands in the Baltic, this first attack upon any Russian fort has been attended with complete success. The portholes as we passed were crowded with the prisoners who seemed to be amused with the river traffic. They were very pallid looking men and there seemed to be so great a similarity in case of countenance, that they might have been taken as belonging to one family.' (John Woodruff was Vicar of Upchurch)

4 Black Prince was awaiting break up.

5 Wellesley appears in the Navy Lists of 1862 and 1866 as guardship of the Ordinary at Chatham. In 1862 she was commissioned as a Training Ship for Boys at Chatham and in 1865 there were 205 boys on this ship. In 1865, Wellesley was replaced by Ganges, then anchored in Falmouth Bay; Wellesley resumed duty as guardship. Her figurehead stands at the entrance to the gardens of the Dockyard Church, Chatham. The legend at the base carries the following information: 'Third Rate, 74 guns, 1764 tons, Built at Bombay and launched 24 February 1815. Flagship through First China War, 1839/42. 1868 loaned to School Ship Training Society taking the place and name of the Training ship Cornwall at Purfleet. Taken over by Admiralty 23rd September 1940 and sunk by a bomb on the following day.'

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An order to Sir William Juniper, Superintendent of the Nore, predecessor of the C-in-C, dated 13 January 1711/12, read:

*The **Hare** is to remain in Stanlet Creek to oblige merchant ships to do quarantine and Sir William Juniper to oblige men-of-war and merchant ships come from the East country to do it.*

For reasons of economy the post of Superintendent was abolished in September 1712, and the Commissioner at Chatham assumed full responsibility for Chatham and Sheerness. On 1 November 1713 the Commissioner was required by Admiralty:

*... to order HM ship, the **Arundell** to repair to Stanlett Creek, but you are to give him strict charge that neither himselfe or any of the officers and men have any communication with the merchant ships there.*

In the first months of 1712 nearly 150 ships performed quarantine in Stangate Creek. Persons were quarantined on board ship and goods were aired in specially erected sheds at Hoo Fort; and later in hired vessels. After 1755, the hulks of two 44 gun ships roofed over, each manned by a crew of 12 or more men, including the Master and Quarantine Guardian, served as Lazarets.

By the time of the Napoleonic Wars, the King in proclamation could extend quarantine to all infectious diseases. Ships from infected ports were allowed to proceed directly to England and perform quarantine. About 1800 the building of a lazaret¹ was started on Chetney Hill, an island in Stangate Creek. This served for airing goods and for passengers and crews of ships undergoing quarantine, and was also a hospital or pesthouse. The cost of the building was £95,000 by 1806, and it is doubtful whether it was completed before it was abandoned. Hulks again served as quarantine vessels. The process of quarantine ceased about 1896.

In 1845, a paddle steamer, 10 gun sloop, **Eclair** returned to Spithead from anti-slavery patrol on the West coast of Africa infected with yellow fever. The Quarantine Officer refused the ship permission to land at Haslar and the ship was taken round to Stangate Creek. There were, in all, 74 deaths in **Eclair** out of a complement of 146 officers and men. The Captain of the **Eclair**, her surgeon and assistant surgeon had died, and another surgeon, Dr G M McClure, had succumbed by the time the ship reached Madeira. Sidney Bernard, Assistant Surgeon of the **Rolla**, well knowing the risk, offered his services and was appointed to the post of Surgeon of the **Eclair**. The **Eclair** arrived at Stangate Creek on the 2nd October and on the 3rd Sidney Bernard was taken ill and died on the 9th.

The bronze tablet commemorating the memory of Surgeon Barnard, who died aged 27, which was sited on Burntwick Island, was found in 1950 and brought to the Naval Armament Depot. The grave was still to be seen on the mud about 20 years ago (written in the 1980's). The inscription on the tablet reads:

Sacred to the memory of Sidney Bernard Surgeon of the Royal Navy and son of the late William Bernard Esq of Knocklyon House, Co Dublin, who departed this life on the 9th October 1845 on board HMS Eclair whilst performing quarantine at Stangate Creek, aged 27.

Be ye therefore ready also for the Son of Man cometh at an hour when ye think not

Kent Refinery, Grain, named one of their launches, 'Sidney- Bernard.'

¹ 'The Chetney Hill Lazaret' by P Froggat, Arch Cant LXXIX 1964

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Rbin, a French ship captured in 1806, had been used as a quarantine hulk since 1841. She was sold in 1884 to Castle of Charlton. **Duncan**, the quarantine ship, was broken up in No 3 Dock in 1863. In 1875, **Dreadnought**, 1st rate 120, hospital ship at Greenwich since 1856, was broken up in No 7 Dock. Maidstone Museum has some exhibits relating to this ship.

A later instance of the use of a ship for isolation was the purchase in 1893 by Rochester Port Authority of the **Elk**. **Elk**, brig sloop 16, was built at Chatham Yard in 1847, and was bought for £515 at the instigation of the Local Government Board. The ship was to be used for the isolation of cholera patients. The authorities advertised for a caretaker with wages of £1 per week. The ship was originally in Stangate Creek, was then moved to Limehouse Reach, and then to permanent moorings just below Gillingham. Actually **Elk** was never used for cholera patients and proved to be a white elephant being occasionally damaged by passing river craft. In 1901/2 **Elk** was employed to isolate smallpox contacts on ships from the shore and was later used for the incarceration of two recalcitrant smallpox contacts whom the MOH had arrested and vaccinated and put on the ship under guard. **Elk** was sold in 1907.¹

Powder Hulks

At Upnor, hulks were used to store explosives. the **Volage**, 6th rate 28, was lent to the War Department as a powder hulk; she was broken up at Chatham in 1874. **Leonidas**, 5th rate 36, replaced her; in the 1875 Navy List she was referred to as 'The Gun Cotton Depot, Chatham.' When the Navy assumed responsibility for armament supplies in 1891, **Leonidas** was used for the storage of naval mines and wet gun cotton. A painting of the ship hangs in the National Maritime Museum. In 1894, **Leonidas** caught fire in the stern close to where 32 tons of gun cotton were stowed. The explosives were removed; the ship was sold to Castle of Charlton. **Melampas**, 5th rate 46, had been lent to the War Department in 1886 for the storing of explosives at Portsmouth. She was brought round to Chatham in place of the **Leonidas** and used by the Navy for the storage of cordite. In his book 'London to the Nore' published in 1905, Wyllie has a picture entitled 'Gun Cotton Hulk'; this probably was the **Melampas**. In one period of her history she had been used as a R.C. chapel for seamen at Portsmouth.

Other Ships associated with Chatham Yard

Thunderbolt, one of our first attempts to build an armoured ship from a design used by the French in the Crimean War, was a hulk forming a floating pierhead to a jetty opposite the Main Offices in the Dockyard. She was built by Samuda of Poplar in 1856. **Thunderbolt** had a 6 inch sheathing from her gunwale to two feet below her water line and was covered on the outside with 4 inch iron armour. 'Chatham News' of 29 November 1873 reported that the machinery and stores had been taken out of **Thunderbolt**, 16, iron screw floating battery, and converted into a landing stage for the Dockyard floating bridge to take the place of **Thunder**, 14, which was to be broken up. Before the Great War, **Thunderbolt** was used to accommodate the Dockyard Police; the river police used to moor their boats alongside it before they were abolished in 1948. During the period 1916 to 1919 she bore the name **Daedalus**, and served as nominal depot ship for the RN Air Service; in fact, it is said that she carried the name 'Daedalus' on a wooden board on her stern as late as 1930. At least two of the iron mortar floats constructed at the same time were adapted later as bridges to **Thunderbolt**; others became Yard craft at Chatham.²

1 Some Aspects of the Martial, Medical and Social History of the Port of Rochester. J O Murray, May 1952.

2 See Development in chapter 1.

Hulks etc moored on the Medway in 1807

Thunderbolt was struck by the Dockyard tug **Integrity** and sank at her moorings on 3 April 1948. She was raised and towed to Long Reach where the hulk was broken up by Shaws of Rainham.

Helena, brig sloop 16, was used as a police hulk from 1883 to 1921; she was stationed near Anchor Wharf. Married quarters for some of the married Metropolitan Police had been provided in 1863 near Main Gate, Chatham. Some of the families of the police employed at Sheerness Yard were accommodated on the **Aetna**, a wood screw floating battery built at Chatham in 1856. She was brought back to Chatham Yard in 1872 and broken up.

The famous survey ship, **Challenger**, wood screw corvette, 22, built in 1858, was hulked in 1880, and was berthed initially in No 2 Basin and later at Anchor Wharf. This ship, in 1872, sailed under Captain Nares, with a scientific party led by Professor W Thomson, on a voyage of nearly 70,000 miles which took 3¹/₂ years. Innumerable soundings were taken, the ocean beds examined and specimens of flora and fauna collected. The report of the expedition filled 50 volumes.

From about 1880 **Challenger** was used as a Receiving hulk and later, after the building of the RN Barracks, for other purposes, such as the accommodation of some of the men of the Staff Captain's Department. In 'Periscope' of March 1972, an article was written about Reginald Simmons, who was born 25 January 1907 on **Challenger**, then berthed alongside Anchor Wharf. At the time one or two ship riggers and their families had quarters on this ship. These comprised for each family a kitchen, dining room and parlour on the starboard side, three bedrooms and toilets on the port side with a hall between decorated with carved wooden bosses of **Lion** and **Janus**, and a large larder.

Another survey ship associated with Chatham Yard was the **Rattlesnake**, 6th rate, 28, launched at Chatham in 1822. This ship was employed on survey work under Captain Owen Stanley from 1847/50, and as an Arctic relief ship searching for Franklin from 1853/6. The Assistant Surgeon was the famous Thomas Henry Huxley. The **Rattlesnake** was broken up at Chatham in 1860.

The last survey ship built at Chatham Yard was the **Vidal**, launched in 1951 by Mrs Poland, wife of the Admiral Superintendent.

The **Jumna**, an iron screw troop ship, 4173 bm built by Palmer in 1866, was converted to a hulk in 1893 and was moored in Pin Up Reach. In 1898, the Royal Ordnance Department engaged shipwrights and labourers to convert her for service as a floating magazine. She finished her days as a coal hulk, C 110.

Steam Reserve

In 1873 the Steam Reserve was moved from Sheerness to Chatham.¹ **Pembroke**, the flagship of the C-in-C Nore at Sheerness was replaced by the **Duncan** and was brought with the Steam Reserve to Chatham, taking the moorings of Gloucester, a Receiving ship at Queen's Stairs. Captain Charles Fellows, Superintendent of Chatham Yard, was promoted to flag rank in 1876, and **Pembroke** became the flagship of the Admiral Superintendent and guardship of the Steam Reserve.

The ships removed from Sheerness to Chatham are listed on the following page.

¹ See Sheerness Dockyard in chapter 24

Hulks etc moored on the Medway in 1807

Steam Reserve Ships removed from Sheerness to Chatham

Steam Vessels		Broken up or sold	Sailing Vessels		Broken up or sold
Arethusa	2132 bm	1934 ¹	Ajax	2609bm	1875
Atlas	3318	1904	Diana	1083	1874
Chanticleer	950	1875 •	Eurydice	521	1878
Icarus	580	1875	Latona 1	071	1875
Newport	425	1881	Leonidas	1067	1894 ²
Severn	1986	1876	Resolute	424	1879 ³
Virago	1059	1876	Salsette	938	1874
Rainbow	232	1888			
Chasseur	453	1901 ⁴			
Bullfinch	664	1885			
Enterprise	993	1886			
Jaseur	428	1874			
Nymphe	1084	1884			
Speedwell	428	1876			
Erne	232	1874			
Spanker	232	1874			
Forte	2364	1905 ⁵			
Lee	428	1876			
Phaeton	1942	1875			
Thunderbolt	1954	1948 ⁶			
Magnet	232	1874			
Thrasher	232	1883			
Royalist	669	1875			
Newcastle	3035	1929			
Barracouta	1053	1882			

1 Arethusa was lent to Baroness Burdett Coutts as a Training Ship for boys and she contributed £5,000 to her fitting out. This ship, moored at Greenhithe and run by the Shaftesbury Homes, was used for training boys from 1874 to 1932. In 1932, Pekin, renamed Arethusa, but moored at Upnor Kent, took her place until 1975. The figurehead of Arethusa, the ex-RN ship, stands at Upnor. (And see note at end of chapter)

2 See powder hulks

3 Resolute had an interesting history. She was sent with Intrepid to see what had happened to Collinson and McClure who in turn were looking for Franklin's expedition. Resolute was abandoned in 1855 in the Arctic ice. She drifted a thousand miles to the Davis Strait where she was salvaged by an American whaler, sold to the US Navy, and returned in perfect condition to Queen Victoria as a personal present by President Franklin Pierce, after a period of great tension between the two nations. She was laid up at Chatham and broken up there in 1879. An ornately carved desk made from her timbers (reputedly by Dockyard Joiners) was presented to the President of the United States and is still in use in the White House Oval Room.

4 Chasseur was an iron screw floating factory which was purchased in 1855. She was used as a floating workshop by engine room staff; she was sold in 1901.

5 Forte was fitted up as a Receiving ship but degraded to a coal hulk in 1894 to take the place of Benbow. Her figurehead used to be in Sheerness Yard.

6 See page 8

Hulks etc moored on the Medway in 1807

The fleet of Ships removed from Sheerness to Chatham varied in size from those half as large again as the Victory to small gun boats. The ships were berthed in the Factory and Repairing Basins. Within 10 years two thirds of them were broken up or sold.

In 1890 **Pembroke** was renamed **Forte** and converted to a receiving ship in place of the original **Forte** then to be used as a coal hulk. **Duncan**, the flagship of the C-in-C Nore at Sheerness was brought to Chatham in 1890, renamed **Pembroke** and acted as flagship to the Admiral Superintendent of Chatham Yard and guardship of the Reserve.

Chatham Yard was still used mainly as a building yard, a concept carried into effect by the Earl of Sandwich, a hundred years before. Though the number of naval personnel was steadily increasing, Chatham was only used occasionally for the paying off and commissioning of ships. 'Chatham News' of 28 June 1884 quoted a report that the number of ships commissioned at the various ports between 1 January 1881 and 1 June 1884 were: Chatham, 7, Sheerness 29, Portsmouth 29 and Devonport 30. In the same period four ships had been paid off at Chatham.

As mentioned in other parts of this work, the 12 miles from Garrison Point to Chatham Yard could be difficult and time consuming for sailing ships and the Yard, in consequence, was not used, unless it was essential, for short refits and repairs. The advent of steam made the journey up the River Medway to Chatham a simple operation and a change in the function of the Yard began to take place.

Until 1870 Chatham Yard had no Basins and ships awaiting refit or repair had to be at moorings in the river. On the other hand, Sheerness had these facilities.

Chatham Depot

By 1891 Chatham was beginning to take over the Depot duties of Sheerness. **Pembroke** (ex-**Duncan**) was paid off and put out of commission as the flagship of Admiral Superintendent Chatham and commissioned the following day as general depot ship at Chatham (Captain Ernest Rice) for naval supernumeraries transferred from Sheerness. The RN Barracks at Sheerness were to be used as a Gunnery School; previously the ratings had qualified in gunnery at HMS **Excellent** at Portsmouth. Ships were to be commissioned at Chatham instead of Sheerness.

Royal Adelaide, Depot ship at Devonport, was towed round to Chatham in 1891 by the ocean tug Sea Horse to provide additional accommodation at Chatham Depot. She was sold in 1905 and her figurehead was in HMS **Pembroke**.

Pembroke and **Royal Adelaide** together with **Forte** (ex-**Pembroke**) were berthed alongside the north wall of No 2 Basin and formed Chatham Depot. **Challenger**, also berthed in this basin, provided additional accommodation.

Algiers(ex-**Anson**) Screw ship 81, was commissioned on 1 August 1891 as guardship of the Steam Reserve (Captain H G Andoe) and flagship of Admiral Superintendent, Chatham. She was sold in 1904 and her figurehead was near the entrance to HMS **Pembroke**. **Algiers** had replaced **Atlas** when the latter was lent to the Metropolitan Asylum Board in 1884.

In 1892 there was a regrouping of the Reserve ships. These were divided into Fleet Reserve ships divided into classes with the first class maintained in a state of readiness for sea within 24 hours and Dockyard Reserve ships requiring repairs with 'care and maintenance' parties aboard them. The Dockyard Reserve came under the charge of the Captain of the Dockyard Reserve borne in **Algiers**.

This division led to grievances expressed in the local press in 1894 by naval pensioners

Hulks etc moored on the Medway in 1807

who worked in **Pembroke** and **Algiers**. They were given an allowance in lieu of provisions. Those on **Pembroke**, fleet Reserve ship, were given 1s 6d a day; those on **Algiers**, Dockyard Reserve ship, 1s a day.

The Depot ships were centres to which all seamen belonging to the port returned at the expiration of leave and from which they were drafted as crews required by ships being commissioned. In addition the skeleton crews of the fleet Reserve ships were accommodated in Depot ships until mobilisation.

Pembroke (ex-**Duncan**) acted as the administrative HQ and accommodated officers, seamen and engine room staff. Services were held in the ship on Sundays and a choir of local boys sang to the accompaniment of a harmonium played by the choir master, Mr Mountstephen, a naval schoolmaster. The Drill Shed and recreation grounds for the Depot were on St Mary's Island.

In 1898, **Northumberland**, a battleship of 10,780 tons was berthed in No 1 Basin as a Depot ship. In 1904 she was renamed **Acheron** and was employed as a training ship for stokers. After 1909 she became a coal hulk and was sold in 1927.

For a short period after 1896, **Agincourt** (ex-**Captain**), an iron screw ship of 10,600 tons, acted as a Depot ship accommodating boys discharged from training ships and awaiting drafting. Later in her service she went to Harwich and in 1906 was renamed **Ganges II**. She finished her service as a coal hulk in the Medway. One of her masts acted as a bell post at Gillingham Gate.

Alexandra, the ship launched at Chatham in 1876, finished her career in the fleet Reserve at Chatham being finally relegated to the Dockyard Reserve in 1903 and acted as a mechanical training ship for seamen.

Berthing accommodation in the Dockyard Basins had become strained with the Depot ships and the fleet Reserve ships. Fisher, when Controller, declared:

It is ,an extraordinary employment of Dockyard accommodation to use it for berthing hulks.

When the RN Barracks were opened in 1903 most of the hulks were eventually sold, broken up or used for other purposes.

Some hulks, however, were retained in No 2 Basin for the accommodation and training of engine room personnel, including Boy Artificers who were admitted to the Navy after 1903. The Chatham Dockyard Map of 1907 shows **Tenedos I II** and **III** and **Acheron** berthed alongside the north wall of No 2 Basin. the hulks were removed in 1909 and many of the trainees were transferred to Portsmouth HMS **Fisgard**, and to Devonport, HMS **Indus**.¹

Tenedos (ex-**Triumph**) was an iron armoured ship of 6,640 tons. After service at Chatham she eventually became part of the **Indus** group at Devonport. **Tenedos II** was **Pembroke** (ex-**Duncan**) renamed in 1905. She was sold in 1910 and her figurehead stood in HMS **Pembroke**. **Tenedos III** (ex-**Ganges**) second rate 84, was built in 1821 at Bombay. She was fitted out in 1866 as a training ship for boys and was towed to Falmouth. She remained there until 1899 when she was towed to Harwich to continue as a training ship anchored off Shotley Point. In 1906 she was towed to Chatham to become a Depot ship, **Tenedos III** After service at Chatham she joined the **Indus** group at Devonport.

Admiralty House was built in 1905 and the C-in-C of the Nore moved from Sheerness to

¹ See Apprentices in chapter 4

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Chatham. The foundation stone of St George's Church was laid in the same year; the church of red brick was completed in 1906 and was dedicated by the Bishop of Rochester. At the east end of the Barracks was the Gunnery School transferred from Sheerness.

The Yard during the First World War

Additional accommodation was provided during the First World War. The numbers were so large, that men had to be accommodated in the Drill Shed. On the night of 3 September 1917 two bombs from a German aircraft scored a direct hit there killing 135 ratings and wounding many more. A plaque was subsequently erected in the Drill Shed indicating where the bomb fell and a dented girder remained as evidence of the tragedy. A memorial to those who were killed in this raid was erected in Gillingham Cemetery.

The Medway Towns had their share of the horrors of war during 1914/1918. The first big Naval disaster occurred when the cruisers **Hogue**, **Cressy** and **Aboukir**, manned principally by reservists living in the area were torpedoed on 22 September 1914 and 1,397 men out of 2,200 on the three cruisers were lost within an hour.

On the morning of Thursday, 26 November 1914, HMS **Bulwark**, a battleship of 15,000 tons, was lying at moorings in Kethole Reach, taking in ammunition. There were between 700 and 800 of her Portsmouth crew aboard. At 07.53 most of them were on the mess decks having breakfast. On the upper deck the band of HMS **Excellent**, Gunnery School at Portsmouth, was playing when suddenly a tremendous explosion ripped the ship apart. Only twelve men were saved and very few bodies were recovered. Apart from cutting away the projecting portions of the structure, nothing has been done to her.

On Thursday, 27 May 1915, at 11.15 am, HMS **Princess Irene** lying at moorings in Saltpan Reach, off the Isle of Grain blew up and sank with the loss of 274 lives. She had been a 6,000 ton liner of the Canadian Pacific Line taken over by Admiralty and converted to an auxiliary minelayer. She was undergoing a refit and among the men on board were 75 Dockyardmen from Sheerness, including shipwright apprentices and rivet boys. Mines had been brought to the ship by barge from Upnor- the mines were stored at Lodge Hill and were brought down to the jetty by Upnor Castle by the railway. The mines were being armed at the time of the explosion. There was only one survivor of the explosion. A portion of the ship's boiler fell on a floating coal hulk half a mile away injuring some of the crew. A girl of nine on holiday with her aunt and uncle at Grain was killed in the garden of their house, 800 yards away by a falling piece of steel, a portion of the hull plating. Like the **Bulwark**, **Princess Irene** was never raised. Some wreckage was removed in 1962 and a brass porthole frame and a brass letter 'E' from her name plate was recovered and presented to Rochester Museum.

(A detailed account of these tragedies is given in 'A History of the Medway Conservancy Board, 1881-1969' by Ronald Marsh.)

During the First World War a part of Burntwick Island was used by the Navy. There were piles of nets and sweeps for the trawlers and drifters that swept the navigation channels.

In the period between the First and Second World Wars the Royal Navy worked to a regular timetable. There would be a Spring Cruise, involving battle exercises with the Mediterranean Fleet at the western end of the Mediterranean or the Bay of Biscay. During the summer there would be regular exercises followed by the Autumn Cruise in October with battle exercises and manoeuvres. Christmas leave would be given after the conclusion of the latter.

The outbreak of war in 1939 caused a large increase in the number accommodated in the

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Barracks. St Mary's Barracks, (later a married quarters' estate) was taken over from the military in 1941 and occupied by personnel from the Gunnery School. Among other items of work carried out at this time was the provision of air raid shelters in the form of tunnels.

The Decline of Chatham Naval Base

The Local Port Divisions disappeared in 1957 when centralised naval drafting was introduced. Before that, Chatham ratings served in Chatham-manned ships and for them the barracks was a service home. Basic training was given and documents and records were maintained there. After duty afloat the ratings returned to Chatham.

After 1958 Chatham Naval Base began to be run down. Parts of the barracks were taken over by the Dockyard including the Drill Shed and Canteen and on 24 March 1961, Nore Command was closed. RN Barracks, Chatham closed officially at the end of March 1961 when Commodore Argles struck his broad pennant. The establishment then became known simply as HMS Pembroke. This centre, in the charge of the Captain of the Supply School, provided a fleet accommodation centre for ships refitting in the Dockyard and housed the RN Supply School, training officers and men in Supply and Secretariat work, e.g. Writers, Stewards and Cooks, etc.

In the 1970's the title HM Naval Base was given to the establishment formed of the Dockyard, Supply and Transport Group, Captain of the Port's Group, HMS Pembroke and the Fleet Maintenance Group (mainly naval manned which carried out maintenance and running repairs in operational ships.) The whole establishment was then in the charge of Flag Officer Medway and Port Admiral, HM Naval Base, Chatham.

The choir and chapel of St George's Church in HMS Pembroke is set aside as memorial chapel to the old Chatham Port Division of the Royal Navy.

A Note on the *Arethusa* Training Ship

Mention has been made in this chapter of the **Pekin** (renamed **Arethusa** in 1932) which was an iron-hulled, four-master barque, built by Blohn and Voss of Hamburg in 1910 and was used in the nitrate trade. Hundreds of boys were trained in her and many entered the Royal Navy. The Admiralty had taken over this training ship during the Second World War, but because the Navy already had an HMS **Arethusa** (the Chatham built cruiser of 1934) the old training ship was renamed **Pekin** for the period 1940-45. She provided additional accommodation for engineering ratings; the boys from the **Arethusa** were evacuated to Salcombe, Devon, but returned to Upnor in 1945.

The Shaftesbury Homes decided that they could no longer run the **Arethusa** as a floating school, and eventually she was sold to the South Street Seaport Museum in Manhattan, New York for £70,000. In 1975 she was towed to a Thames repair yard ready for her voyage across the Atlantic.

Torpedoes

In the latter part of the 19th century work on torpedoes and submarine mining was carried on in the Medway. In 1883, Louis Brennan made an agreement with the government to conduct trials of his torpedo, and an experimental station was set up by the Royal Engineers at Garrison Point Fort, Sheerness. As the torpedo was land-based its development was the work for the Submarine Mining Section of the Royal engineers at Brompton, not the Royal Navy. By 1887 its manufacture was started in a factory in front of St Mary's Barracks, near the corner of the Convict Prison. The site was later covered by naval buildings. When the RN Barracks were being built, new premises were erected

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in the Submarine Mining Enclosure just to the east of Gillingham Pier. The site is now covered by Novadel Ltd and Gillingham Borough Council and MOD properties.

In 1904 the Committee of Imperial Defence decided that the Royal Navy should take over nearly all the work of the RE Mining Service. (British Ports were protected by minefields which were under the control of the Royal Engineers. By 1905 these mines were being progressively removed by the Navy.)

The Navy never cared for the wires necessary for the control of Brennan's torpedo, for wires have an uncanny knack of getting involved with the propellers of ships. They preferred the self-propelled type such as the Whithead torpedo which was demonstrated to Admiralty in 1870. The Brennan torpedo was abandoned in 1906; it had been fitted at Garrison Point Fort and Cliffe Fort.

The Torpedo School of Instruction for the Royal Engineers was the **Hood**, screw second rate 91, launched at Chatham in 1859 and used as a School and Barrack Ship after 1872. The ship was moored off Gillingham Pier. The Pier was lit by gas but the journey to the ship in the dark was dangerous and several sappers fell into Gillingham Dock; finally one was fatally injured. There were complaints by the fishermen that the explosions in the river killed the fish. **Hood** was vacated after 1883 and sold.

The Royal Navy established a Torpedo School **Actaeon**, at Sheerness. **Ariadne**, wood screw frigate 26, built in 1859, was moved from the Vernon Torpedo School about 1905, renamed **Actaeon**, and moored in Stangate Creek. This ship formed the Torpedo School for ratings. In 1906, **Dido**, wood screw corvette 8, was renamed **Actaeon II** and was attached to the Sheerness Torpedo School; it was later moored off Port Victoria. In the period 1907/9 there were about twenty turtle-backed torpedo destroyers moored in Stangate Creek. In 1915/16, a third **Actaeon**, formerly **Vernon**, was attached to the Torpedo School.¹ Officers and men of the Flying School at Eastchurch were also borne in **Actaeon**. All the **Actaeons** were in the Medway until 1922 when the School was closed and the ships sold.

The river authorities complained that sewage from **Actaeon** was discharged directly into the river and polluted the oyster beds. An examination of sections of the river and some creeks was made and it was found that there were extensive areas of sewage contamination. However, the last of the oyster fisheries were not closed until 1936.

¹ In 1918 the famous Chatham-built ship, Achilles, renamed Egremont, served as a hulk in the Torpedo School. During the War she had been used as an overflow ship at Chatham- a hulk with a corrugated iron roof. She was renamed Pembroke in 1919 and sold in 1923.