

THE BALLAD OF THE LAST LIGHTERMAN

THE STORY OF THE THAMES LIGHTERMEN

BY JOHN AND PETER DANIEL



INTRODUCTION



In 1953 I began life as a 15 year old apprentice of the Company of Watermen and Lightermen of the River Thames. I was following countless others who gone afloat since Henry VIII founded the company in 1514. Our motto, 'At the Command of Our Superiors' was meant to remind us that however skilled we became as lightermen, our time on the river would be ruled by nature, by the wind and tide. Although this is undoubtedly true, I realise now over sixty years later that another far more powerful force would influence my time on the river. This was the power of money and the overwhelming forces of globalisation, which ended our way

of life. When I was born in 1937, London was one of the great trading ports of the world. If you were a Londoner the chances were you would know someone who depended on the river for their livelihood, as there were over 6,000 lightermen and 20,000 dockers. By 2014 when our company celebrated its 500th anniversary my granddaughter Lotte would be asked to explain to her class what a lightermen was, as her teacher and never heard of them! I was shocked and saddened to hear this and this is why I am grateful to Digital Works and their funders, The Heritage Lottery Fund, for allowing me and my son Peter to tell this story. I will always believe that the destruction of the lighterage trade was short sighted. It could have provided an environmentally friendly means of transport for London into the 21st century, but the opportunity was destroyed by the greed of the docklands developers.

(Sydney) John Daniel 24th March 2016

This education pack accompanies a documentary film, 'The Weekend Millionaires' based around interviews of Thames lightermen undertaken by two London schools, Westminster Cathedral and St George's in 2015. The pack has been split into two parts. The first aims to allow children to find out what watermen and lightermen were and can be followed by a fun ppt quiz, 'Who Wants to be a Weekend Millionaire?' The final part combines historical enquiry, to meet the needs of the new KS 2 National Curriculum for history, and follows what happened to the London lightermen through the story of John Daniel from his birth in 1937, through to his retirement in 1999. A list of questions for this, linked to the numbered sources is available separately as a pdf on the website below:

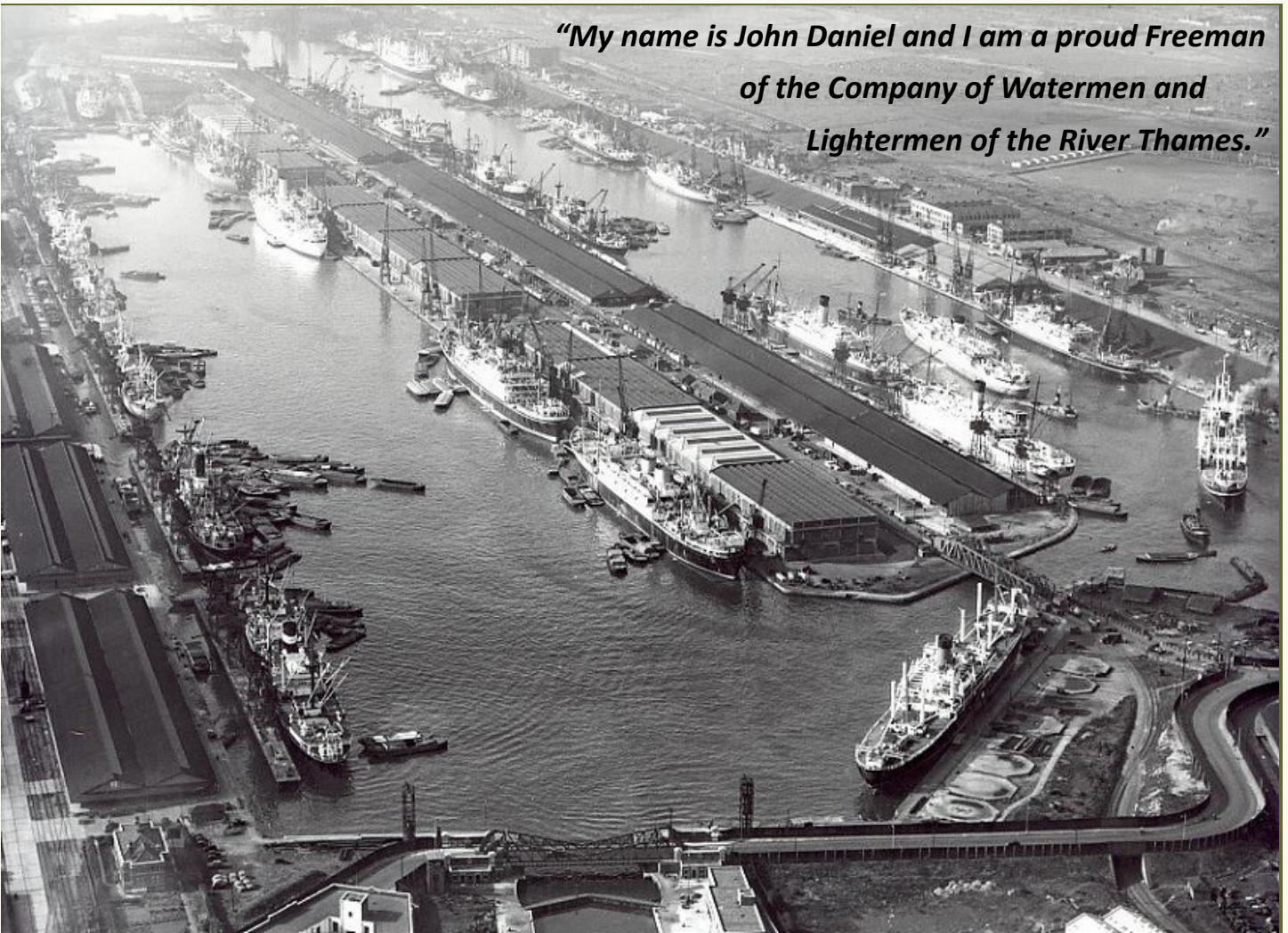
WWW.THAMESLIGHTERMEN.ORG.UK

THE BALLAD OF THE LAST LIGHTERMAN

Well we listened to your stories
Of your days in Greenland Dock
Of barges full of rough goods
When you've been on the job-and-knock
Of pockets full of money
Earned for sitting on a barge
And how you are a race apart
From people by and large
Of hours you've spent in cafes and pubs
Of Woodbines, tea and toast
Of turned up jeans and hobnailed boots
Form guide and winning post
Of the barmaids you've pulled
If only in a dream
Of nights spent on the mucking
When tugs run out of steam
But like the arrowsmiths and wheelwright
Yours is a dying trade
And each day you grow more bitter

For The Port of London's dying
Though she's been a grand old girl
And Father Thames no longer
Holds the shipping of the world
They're filling in your docks
Knocking down your wharves and pubs
They're selling all your barges
And scrapping all your tugs
In their luxury apartments
That command a river view
As they sip their dry Martinis
Do they ever think of you?
What do they know of Greenhithe
Blackwall Point and Wapping Stairs
As they talk of liquidation
And watch their stocks and shares
But still you'll have the last laugh
As they're hellbound for their sin
It'll be so full of lightermen
The bankers won't get in.
Anon.

***"My name is John Daniel and I am a proud Freeman
of the Company of Watermen and
Lightermen of the River Thames."***



***"I worked on the Thames from 1953 until I retired in 1999. Soon there will be nobody left
to remember what this river meant to Londoners for five hundred years."***



“Five generations before me worked on the water. After me that connection sadly ends.”



6

Sydney John Daniel
b1937
Lighterman



5

William Daniel
b1904
Marine engineer
D 1994



4

William Daniel
b1879
Bargeman
D 1956



3

Friend Daniel
b1841
Bargeman
D 1910



2

Robert Daniel
b1816
Bargeman
D 1897



1

Friend Daniel
b1772
Shipwright
D 1800

“I’m sure I have the river in my veins as my family moved along the estuary towards London.”



SECTION 1

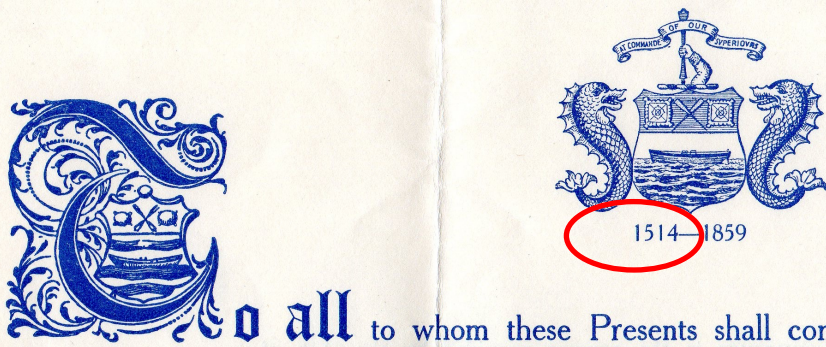
WHAT ARE WATERMEN & LIGHTERMEN?



MISERIES OF LONDON.

Going upon any of the bridges of London, or any of the passages leading to the Thames, being assailed
by a horde of watermen, holding up their hands and bawling out Oars Sculls. Sculls Oars Oars.
[PA 8581] 1867

1) WHAT ARE WATERMEN AND LIGHTERMEN?



Go all to whom these Presents shall come.

Know ye, That at a Court for the admission of Freemen of
THE COMPANY OF WATERMEN AND LIGHTERMEN OF THE RIVER THAMES
holden at the Hall of the Company, St. Mary-at-Hill, in the City of London,
of the Parish of Sydney John Daniel Welling in the County
of Kent was duly admitted, allowed and registered
FREEMAN OF THE SAID, COMPANY,
Dated this Ninth day of June, 1959.
Ralph Metcalfe Barnett Wilson
Jeffrey H. Brown Members of the Court. Clerk.

"In 1959 I became a Freeman of the Company of Lightermen and Watermen."



Watermen carried passengers on the river. They were the taxi drivers of old London. The congested streets meant that the Thames was the most convenient highway for people to use to get about.



Lightermen carried cargo between ships and the quayside. The Pool of London was too shallow for many larger ships to get alongside a quay to unload so lighters (barges) were used to unload the ships in deeper water in the middle of the river. Lightermen take their name from this process, of 'lightening' the ship.

2) HOW LONG HAVE THERE BEEN WATERMEN AND LIGHTERMEN ON THE THAMES?



Model Museum of London



"There have been watermen and lightermen on the Thames since Roman times. Once they established Londinium the river became the main highway for moving people and goods from the Estuary to the city and beyond. The use of ferries was the only link across the River Thames before the building of the first London Bridge by the Romans."

3) WHY WAS A WATERMEN COMPANY FORMED?



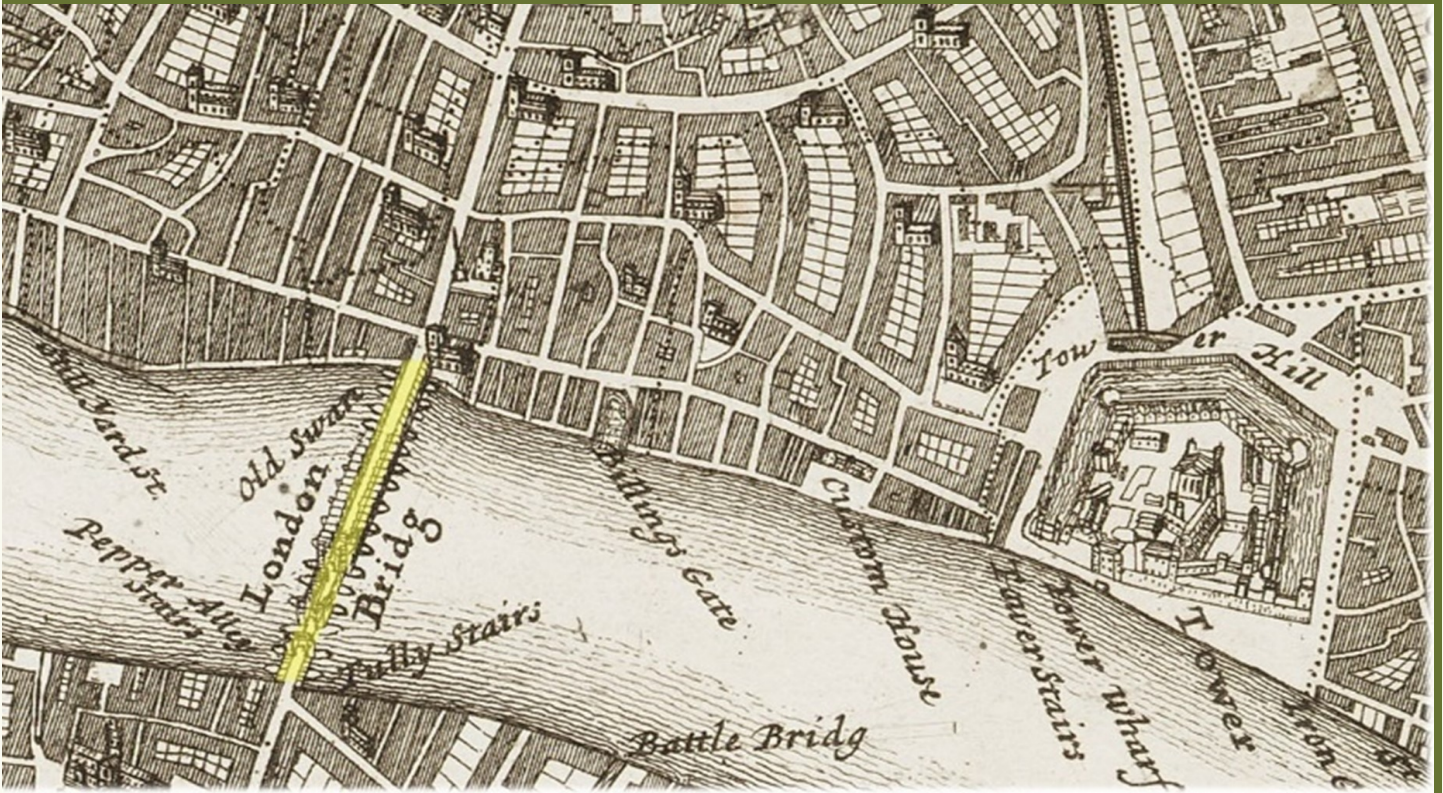
"The Company of Watermen was formed in 1514 in the reign of King Henry VIII. The King had an interest in watermen as he travelled to his palaces by river. In a further Act of 1555 7 year apprenticeships were introduced. In 1700 the Lightermen joined the Watermen's Company."



"The Royal Navy also relied on Thames watermen for providing trained men in time of war. The watermen were not asked to volunteer—they were press-ganged or forced to serve. My bargeman great grandad Friend Daniel signed on for Queen Victoria's navy to escape poverty in 1855."

4) WHY DID THE WATERMEN FLOURISH?

"In the 17th and 18th centuries waterman who plied for work along the stairs beside the Thames became useful to the fire insurance companies who used them as firemen."

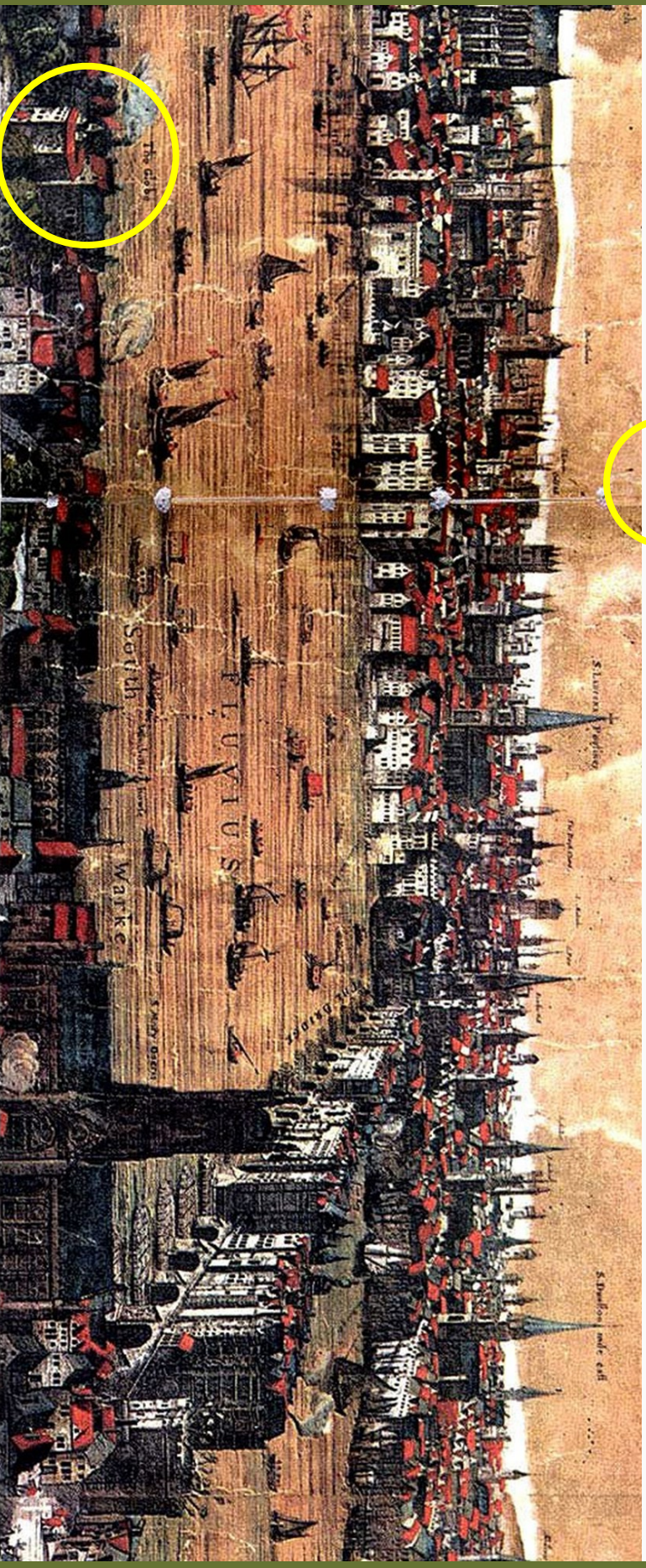
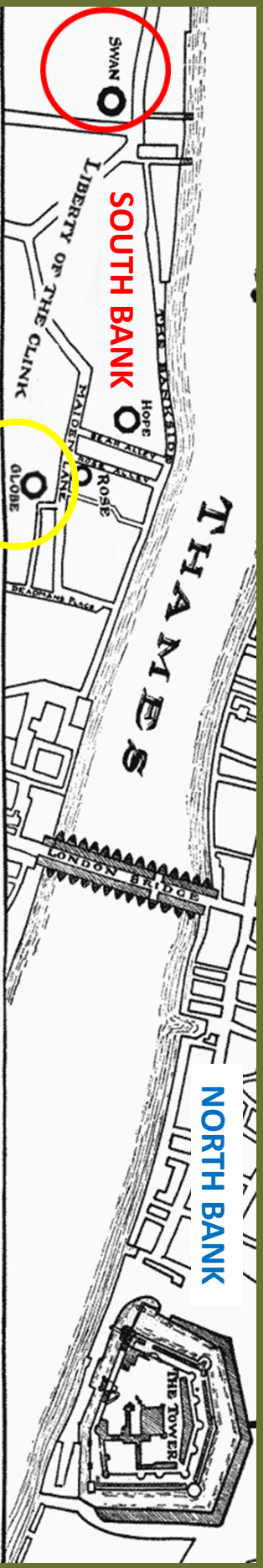


"Companies Like the Sun Fire insurance company issued the men with badges to wear."



"Soon all licensed waterman wore badges to identify themselves."

5) WHO USED THE WATERMEN'S SERVICES?



Hollar's map of 1657 shows that London's theatres were in Southwark. This created a lot of trade for the Thames waterman carrying rich theatre goers from the north bank to the south. The importance of the watermen led to one actor, Thomas Doggett establishing a race for first year freeman in 1715. Organised by Fishmonger's Hall it is still raced to this day-the oldest rowing race in the world from the Swan pub (London Bridge) to the Swan pub (Chelsea).

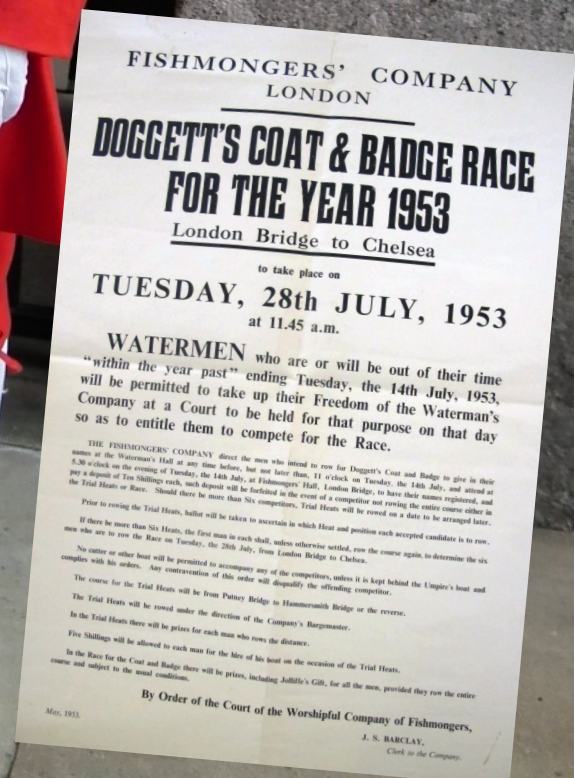
6) WHAT IS THE DOGETT'S COAT AND BADGE?

On the 1st August 1715 a notice on London Bridge proclaimed,

"This being the day of His Majesty's (King George I) accession to the Throne there will be given by Mr. Doggett an Orange coloured Livery with a Badge representing Liberty to be rowed for by Six Watermen that are out of their time within the year past. They are to row from London Bridge to Chelsea. It will be continued on this day forever".

Actor Thomas Doggett lived in Chelsea, and the race would be from the **Swan public house (London Bridge) to the Swan public house (Chelsea)**.

"In July 1953 I received my indentures and became an apprentice. Almost immediately I was asked by my master Harry Brooks if I wanted to row for Doggett's Coat and Badge when I became a freeman. I decided not to as entering the race required a lot of dedication to train. We worked long hours anyway so if it was the choice between rowing and going down the coast on my motorbike the biking won hands down."



Martin Spencer pictured at Waterman's Hall in 1970 in his Doggett's coat and badge.
Martin worked with me at Humphrey and Grey.

7) WHY DID WATERMEN GAIN A BAD NAME?

"In 1514 Henry VIII decided that watermen's fares had to be regulated. Further regulations on apprenticeships and complaints followed and in 1555 a governing body, The Waterman's Company was set up. Whilst there was only one bridge over the Thames watermen held all the power. Read the story below you can see how they exploited that. However, that all changed with the coming of the bridges."

EXTORTION of the THAMES WATERMEN.

Mr. EDITOR—Through the medium of your valuable Paper I wish to ask a question of some of your legal Readers, which is of much importance to the Public :—Whether the Magistrates of Bow-street and the other Police Offices have not a joint jurisdiction with the Watermen's Company, over those pests of society, the *Thames Watermen* ? whose insolence and daily extortion exceed all bounds.

The Public have often reason to complain of the Hackney Coachmen ; yet against their imposition or misbehaviour the redress is prompt and easy : super-added to which, where one of these offend, there are fifty of the former deserve punishment ; but the difficulty and trouble of obtaining redress from the Company of old *Watermen* deter hundreds from going by water any where, particularly to Vauxhall. — The following is one of five hundred instances of this crying abuse, with which your Readers might furnish you ; and your publishing many such I am sure will be beneficial to the town. The other night, about nine o'clock, I took a boat (*sculls*), at Westminster Bridge, to Vauxhall, and offered the waterman, on landing, *two shillings* (*four times his fare*) in consideration of having three friends with me ; he not only refused to take the money, but with the greatest insolence insisted upon having three shillings, to which extortion I was obliged to yield before he would suffer us to leave the shore : and he was aided in his robbery (for really, Sir, it deserves no other name), by his fellows, who came mobbing round us. This outrageous conduct of the Watermen has long been felt as a serious grievance that requires immediate remedy, and the Public will have to rejoice when the new Bridge is finished, as it will be the means of checking the insolence of these men. One word more, Sir, to conclude, I would suggest to the liberal Proprietor of Vauxhall, that there should be two police-officers stationed at the water-stairs on the nights the Garden is open, which would overawe, at least, the assaults and depredations of these fresh water pirates.

Aug. 30, 1810.

A CITIZEN.



The Waterman's Company was based at Waterman's Hall



Miseries of London 1812 Thomas Rowlandson

8) WHAT DESTROYED THE WATERMEN'S TRADE?

1066 - 1728

Roman bridge ... 50 BC

Old London Bridge ... 1209

1729 - 1799

Old Putney Bridge ... 1729
Old Westminster Bridge ... 1750
Old Blackfriars Bridge ... 1769
Old Battersea Bridge ... 1772

1800 - 1849

Old Vauxhall Bridge ... 1816
Old Waterloo Bridge ... 1817
Old Southwark Bridge ... 1819
Hammersmith Suspension ... 1827
Kingston Bridge ... 1828
London Bridge (Rennie) ... 1831
Hungerford Suspension Bridge ... 1845

1850 - 1899

Old Chelsea Bridge ... 1858
Victoria Bridge ... 1860
Westminster Bridge ... 1862
Old Lambeth Bridge ... 1862
Battersea Railway Bridge ... 1863
Blackfriars Rail Bridge (first) ... 1864
Charing Cross Rail Bridge ... 1864
Old Hampton Court Bridge ... 1865
Cannon Street Rail Bridge ... 1866
Blackfriars Bridge ... 1869
Kew Railway Bridge ... 1869
Old Wandsworth Bridge ... 1873
Albert Bridge ... 1873
Putney Bridge ... 1886
Blackfriars Rail Bridge (second) ... 1886
Hammersmith Bridge ... 1887
Putney Railway Bridge ... 1889

1900 - 1949

Kew Bridge ... 1903
Vauxhall Bridge ... 1906
Richmond Railway Bridge ... 1908
Southwark Bridge ... 1921
Hampton Court Bridge ... 1931
Lambeth Bridge ... 1932
Chiswick Bridge ... 1933

1950 - 1999

Grosvenor Rail Bridge ... 1967
London Bridge ... 1972
Queen Elizabeth II Bridge ... 1991

2000 onwards

Millennium Footbridge ... 2002
Hungerford Footbridge ... 2003



“By the mid 19th century the mass of new bridges had taken away much of the watermen’s trade. Few bridges were built during my time on the river. However, when I worked for the P.L.A. on their launch, MV Haven Gore, I was involved in the surveying work for the last major bridge, the Queen Elizabeth II Bridge at Dartford, which I photographed in 1990 (above) before I retired in 1999 with MV Haven Gore (below).”



8) WHAT DESTROYED THE WATERMEN'S TRADE?

AD120



1600



1700



“For more than 1,500 years, from Roman times until a timber bridge was built at Putney in 1729, London only ever had one bridge — London Bridge.”

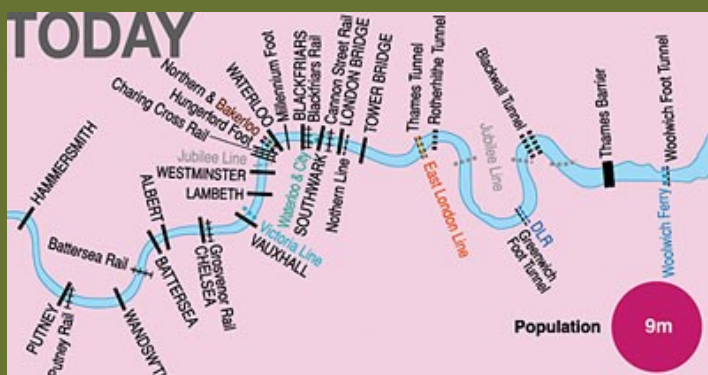
1800



1900



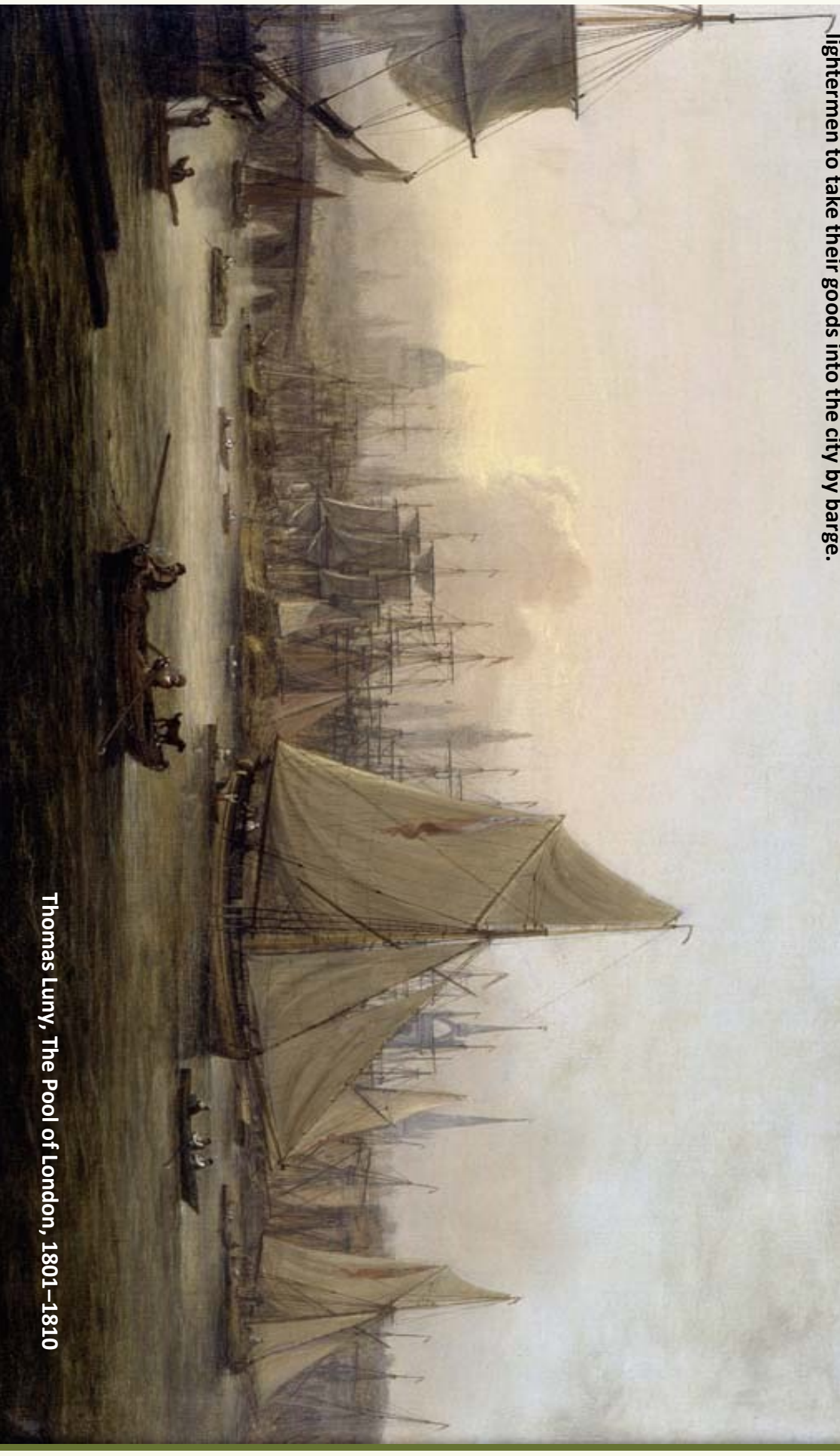
TODAY



“London is the most-bridged river in any major city. There are 18 road bridges, 9 rail bridges and 3 footbridges. As an apprentice I had to know every bridge in order and also where the safest place was to pass beneath. This was something we were tested on when we were examined at Waterman’s Hall.”

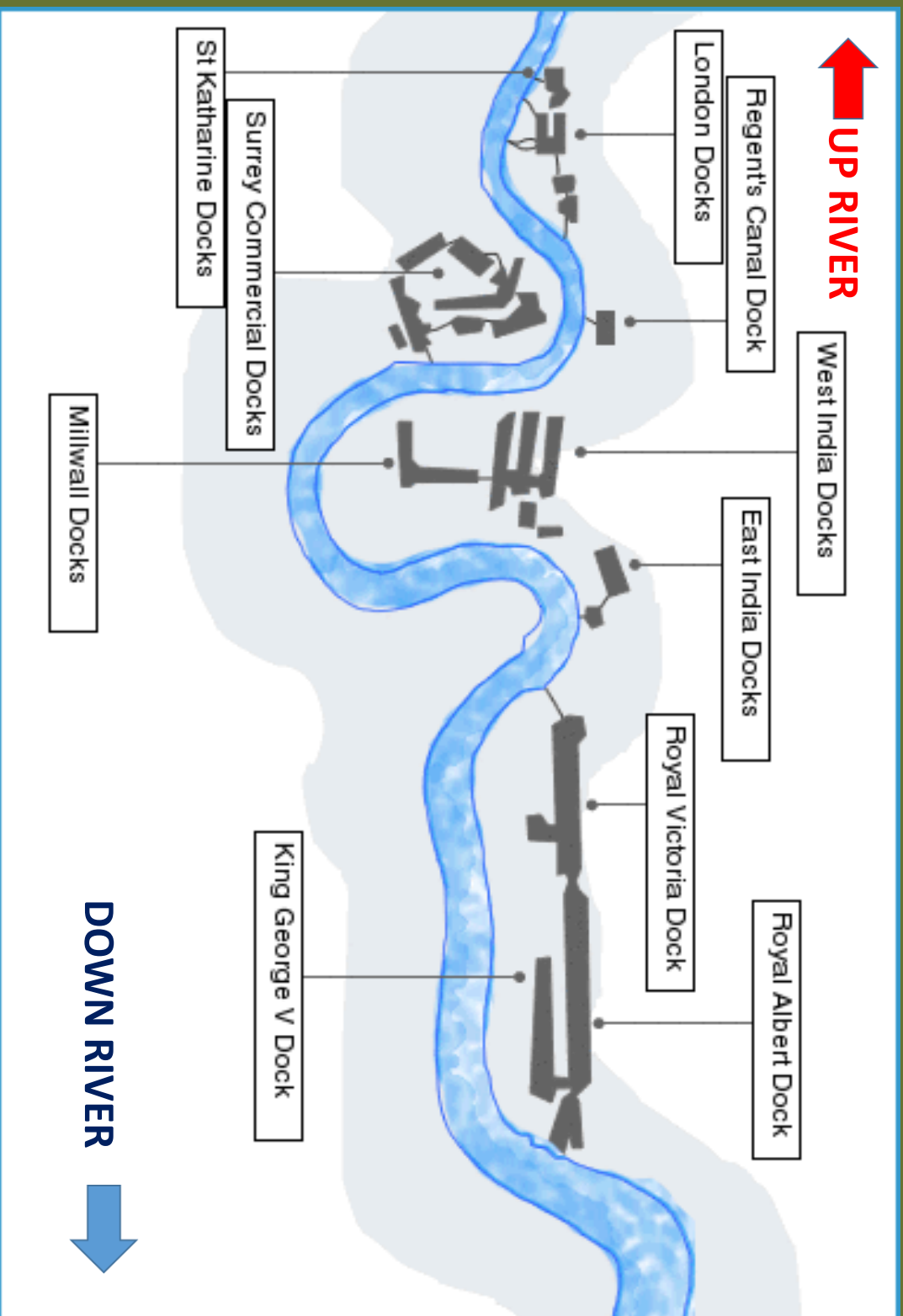
9) WHAT WAS THE PORT OF LONDON LIKE BEFORE THE DOCKS WERE BUILT?

In 1558, 20 'Legal Quays' were established between London Bridge and the Tower of London. Legal Quays were where all foreign goods had to be landed and checked. These quays were privately owned so development of the port was difficult. Access to the city along the narrow medieval streets added to delays so that by the 1790s, ships could wait three months to unload. As goods left on the wharves could be stolen or damaged cargoes like spices, tea and cloth belonging to the East India Company had to moor at Deptford and employ lightermen to take their goods into the city by barge.



Thomas Luny, *The Pool of London*, 1801–1810

10) WHY WERE LONDON'S DOCKS BUILT?



London's Docks

West India Dock	1802
London Docks Wapping	1805
East India Dock	1806
St Katherine's Dock	1828
Royal Victoria Dock	1859
Royal Albert Dock	1880
Surrey Docks	1859
Tilbury Docks	1886

Before the 17th century, London didn't go eastwards beyond the Tower. Ships arrived in the Pool of London, near the Tower, and waited to be unloaded. As the river became increasingly overcrowded in the late 18th and early 19th century, the first docks began to be built. The first was the West India Dock. London's docks continued to develop throughout the 19th and the first half of the 20th centuries.



Trade increased because:

Imperial Federation, Map of the World Showing the Extent of the British Empire in 1886 Public Domain



Foreign food
was cheaper



Shipping
costs fell



Railroad
networks grew



Refrigerated
containers were used



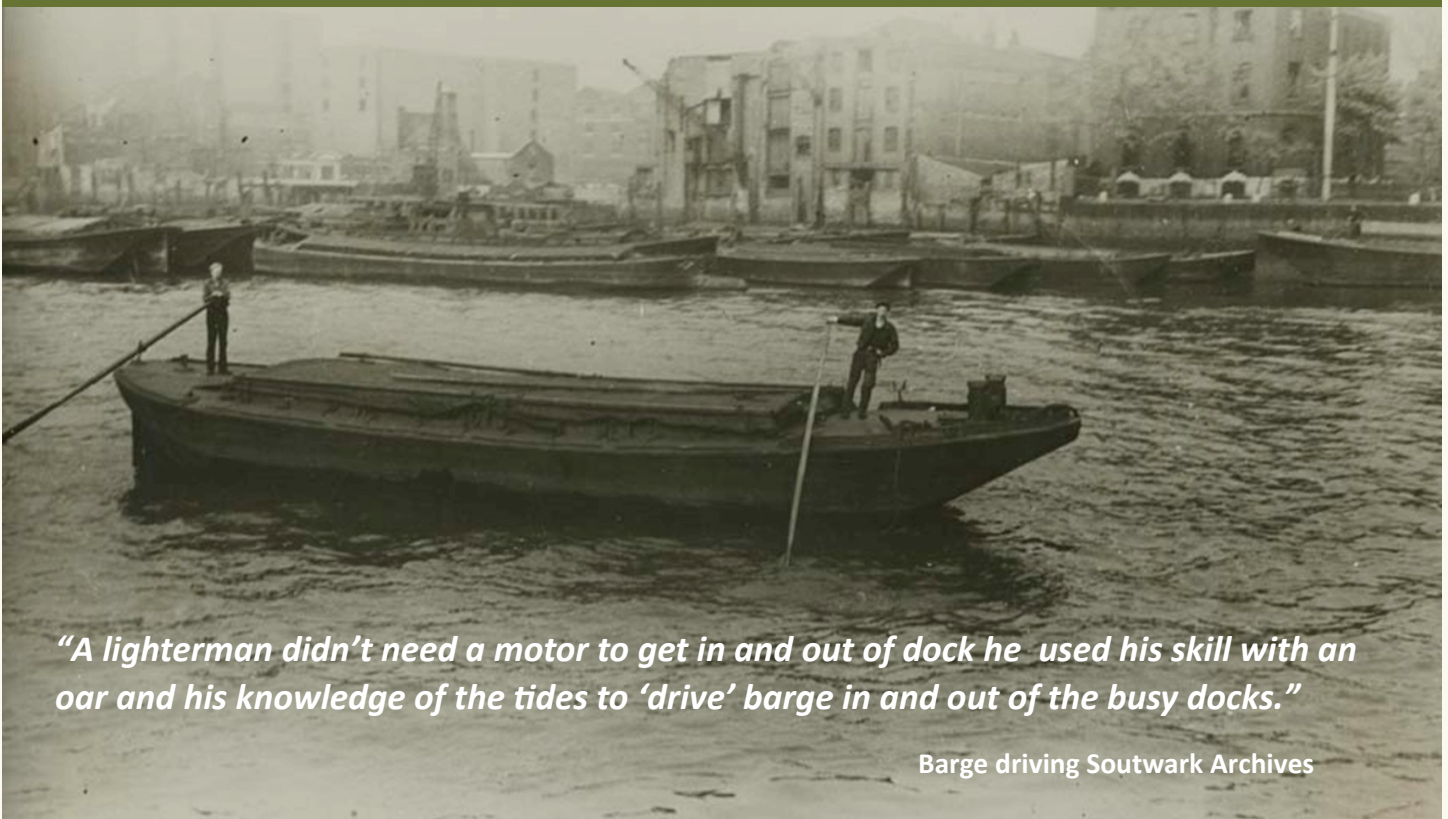
Communications
networks grew

11) WHY DID LIGHTERMEN WORRY ABOUT THE NEW DOCKS?



West India Docks 1810, Thomas Rowlandson RMG

The Free Water Clause The dock owners were intent on charging the lightermen for accessing the docks, but the West India Dock Act of 1799, and each subsequent Act, had the 'free water clause' inserted into it, giving lightermen access to the docks without charge.



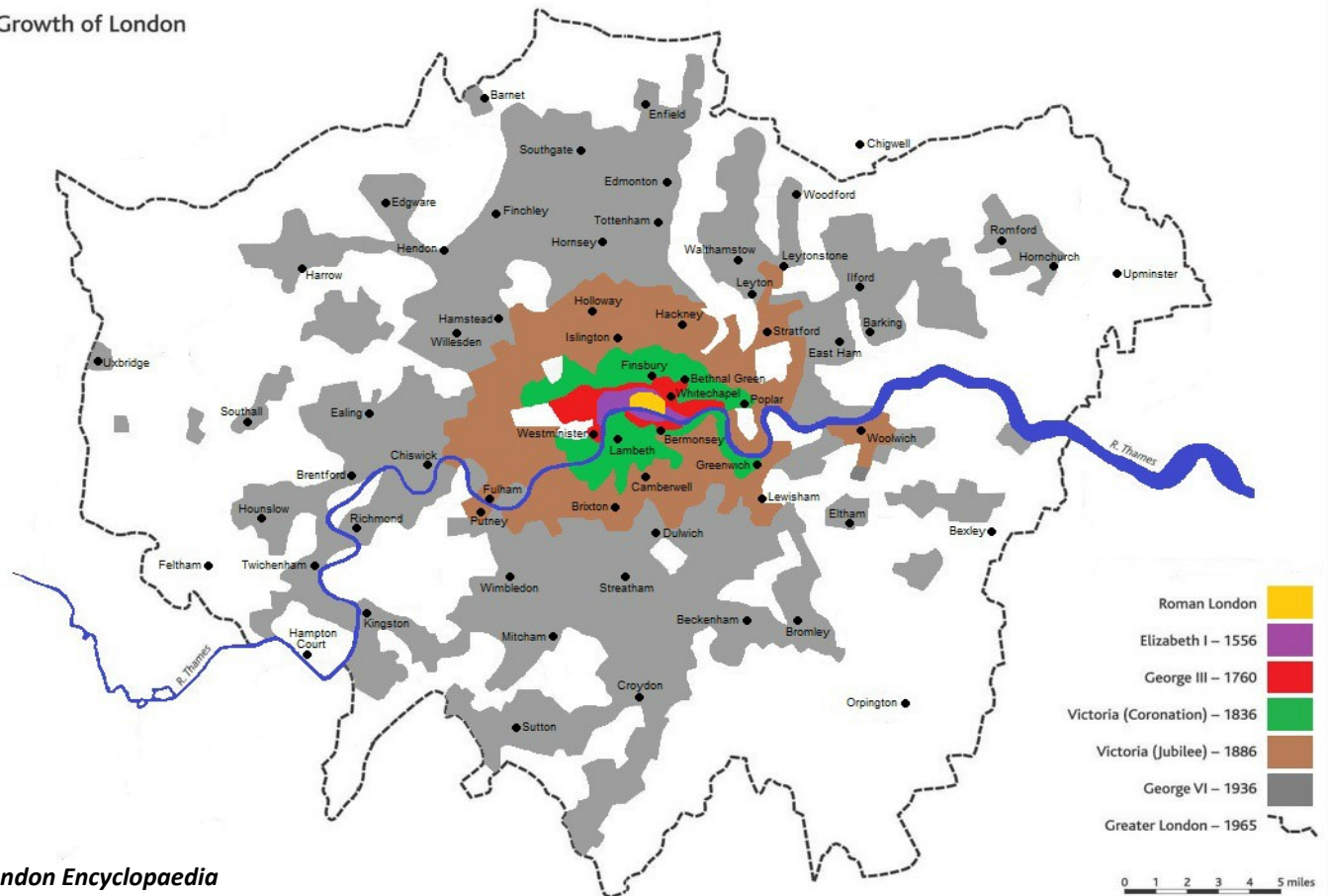
"A lighterman didn't need a motor to get in and out of dock he used his skill with an oar and his knowledge of the tides to 'drive' barge in and out of the busy docks."

Barge driving Soutwark Archives

12) HOW DID BUILDING THE DOCKS CHANGE LONDON?

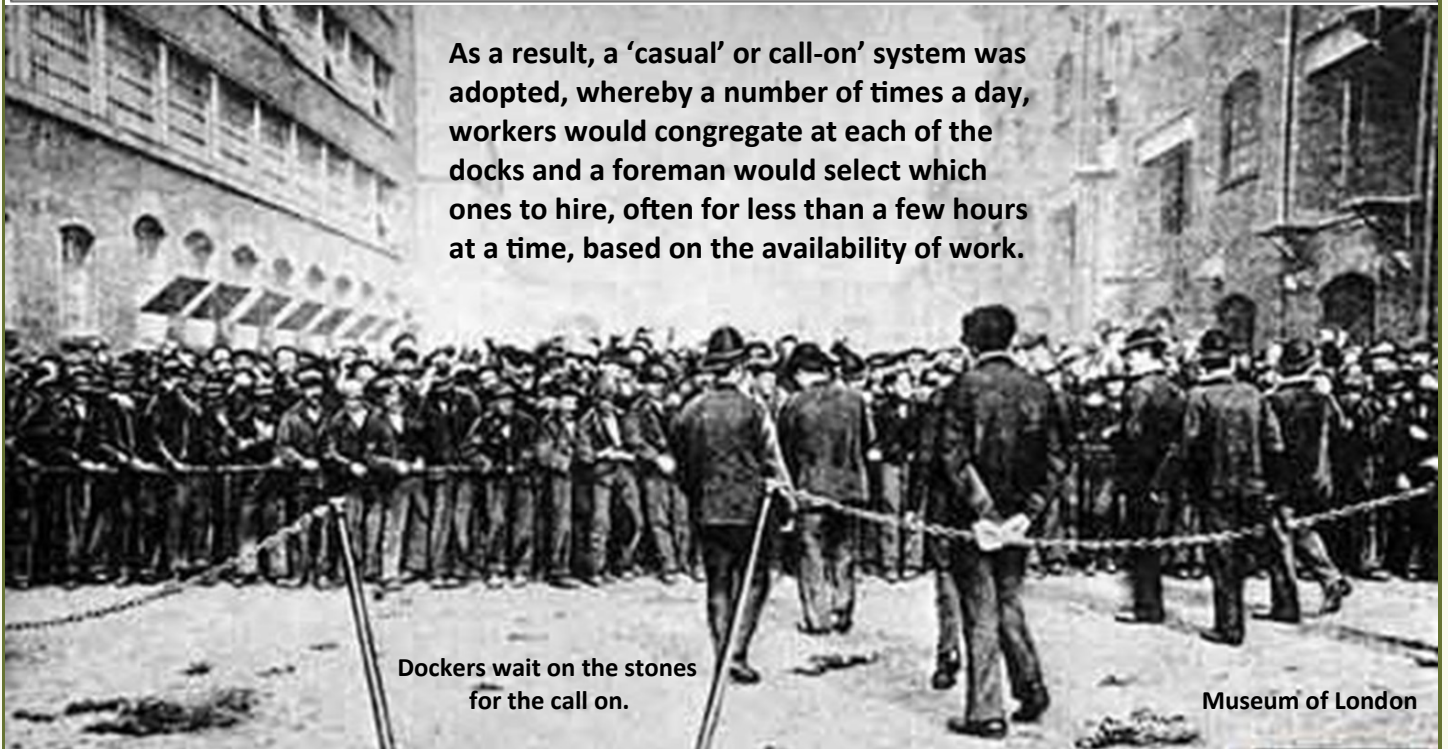
"The dock companies had little notice of a ship's arrival and so were keen on having a large workforce available without having to pay them when the work dried up. East London grew because of this."

The Growth of London



The London Encyclopaedia

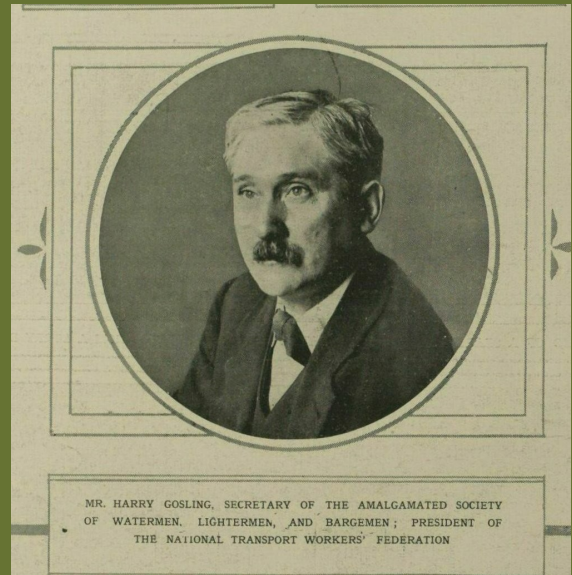
As a result, a 'casual' or call-on' system was adopted, whereby a number of times a day, workers would congregate at each of the docks and a foreman would select which ones to hire, often for less than a few hours at a time, based on the availability of work.



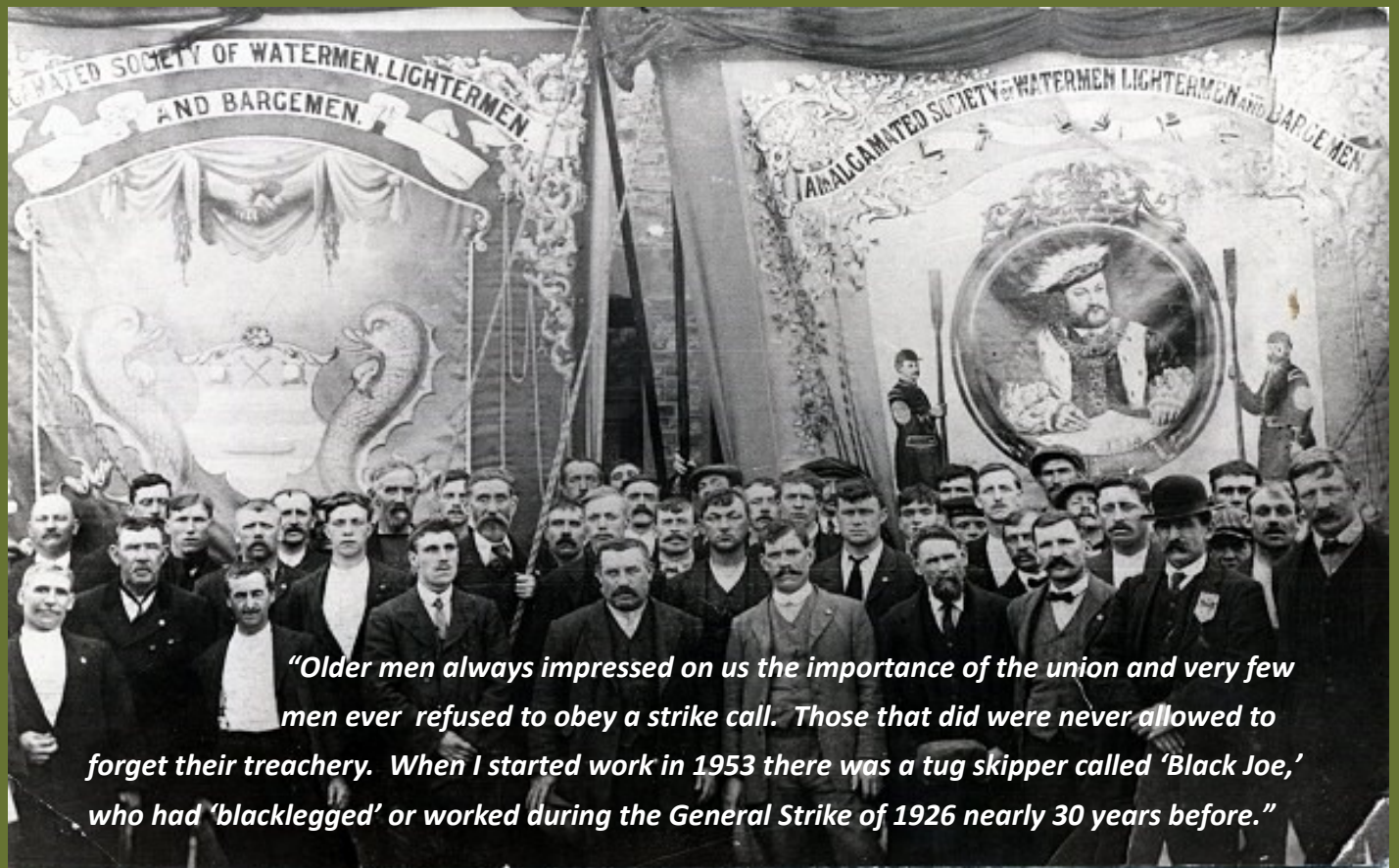
Dockers wait on the stones for the call on.

Museum of London

13) WHAT DID LIGHTERMEN DO ABOUT THE CASUAL SYSTEM?

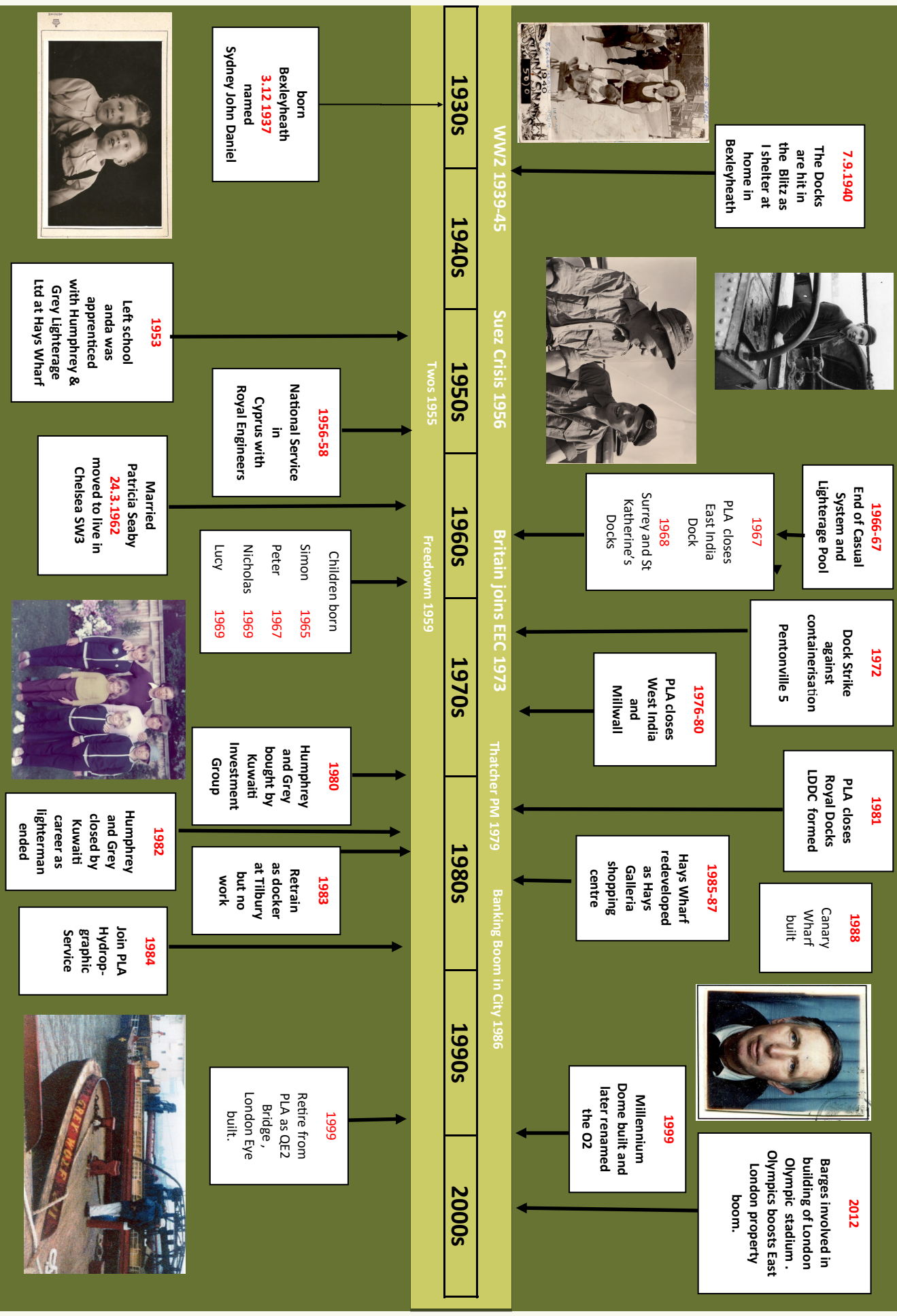


The Great Dock Strike of 1889- known as the fight for the Dockers Tanner- gained dockers a minimum wage of 6d a day. Lighterman joined this strike to try and improve their own conditions. A lighterman at the time was quoted: *'It ought to be known that even after we have been at work for four or five nights and should then happen to ask for a night's rest, we are likely to be discharged.'* These hours made young men grow old quickly. The men struck for a 12 hour day and won thanks to their leader Harry Gosling and the help and support of Catholic Cardinal of Westminster Henry Manning.



"Older men always impressed on us the importance of the union and very few men ever refused to obey a strike call. Those that did were never allowed to forget their treachery. When I started work in 1953 there was a tug skipper called 'Black Joe,' who had 'blacklegged' or worked during the General Strike of 1926 nearly 30 years before."

SECTION 2 HOW THE LIGHTERAGE TRADE ENDED IN MY LIFE TIME



SOURCE 1 (SYDNEY) JOHN DANIEL'S BIRTH CERTIFICATE

CERTIFIED COPY OF AN ENTRY OF BIRTH

The statutory fee for this certificate is 3s. 9d.
Where a search is necessary to find the entry,
a search fee is payable in addition.



GIVEN AT THE GENERAL REGISTER
SOMERSET HOUSE
Application Number 71

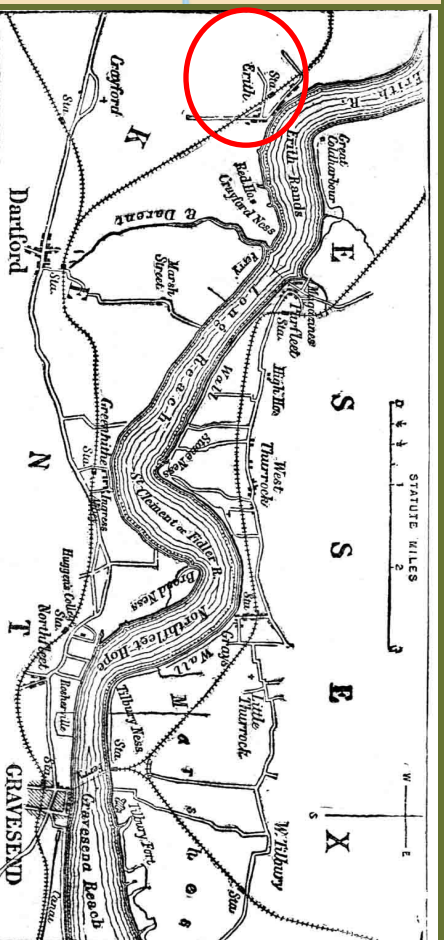
REGISTRATION DISTRICT		DARTFORD							
1938		BIRTH in the Sub-District of							
		Bexley and Erith							
		in the County of Kent							
No.	(1) When and where born.	(2) Name, if any.	(3) Sex.	(4) Name and surname of father.	(5) Name and maiden surname of mother.	(6) Rank or profession of father.	(7) Signature, description and residence of informant.	(8) When registered.	(9) Signat Regs
3	Third December 1937 29 The Quadrant Bexleyheath Erith U.D.	Sydney John	Boy	William Giles Daniel	Ivy Grace Elizabeth Daniel formerly Lee	Marine Engineer	I. Daniel Mother 29 The Quadrant Bexleyheath	Eleventh January 1938	C.G. Reg:

CERTIFIED to be a true copy of an entry in the certified copy of a Register of Births in the District above mentioned.

Given at the GENERAL REGISTER OFFICE, SOMERSET HOUSE, LONDON, under the Seal of the said Office, the 21st day of April 1953.

BB 115775

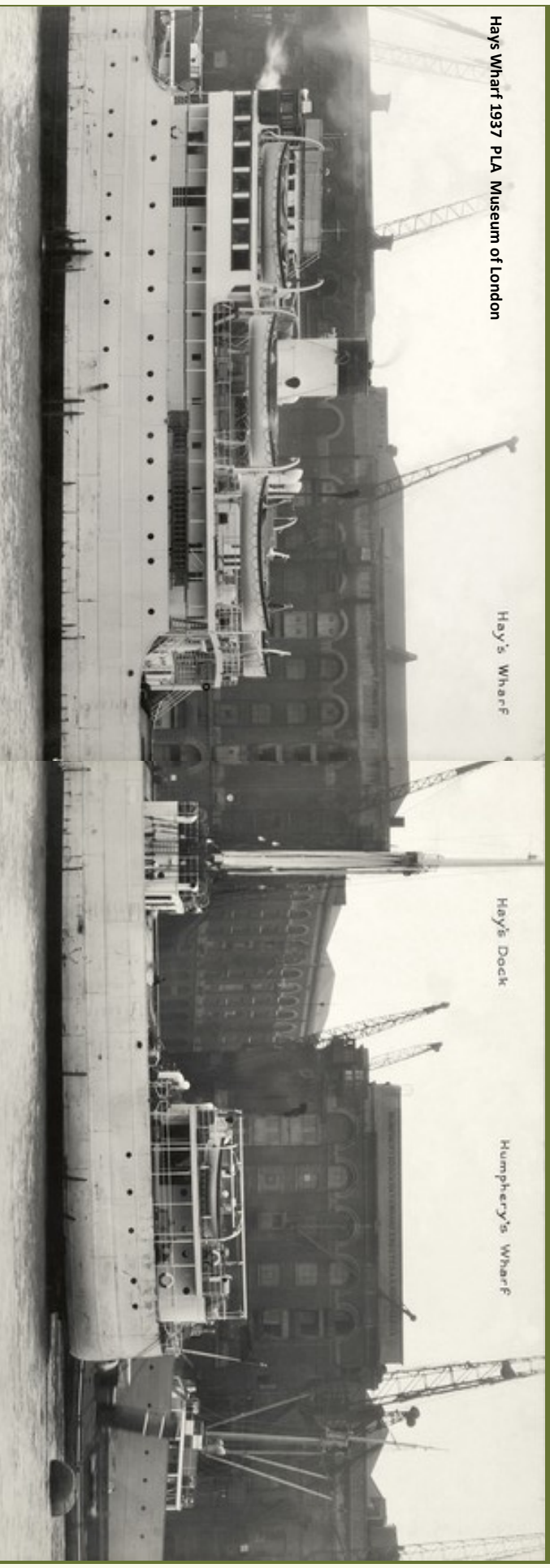
This certificate is issued in pursuance of the Births and Deaths Registration Act, 1886 (s. 6 & 7) with IV, c. 80, sec. 37 & 38.
Section 38 provides that "All certified copies of entries, purporting to be copies of the original entries in the General Register Office, shall be received as evidence of the birth, death or marriage to which they relate, without any further or other proof of such entry; and no certified copy purporting to be given in the said Office shall be of any force or effect which is not sealed or stamped as aforesaid."
CAUTION.—Any person who (1) falsifies any of the particulars on this certificate, or (2) uses a falsified certificate as true, knowing it to be false, is liable to prosecution.



"I was born on the
3rd December 1937.
My Mum and Dad
had moved from
Forest Gate in the
East End a few years
before I was born, so I
grew up near Erith on
the south side of the
River Thames."

SOURCE 2(A) HAYS WHARF 1937 AND HAYS GALLERIA 2016

Hays Wharf 1937 PLA Museum of London

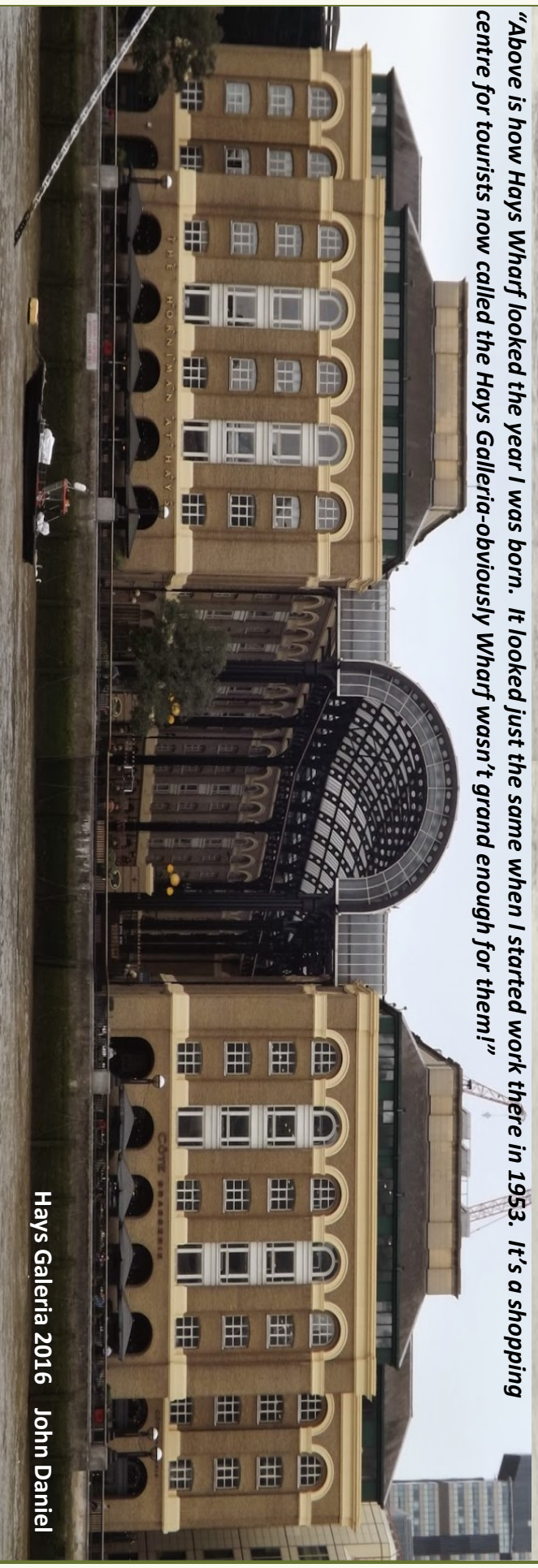


Hays Wharf

Hays Dock

Humphery's Wharf

"Above is how Hays Wharf looked the year I was born. It looked just the same when I started work there in 1953. It's a shopping centre for tourists now called the Hays Galleria-obviously Wharf wasn't grand enough for them!"



Hays Galleria 2016 John Daniel

*"They're filling in your docks,
Knocking down your
wharves and pubs
They're selling all your barges
And scrapping all your tugs."*

Hays Dock Passage 1937 Museum of London



Hays Galleria 2016 Peter Daniel

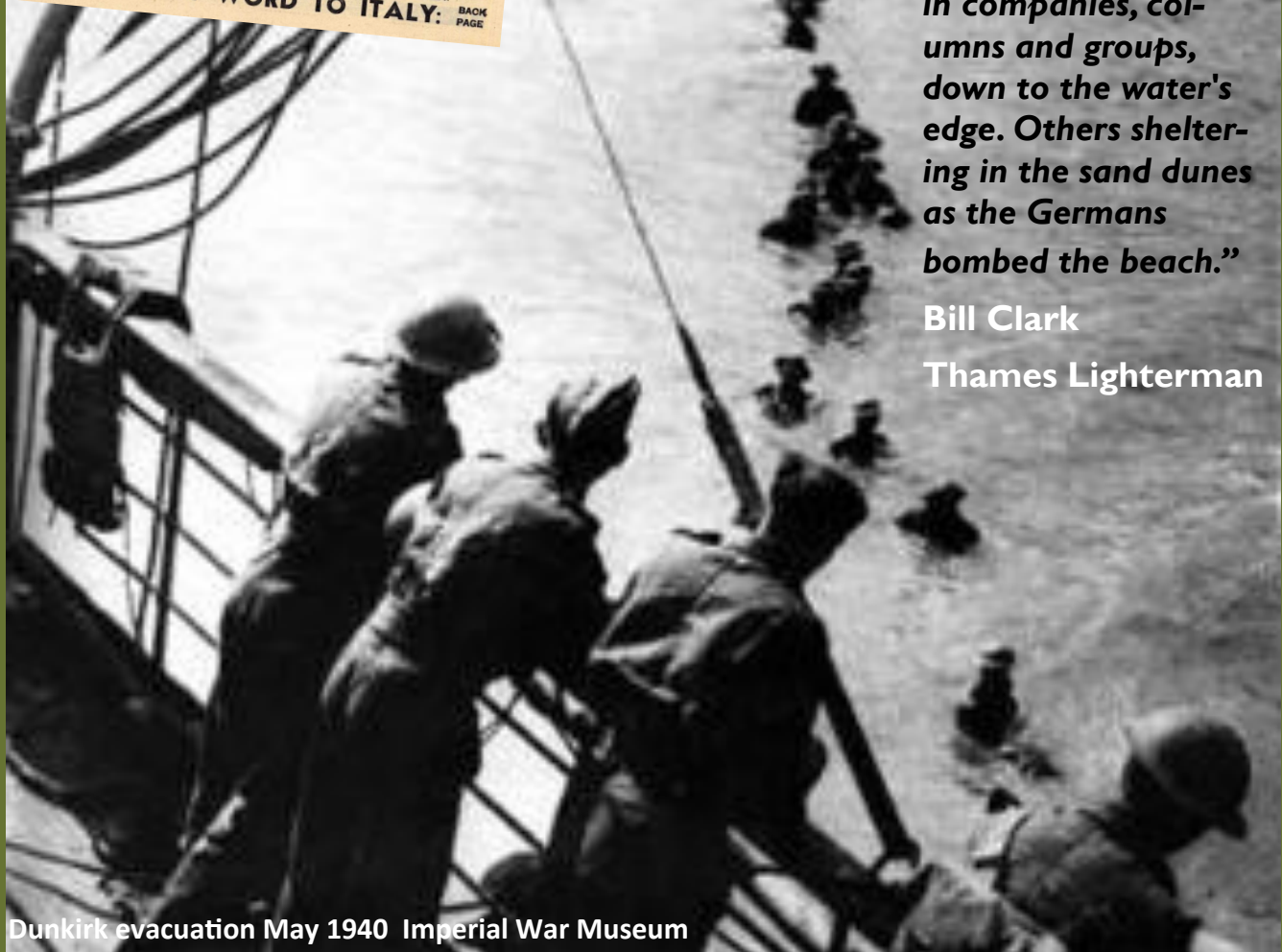
SOURCE 2(B) HAYS DOCK 1937 AND HAYS GALLERIA 2016



“Away to starboard on the beach thousands of men lined up in companies, columns and groups, down to the water's edge. Others sheltering in the sand dunes as the Germans bombed the beach.”

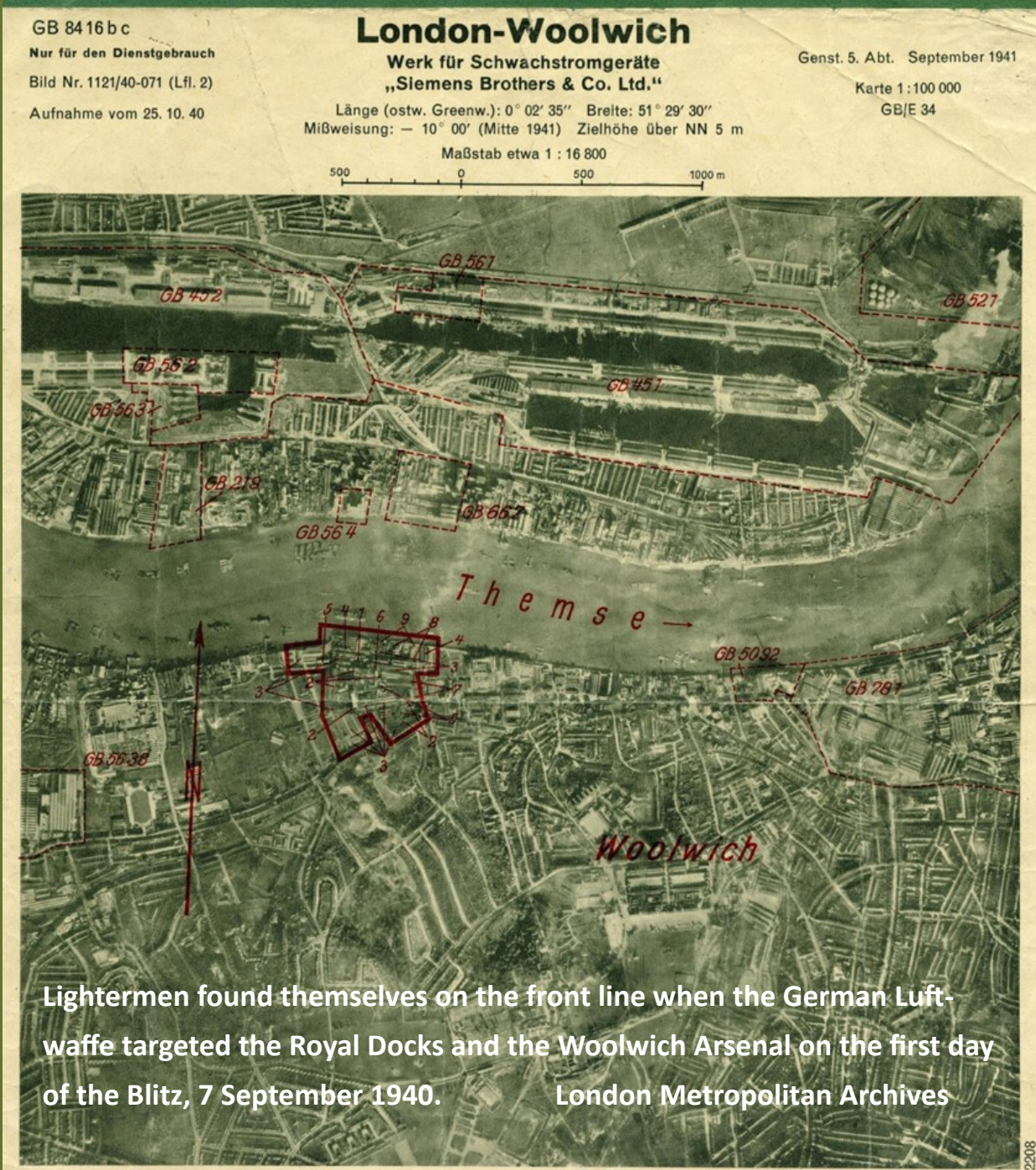
Bill Clark

Thames Lighterman



Dunkirk evacuation May 1940 Imperial War Museum

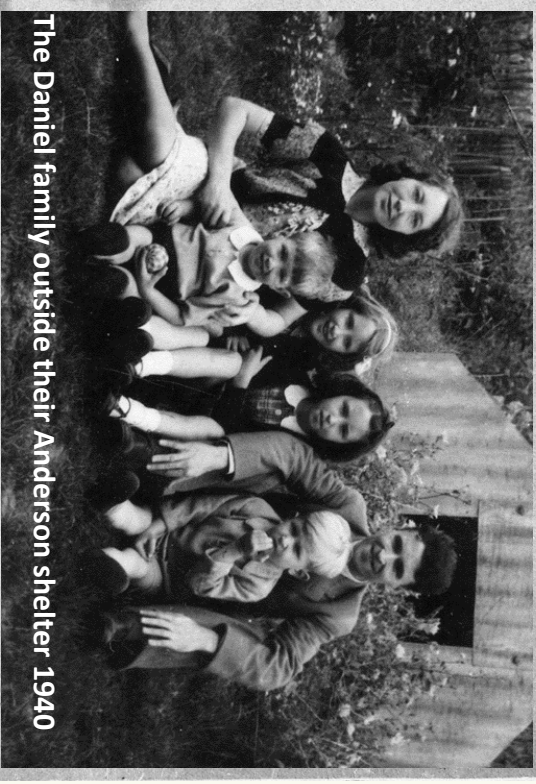
Lightermen volunteered to man some of the 700 little ships that sailed to Dunkirk between 26 May -4 June 1940 as part of Operation Dynamo. They rescued more than 338,000 soldiers trapped by the Germans on the beaches at Dunkirk during WW2 .



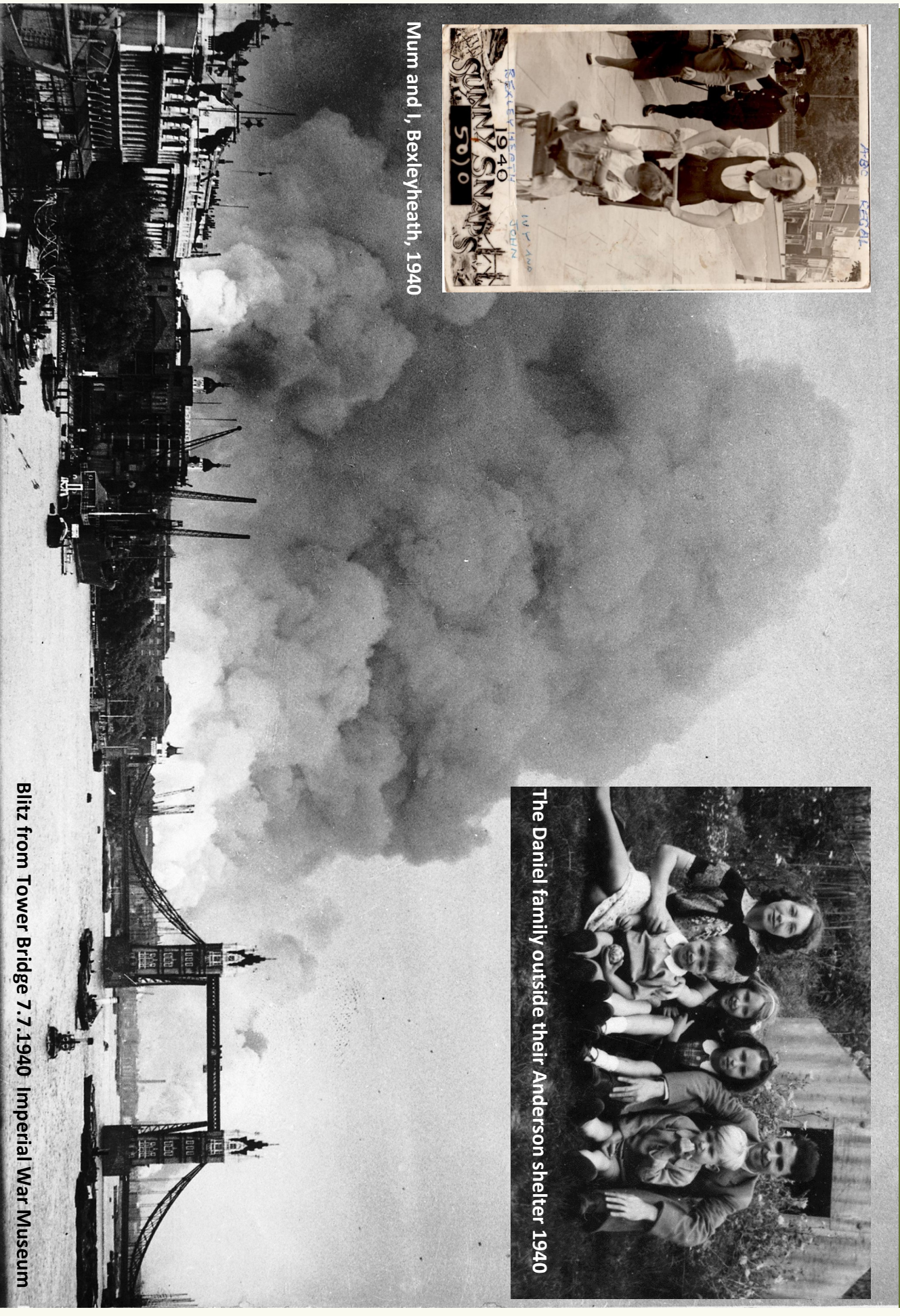
SOURCE 5 LIVING IN BOMB ALLEY 7TH SEPTEMBER 1940



Mum and I, Bexleyheath, 1940

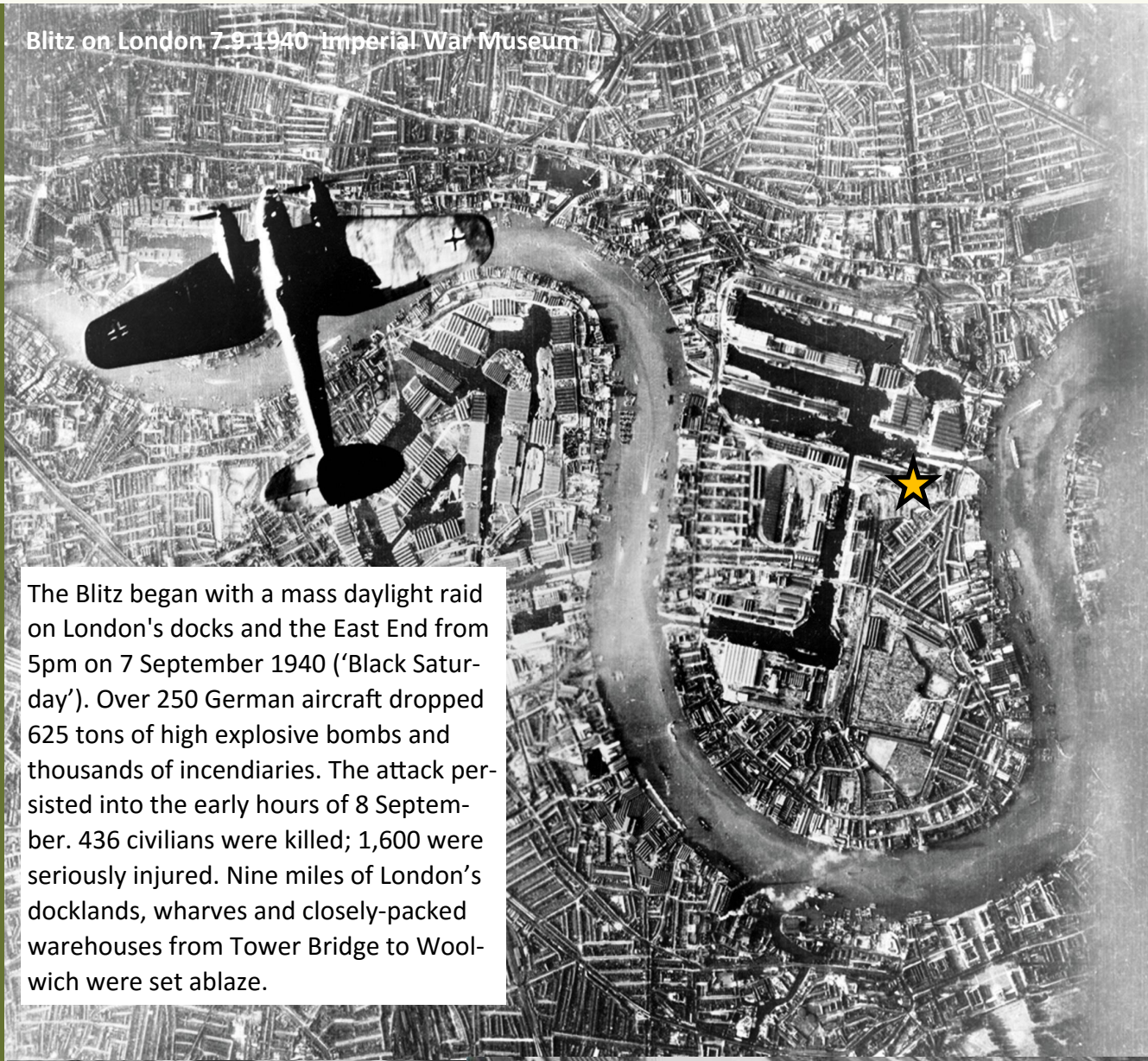


The Daniel family outside their Anderson shelter 1940



Blitz from Tower Bridge 7.7.1940 Imperial War Museum

Blitz on London 7-9, 1940 Imperial War Museum



The Blitz began with a mass daylight raid on London's docks and the East End from 5pm on 7 September 1940 ('Black Saturday'). Over 250 German aircraft dropped 625 tons of high explosive bombs and thousands of incendiaries. The attack persisted into the early hours of 8 September. 436 civilians were killed; 1,600 were seriously injured. Nine miles of London's docklands, wharves and closely-packed warehouses from Tower Bridge to Woolwich were set ablaze.



"My dad Bill worked repairing ships at R & H Green & Siley Weir in the Royal Docks. He cycled to work from our house in Bexley heath throughout the Blitz and when he came home served as an air raid warden."



R & H Green & Siley Weir

SOURCE 7 RIVER IN MY BLOOD: ERITH SEA SCOUTS

"I was very close to my brother Brian as we were both evacuated together to escape the Blitz. When we came home after the war ended we joined the Sea Scouts at Erith. This was run by an old lighterman named Jim Coles. He taught us skills we would both need as lightermen when we left school."

With my brother Brian Broadstairs 1947



Erith Sea Scouts 1950



Erith Riverside c.1950

Bexley Local Studies and Archives



My Dad
William Giles
Daniel



My Grandad
William George
Daniel



Knight's employees at Doust's Yard Rochester c 1925 John Daniel




This is me as a 15 year old apprentice

"My grandad was a manager of a lighterage firm called J.P. Knight that worked on both the Medway and the Thames. He couldn't apprentice me as he ran Knight's on the Medway and wasn't a Freeman of the River Thames. He organised for me to be bound to his good friend Harry Brooks, who ran Knight's Thames operations. Most apprentices were bound to their own fathers and many lightermen could trace their ancestry on the river back hundreds of years. Some didn't like 'outsiders' becoming freeman. They would constantly ask me 'Who's your father?' I wouldn't accept this and always told them they weren't fit to lace my dad's boots!"

SOURCE 9(A) (SYDNEY) JOHN DANIEL'S INDENTURES 1953

WATERMEN'S COMPANY

His Indenture Witnesseth, that:



1514—1853

a Freeman of the Company of Watermen and Lightermen of the River Thames,
 of 18, Strand Lane, Whitechapel, East
 Apprentice to Sydney Arthur Leonard Vernon Brooks
 of the same address, doth put himself
 son of William Gibb Daniel
 of 26, The Quadrant, Berkeley Square,
Sydney John Daniel

Dated this 9th Day of June 1953

Signed and Delivered, at Watermen's Hall, E.C.3,
 in the Presence of

Sydney John Daniel
James Arthur Leonard Vernon Brooks
James Gibb Daniel
James Gibb Daniel

Members of the Court.
 Clerk to the Company.

to learn his Art, and with him (after the manner of an Apprentice) to dwell and serve upon the River of Thames from the Day of the Date hereof until the full End and Term of five years from thence next following, to be fully complete and ended; during which Term the said Apprentice his said Master faithfully shall serve as aforesaid, his Secret keep, his lawful Commandments everywhere gladly do; He shall do no damage to his said Master nor see it to be done by others, but that he to his Power, shall let or forthwith give Warning to his said Master of the same; He shall not waste the Goods of his said Master, nor lend them unlawfully to any; He shall not commit Fornication nor contract Marriage within the said Term; He shall not play at Cards, Dice, Tables, nor any other unlawful games whereby his said Master may have any Loss. With his own Goods, or others, during the said Term, without License of his said Master he shall not buy nor sell; He shall not haunt Taverns nor Play-Houses, nor absent himself from his Master's Service Day nor Night, unlawfully, but in all things as a faithful Apprentice he shall behave himself towards his said Master, and all his, during the said Term. And the said Master in consideration of the sum of £

his said Apprentice in the same Art which he useth by the best means that he can, shall teach and instruct, or cause to be taught and instructed, finding unto the said Apprentice Meat, Drink, Apparel, Lodging, and all other Necessaries according to the Custom of the City of London. And for the true Performance of all and every the said Covenants and Agreements, each of the said Parties bind themselves unto the other by these Presents.

IN WITNESS whereof of the Parties above named in these Indentures interchangeably have put their Hand and Seals.

"To become an apprentice you had to be between the ages of 14 and 20. I was 15 when I was bound to my master Harry Brooks who was a friend of my granddad Bill. I had to show my birth certificate to prove my age and then Harry took me to get my indentures. I was so nervous standing before the Master of Waterman's hall in the City that I misspelt my own name! I never used Sydney as everyone knew me as John but had to sign with my full legal name and put an 'r' in Sydney instead of a 'y.' Afterwards they tore the document in two and you can see my half of my indentures on this page. Harry was now responsible for my training. I had two years before I had to return to Waterman's Hall with Harry where I would have to prove to the Company that I was competent enough to be given a provisional license. I then had 5 years before I would return to the hall for my final examination. Everything depended on that as if I was successful, they would give me my 'freedom' i.e a full license to work on the Thames as a Waterman and Lighterman."



The Apprentice Room at Waterman's Hall



The Master of Waterman's Hall

"Can you imagine what it felt like to be a 15 year old boy standing in front of the Master of Waterman's Hall? He sat there in his grand chair dressed like Henry VIII and scared the life out of me. Now you can understand why I messed up my signature-I was so nervous!"

Harry got me a job with Humphrey and Grey Lighterage Ltd, one of the oldest companies on the river. According to the indentures Harry had to make sure I behaved myself, did not frequent taverns or get married without his permission. He was also supposed to feed, clothe, find lodgings and generally look after me. From this you can see why it was normally a boy's father who took on the role of master."

The Licence which you hold entitles you to work anywhere on the River Thames in all Docks, Creeks and Canals between Lower Hope Point Gravesend and Teddington Lock.

You must always be obedient both to your Master, and your Parents, and have the greatest respect for all men who you will, in due course, work with, this is most important especially while you are serving your apprenticeship.

~~You should learn to swim if you cannot already do so.~~

The things I shall from time to time give you to learn, you must make sure and study and learn them thoroughly, so that in time you know them off by heart; as these will be things that you must know when you pass your examinations. Don't rush over them, take your time, and do them in stages.

The River Thames is a Tidal River as far as Teddington Lock. You always refer to working up the River Thames or down the river. The best way to remember which is up and which is down is, from Tower Bridge going to Tilbury is down river and from Tilbury going to London Bridge is up river.

The Banks on each side of the River Thames are known as the North Side and the South Side, when working Down River from London to Tilbury the North Bank is on your left hand side or in Nautical terms your Port side, and the South Side is on your right hand side or Starboard side. On working up River from Tilbury to London the South Side is on your Port Hand or left hand side, and the North Side is on your Starboard Hand or right hand side.

*My Master
Papers given to me
when I was apprenticed
Harry Brooks
my master*

RIVER THAMES

BRIDGE TABLE

SHOWING APPROXIMATE WIDTH, HEADROOM AND DEPTH OF WATER

Name of Bridge		CENTRE ARCHES				DEPTH OF WATER			
ARCHES		HEADROOM							
No	Main Navigating	Width ft	H.W.O.S. ft	HALF TIDE ft	L.W.O.S. ft	L.W.O.S. ft	HALF TIDE ft	H.W.O.S. ft	
3-	Centre Span	200 0	28 7	30 1	49 8	16 4	27 0	37 6	
5-	No. 243 from Nch Bank	150 0	27 0	37 6	48 1	6 4	17 1	27 7	
5-	" Do	140 6	23 4	33 10	44 5	9 8	20 4	30 11	
5-	" Do	140 6	26 2	36 8	45 3	9 11	20 7	31 2	
5-	" Do	185 0	24 6	35 0	46 6	7 9	18 5	28 11	
5-	" Do	185 0	23 2	33 7	44 1	7 10	18 6	29 0	

DIRECTION OF TIDAL SET AT THE BRIDGES.

Name of Bridge.	FLOOD	EBB
Tower (Suspension)	Slightly on to North Butments	Heard on to North Butments
London_	" " South	" " "
Canon st Rly	" " "	" " "
Southmark	" " "	" " "
Blackfriars Rly	" " North	" " "
Blackfriars	" " "	" " "

PRACTICAL HINTS FOR THE NAVIGATOR WHEN NAVIGATING ON THIS PART OF THE

RIVER THAMES.

0-0-0-0-0-0-

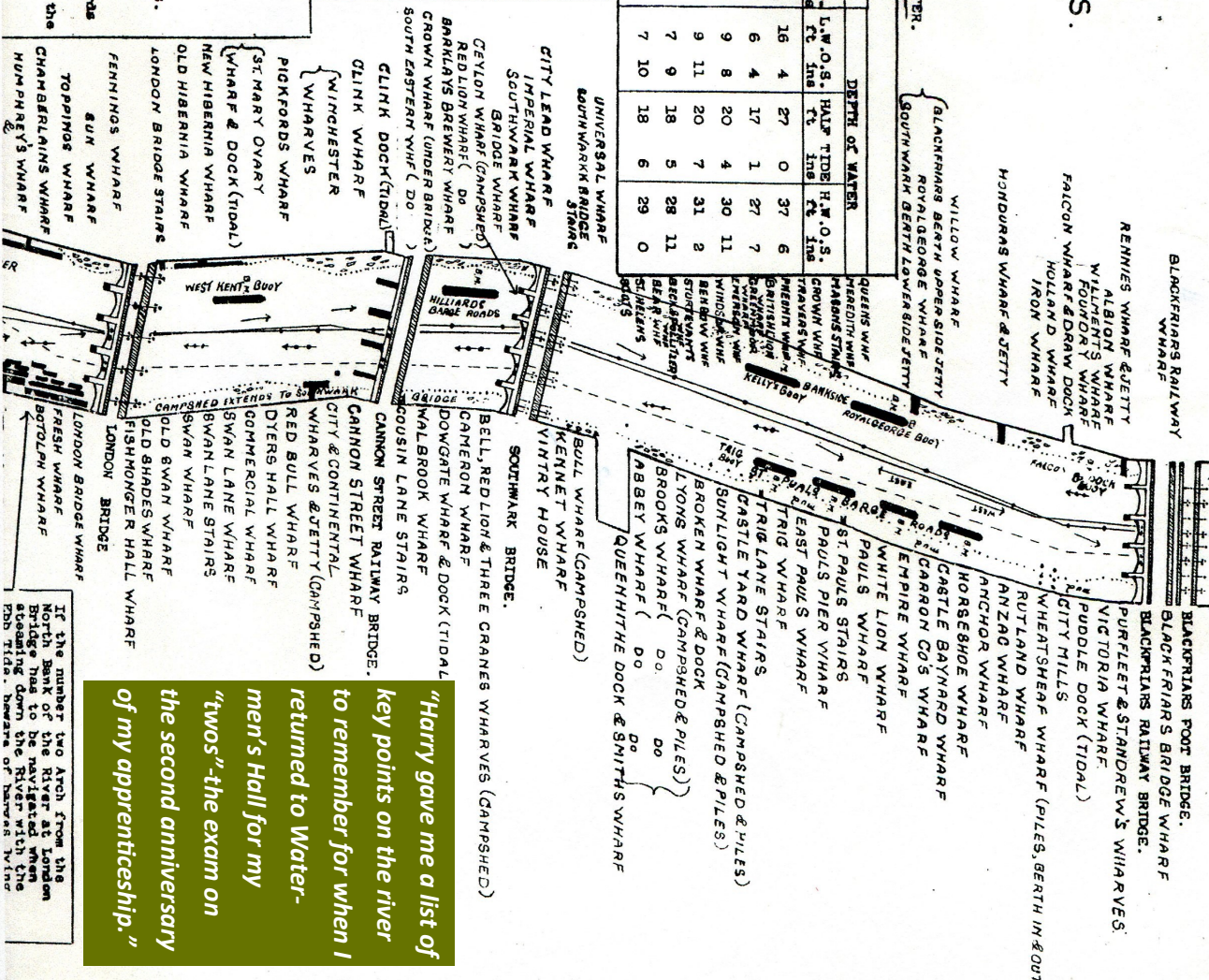
Bewards of Vessel's leaving the respective entrances of the London, and the St. Katherine Docks, from approximately 2 hours before, and up to, high water time at London Bridge.

There is no safe anchorage between Wapping Ness and the Blackfriars Bridgees. It is very unwise to moor one's Yacht to any of the Ship Tiers or Barge Mooring Roads on this part of the River.

The water leaves both banks of the River for a considerable distance outward leaving the fore-shore dry after about 4 hours Ebb Tide.

The tide acts with very strong force towards the south buttments of each of the Arches at Cannon Street Railway Bridge on the Flood Tide.

If it is early on the Flood Tide when one is navigating up the River from

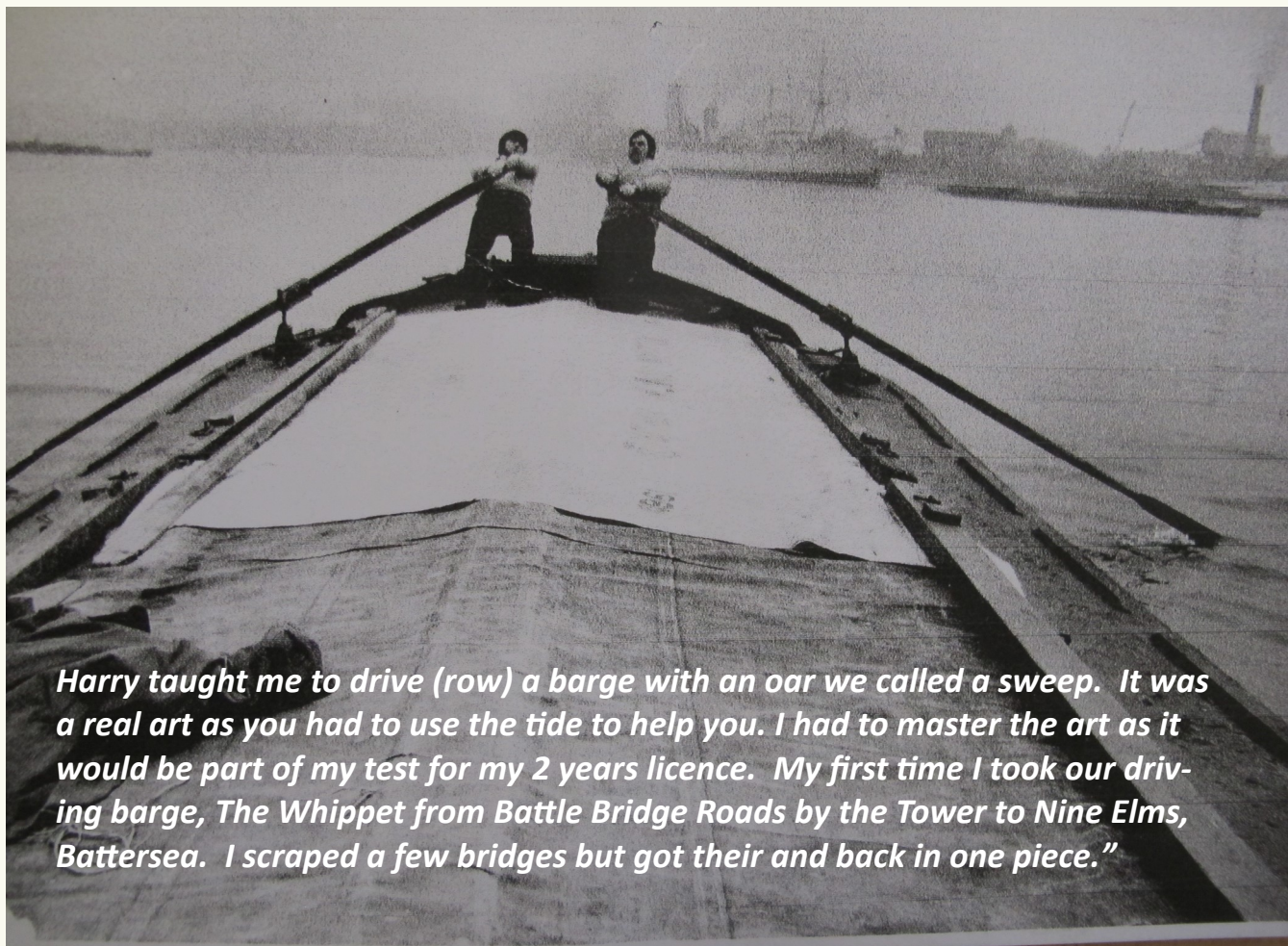


"Harry gave me a list of key points on the river to remember for when I returned to Watermen's Hall for my 'twos'-the exam on the second anniversary of my apprenticeship."

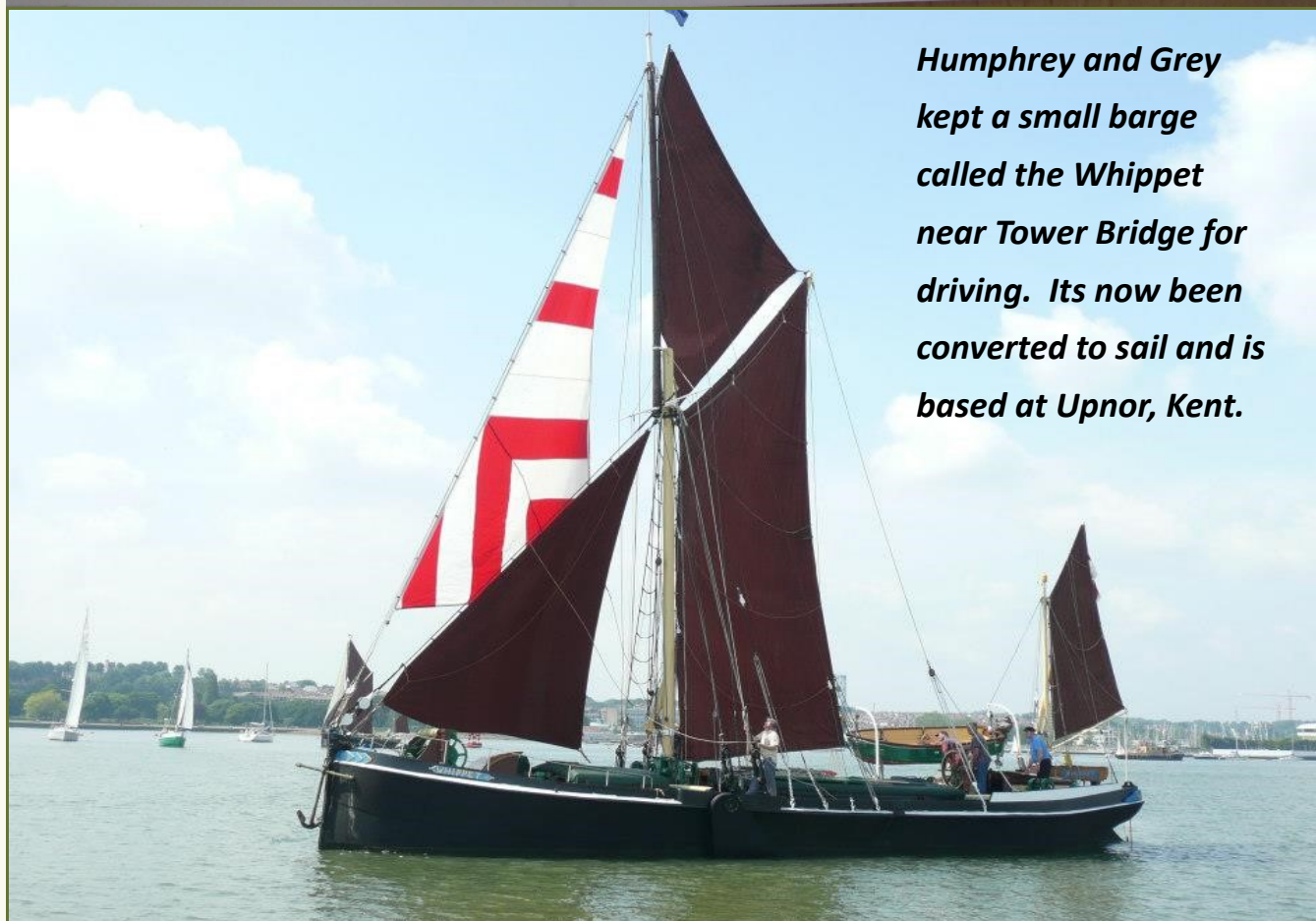


"On my first day at work I was taken to the 'Pie Shop' the H.Q. of The Watermen, Lightermen, Tugmen and Bargemen's Union. Nobody worked without possessing a union card. Harry impressed on me that loyalty to the union was the first thing I had to learn and that a strike call should never be ignored or broken."





Harry taught me to drive (row) a barge with an oar we called a sweep. It was a real art as you had to use the tide to help you. I had to master the art as it would be part of my test for my 2 years licence. My first time I took our driving barge, The Whippet from Battle Bridge Roads by the Tower to Nine Elms, Battersea. I scraped a few bridges but got their and back in one piece."



Humphrey and Grey kept a small barge called the Whippet near Tower Bridge for driving. Its now been converted to sail and is based at Upnor, Kent.

WHAT DID A NEW APPRENTICE DO?

John Daniel 1953



'Sir John.'

"At Humphrey and Grey the new apprentices would begin as tug boys. General dogsbodies to you and me! I went aboard their tug 'Sir John.'"

MINISTRY OF FOOD Page 1

WEEKLY SEAMAN'S RATION BOOK

IMPORTANT: Seamen, Masters or Owners and Retailers should read page 2.

Holder's Surname: BARRETT

Other Name(s): JOHN DAVID

Normal Address: 25 St John's Hill

Permanent Address: 88

Signature of Holder: [Signature]

DIS. A. No. (if any): CIV.

1953/54

Serial Number of Book: S 16 B 009256

OFFICE OF ISSUE: L-CA

John Barrett

R.B.6 16 IF FOUND RETURN TO LOCAL FOOD OFFICE

Do not cut out coupons

THE SHOPKEEPER WILL DO

ONLY RETAILERS AUTHORISED TO SER-
SEAMEN MAY SUPPLY RATIONED FOODS AGA-
COUPONS UNLESS CONTRARY AUTHORISATION

D6	D6	D6	D6	SEAMAN	Q	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	3
D5	D5	D5	D5	SEAMAN	R	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	2
D4	D4	D4	D4	SEAMAN	S	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	1
D3	D3	D3	D3	SEAMAN	P	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
D2	D2	D2	D2	SEAMAN	S	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
D1	D1	D1	D1	SEAMAN	P	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	SPARE 3	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	SPARE 2	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	SPARE 1	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	SUGAR	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	CHEESE	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	BACON	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	TEA	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	EGGS	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0
				SEAMAN	FATS	52	SEAMAN	SEAMAN	SEAM	PANEL	PAN	0

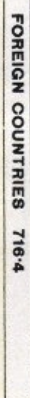
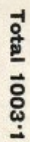
"The Skipper's first words to me, " When the kettle boils make us all a cuppa John." Lightermen ran on a mixture of tea, beer and bacon sandwiches. There was always a lot of waiting time as a lighterman so you got to know the best pubs and cafes in London. We could cater well for ourselves as we carried tea bacon and eggs so could rustle up our own grub. We were allowed to keep the 'sweepings' the tea from bags that had split but the bacon and eggs were 'perks'. In 1953 rationing hadn't stopped yet and we were all on seaman's rations which meant we always ate well."



"Humphrey and Grey's H.Q. was Hays Wharf, which was known as the 'Larder of London' as it handled so much meat and dairy from Commonwealth countries like New Zealand and Australia."



COMMODITIES



U.I.E.—Exports scheduled in their country of origin with "F.O.B." (free on board) values are enhanced in value when scheduled at their country of destination as "C.I.F." (i.e., original cost, plus insurance and freight). This accounts for many apparent discrepancies in trade diagrams and statistics.

Extract from Navy League Map of the British Empire 1924

"When I was at school in Erith we had a map on the wall that showed all of the countries of the British Empire coloured in red. We were told that 'the sun never set on the British Empire.' When I started work at Hays Wharf its no exaggeration to say that most of us working on the river depended for our living on those red coloured countries as most of the meat and dairy passing through Hays Wharf came from New Zealand and Australia"

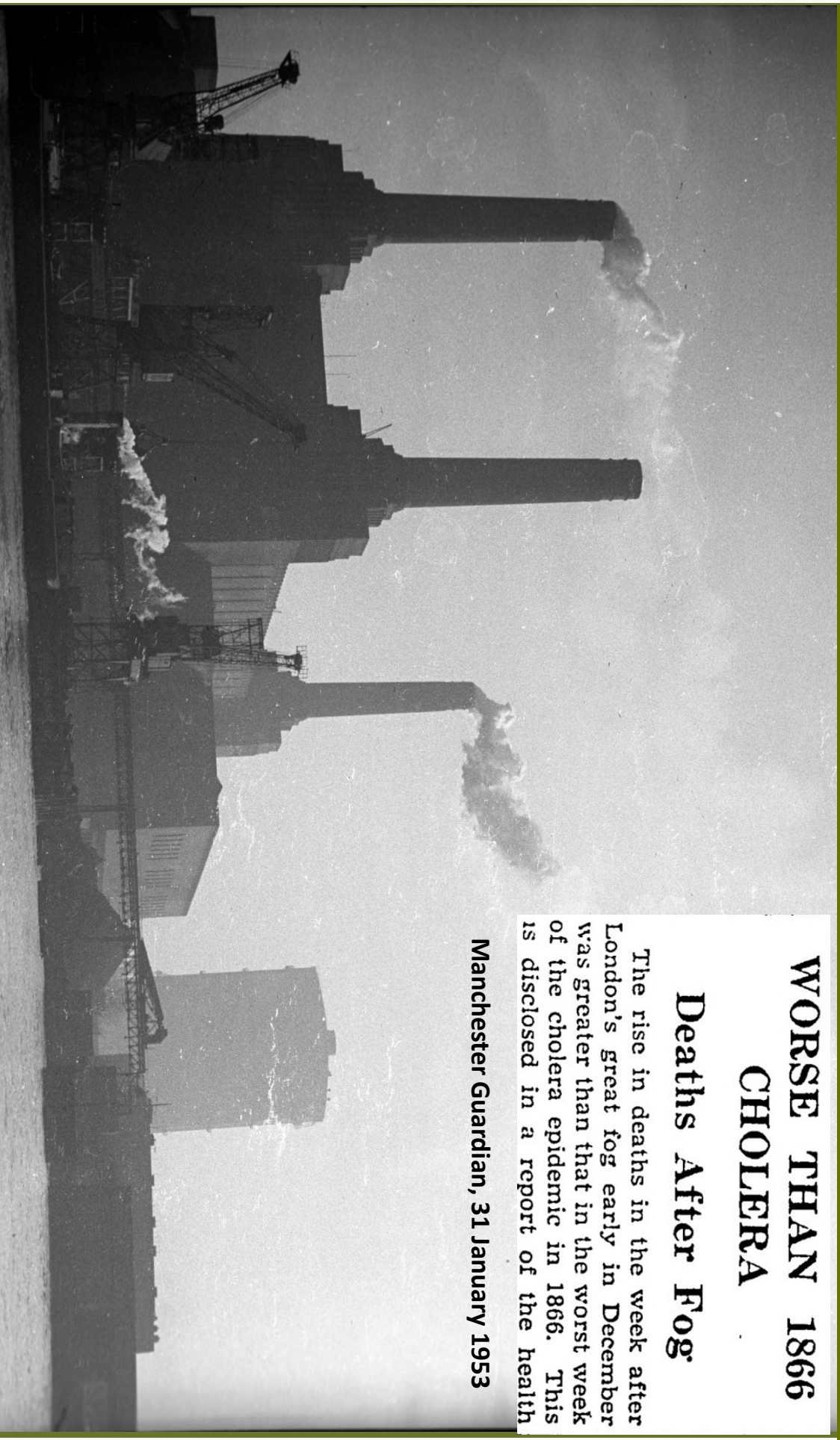
SOURCE 13 DIRTY OLD RIVER

WORSE THAN 1866 CHOLERA

Deaths After Fog

The rise in deaths in the week after London's great fog early in December was greater than that in the worst week of the cholera epidemic in 1866. This is disclosed in a report of the health

Manchester Guardian, 31 January 1953



*"When I began my time on the river we often had to deal with pea souper fogs, not so bad in central London as you could make out the bank but where the river was wider you had to moor up and wait until it lifted. These fogs were caused by London's coal fires, a fuel brought to the city by the river. After the "Great Smog" of 1953 caused 12,000 deaths the government passed the **Clean Air Act (1956)** which forced Londoners to give up their coal fires and put the first nail in the lighterage trade's coffin."*

HOW CLEAN WAS THE THAMES IN 1953?

“Before my apprenticeship I got a temp job on the ‘Henry Ward,’ (below), which was one of the Thames sludge boats that carried sewage from Beckton or Crossness for dumping in the Estuary.”



“Due to the sewage all the barges had a grey tide mark of pollution around them in the 50s so you didn’t want to fall in. If you did you had to have your stomach pumped! Luckily the nearest I got to going in was right towards the end of my career. By then the river was very clean. Most things have changed for the worse on the river, but the filthy water and air that we lived with then are thankfully well in the past.”

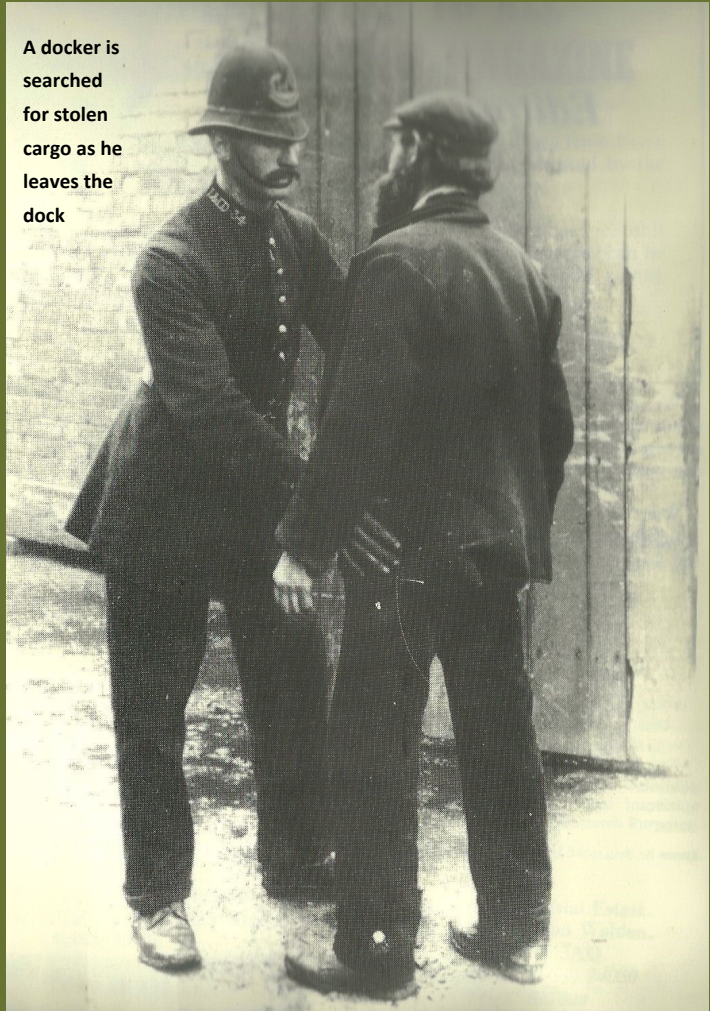


WHY DID THE DOCKS HAVE A POLICE FORCE?

In 1800 professional bandits such as the River Pirates, the Light Horsemen, the Heavy Horseman and the Mudlarks stole £800,000 of goods from the open river.



A docker is searched for stolen cargo as he leaves the dock



Lightermen's padlock Museum of London



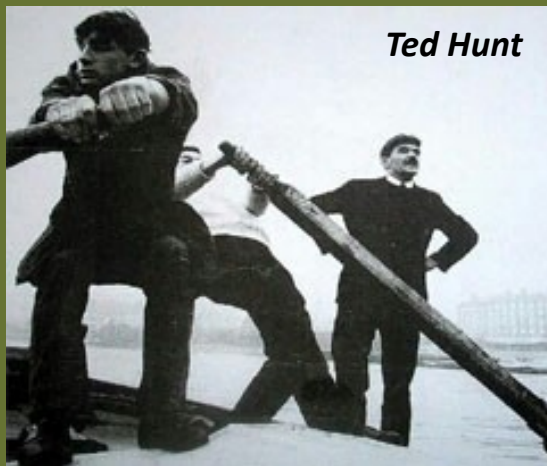
"All of us had a padlock to lock up barges for security when they were left with valuable cargoes."

"Of course cargo regularly went 'missing.' That's why the docks had their own police. Some men went to amazing lengths to smuggle stuff out. We had one man with a false leg. I'd see him at London Bridge station in the morning and on the way home his leg always grew a few inches. One day he stole a leg of lamb and the meat began to thaw and left a pool of blood on the platform!"

"Humphrey and Grey was involved in quay lighterage, which could involve handling valuable bonded cargos like spirits that would pay customs duties before leaving the dock. Until it left everything had to be kept under lock and key in bonded barges sealed with metal bars and a custom seal. One day in the West India dock I took over a barge loaded with spirits from another lighterman, who'd gone away on holiday. We had a police raid and they found three stolen bottles in the cabin of the barge. I was taken to the Police station and faced prosecution, but luckily they found the other lighterman's finger prints on the bottles so I was released."

Rhino landing craft landing cargo at Normandy 1944.

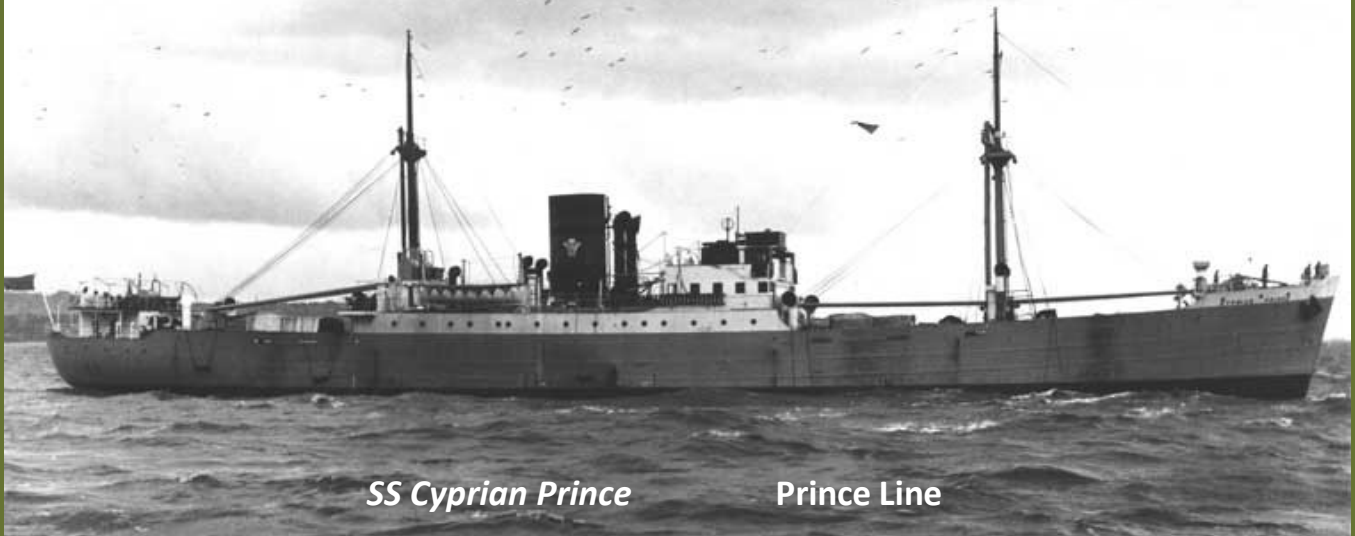
Imperial War Museum

**Ted Hunt**

"All of us apprentices had to go to the Lighterman's School at the City & East London College in Hackney. This was to learn about navigation and watermanship. and all of us were taught by Ted Hunt. Ted was a hero of D-Day (6.6.1944) where he commanded a team of fellow Thames lightermen who were all part of the Royal Engineers (IWT) section. They handled the Rhino landing craft on Gold Beach. In four months these landing craft put ashore 93,000 tanks, guns and vehicles and 440,000 tons of military stores."


WHAT HAPPENED BEFORE A SHIP ARRIVED IN LONDON?

"As an apprentice I had to be at Hays Wharf last thing at night to collect customs documents to be delivered to wharves in the Pool of London."



SS Cyprian Prince

Prince Line

FORM **W** **PRINCE**  **LINE** No. **801**

Port New York. Date.....

Received on board the "Prince"
from The J.C. Manufacturing Co. Inc.
for London. Eng.
the following goods:—
(Quantity to be stated in figures and also in words)

Marks	Numbers	Description of Goods	Weight	Measurement
M.O.S. B.	1/20	Twenty (20) cases of Surgical Instruments.	5 Tons.	400 Cubic feet.

J.G. Brown
Chief Officer.

"These documents are from the Prince Line which carried trans-Atlantic cargos. On leaving New York the Chief Officer had to sign for receipt of each part of the cargo loaded-in this case 20 cases of surgical instruments."

WHAT HAPPENED WHEN A SHIP WAS UNLOADED?



"Lighterage companies would tender with the shipping companies to take the cargo from the ship to a suitable wharf where it could be sent on by rail or road to its final destination."

"Lightermen from various companies would jostle for position around the side of the ship (left) whilst gangs of dockers, assisted by cranes took the ship's cargo from its hold and loaded it on to the waiting barges."

PORT OF <u>London</u>				<u>No. 2. T.D.</u>		DISCHARGE			
Marks.	Numbers.	Packages.		Separate Numbers and Tally.	Marks.	Numbers.	Packages.		Separate Numbers and Tally.
		Numbers of	Description of				Numbers of	Description of	
<u>JB</u> <u>S</u>	16/25 } 30/45 }	25	CASES	THL THL THL THL THL	<u>JB</u> <u>S</u>	21. 18. 24. 25. 19. 17. 16. 20. 28. 22 41. 38. 37. 31. 40. 44. 36. 42. 45. 32. 30. 35. 33. 43 34. 39		25 CASES.	
A (X) B	1/100	100	bales.	HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT HTT	A (X) B	TTTTT TTTTT TTTTT TTTTT TTTTT TTTTT TTTTT TTTTT TTTTT TTTTT		100 bales	
IMPERIAL LONDON	10/15	6	crates	HTT 1	IMPERIAL LONDON	12. 11. 15. 10. 14. 13 (DAMAGED)		6 crates.	
<u>L.M.S</u>	20/36	14	packages	HTTTTT HTTT	<u>L.M.S</u>	36 31. 34 20. 29. 24 35 28 21 23. 27 30. 32 33. 22 25. 26		14 packages	

"A lighterman's job was to supervise the loading of his barge so that he could minimise damage to the cargo. This sometimes put him in conflict with gangs of dockers whose wages were dependent on how fast they could unload the ship. Cargo was tallied off and any damage noted."

SOURCE 14(B) LIGHTERAGE SCHOOL

APPROXIMATE DISTRIBUTION OF CARGO.									
Port of Discharge	Color	QUANTITIES IN TONS—W. or M.						TOTAL for each port	
		No. 1 Hatch	No. 2 Hatch	No. 3 or C.B. Hatch	No. 4 or D.T. Hatch	No. 5 Hatch	No. 6 Hatch		
1 HALIFAX.	BROWN	62	40	90	616 TANK	—	85	738	
2 BOSTON.	RED	158	19	5	625 TANK	—	96	703	
3 NEW YORK.	GREEN	532	768	727.930	119.175 TANK	293	700	524	4768
4 PHILADELPHIA.	BLUE	6	—	—	10 250 TANK	—	93	359	
5 BALTIMORE.	PURPLE	104	—	—	126	—	111	—	341
6 SAVANNAH.	YELLOW	—	576	40	77	—	423	1116	
TOTAL	BROWN LINES	1042	1403	1904	1598	293	941	1221	8405.

WHY WAS KNOWING A SHIP'S DESTINATION IMPORTANT?

"You can see from this stowage plan for the Prince Line that different holds in the ship took different cargos. Quite logically the cargo stored in the upper holds of the ship were destined for the first ports of call in this case Halifax in Canada and those at the bottom for the last stop, Savannah in the south of the U.S.A."

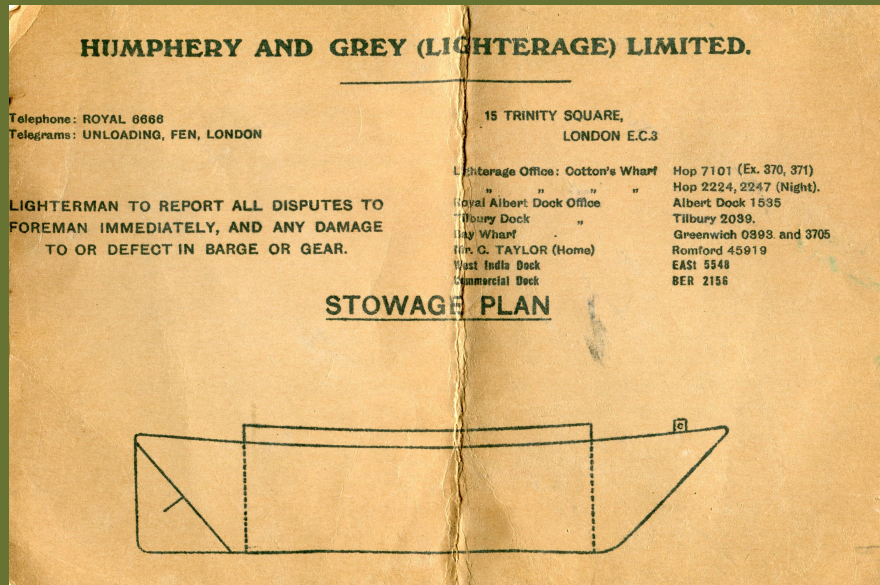
How about trying out one of the geography problems Ted Hunt set us at Lighterage school?"

"If a ship loading with cases of surgical instruments heading to the Indian Ocean via the Suez Canal what order (1-4) would the cargo be loaded for these destinations?"



Place	Order
Calcutta (Kolkata)	
Aden (Yemen)	
Durban	
Bombay (Mumbai)	

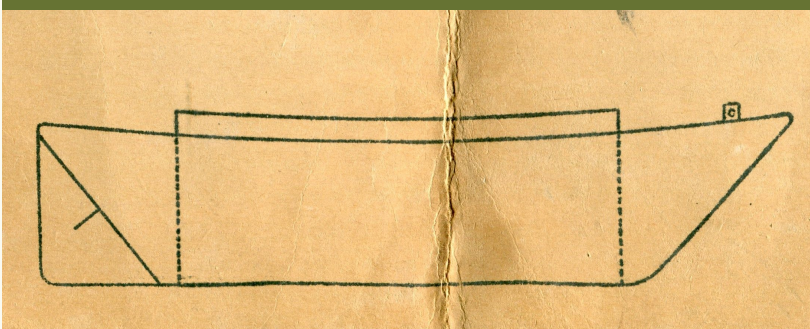
SOURCE 14(C) LIGHTERAGE SCHOOL



WHAT WAS A STOWAGE PLAN?

“At Lighterage school Ted taught us the importance of stowing a cargo properly. A barge was divided up into 2 or 3 rooms and each barge had a maximum load. You tried to load a barge from the stern room first and work your way through the barge one room at a time.”

"If you were carrying heavy cargos like the copper ingots (shown in the picture right) the barge would lie very low in the water. If you didn't load her evenly you could easily sink her. A poorly loaded cargo could also be lethal if it shifted. Many lightermen were killed or seriously injured in my time on the river. In 1959 19 men died in accidents at work."



"You had to be good at maths if you were a lighterman as you had to calculate how many cases or cartons could be stored in each bay of a barge."

How about trying out one of the sums Ted set us at the Lighterage school?

"If the barge you are loading has a capacity of 6010 cases and has 28 bays How many cases can be loaded into each bay? You will need to use your long division skills to find the answer to the sum below."

28) 6010

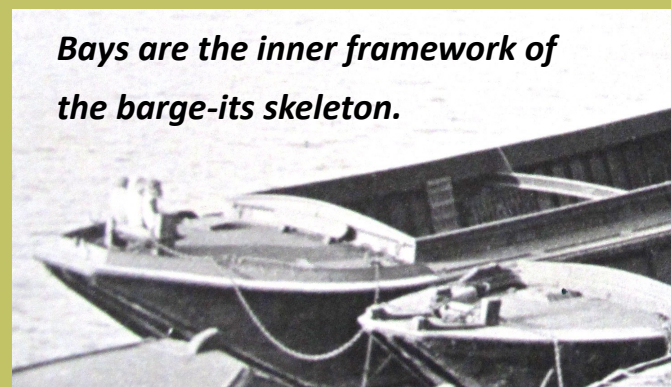
SOURCE 14(D) LIGHTERAGE SCHOOL

WHAT WAS A STOWAGE PLAN?

BARGE		LOADING NOTE AND TALLY CARD.										SIGNATURE			
SHIP	GOODS	DESTINATION	TALLY										Total	John Daniel	
SS Addick	Cases of instruments	Aden													560
	Cases of instruments	Bombay													1290
	Cases of instruments	Calcutta													1760
	Cases of instruments	Durban													2600
<p>IT IS ESSENTIAL THAT THESE DETAILS BE CORRECTLY FILLED IN</p> <p>Date and Time Barge put A/L Ship: Date and Time Started Loading: Date and Time Finished Loading: GRAND TOTAL</p> <p>HIRED SHEET Nos. LIGHTERMAN: John Daniel REMARKS</p>															

***“Can you calculate how many bays will be needed on our barge to store the cases destined for each of the cities shown below? You should have already calculated how many cases can be stored in a bay.*”**

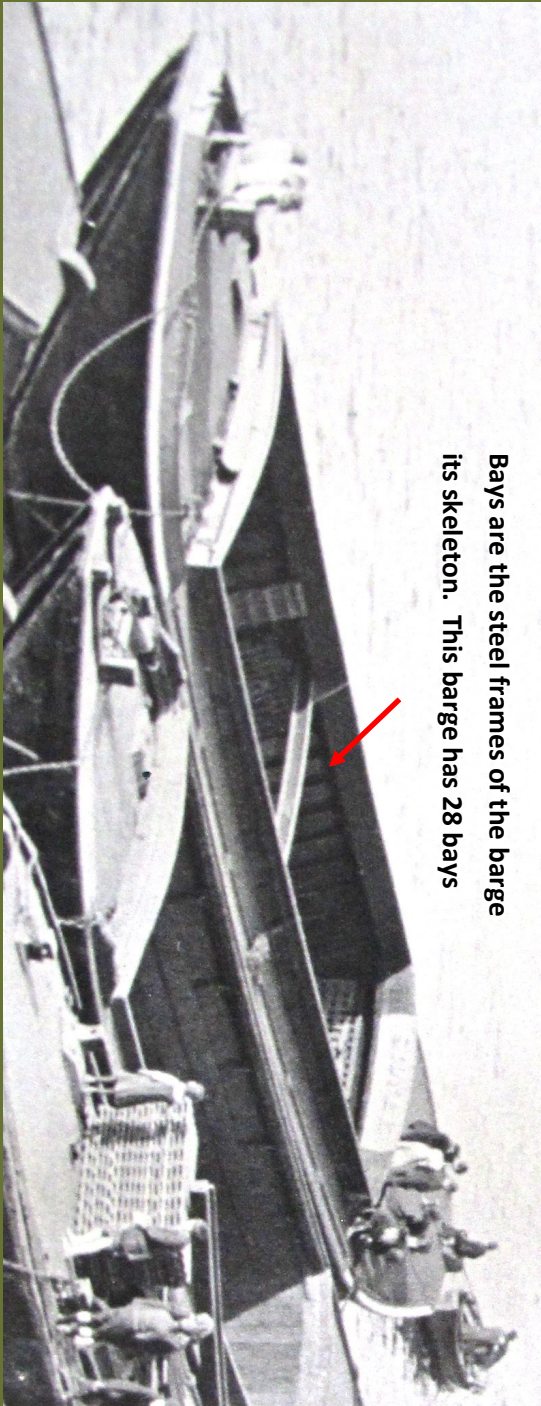
Place	Total of cases	Bays taken up
Aden (Yemen)	560	
Bombay (Mumbai)	1290	
Calcutta (Kolkata)	1760	
Durban	2600	



Bays are the inner framework of the barge-its skeleton.

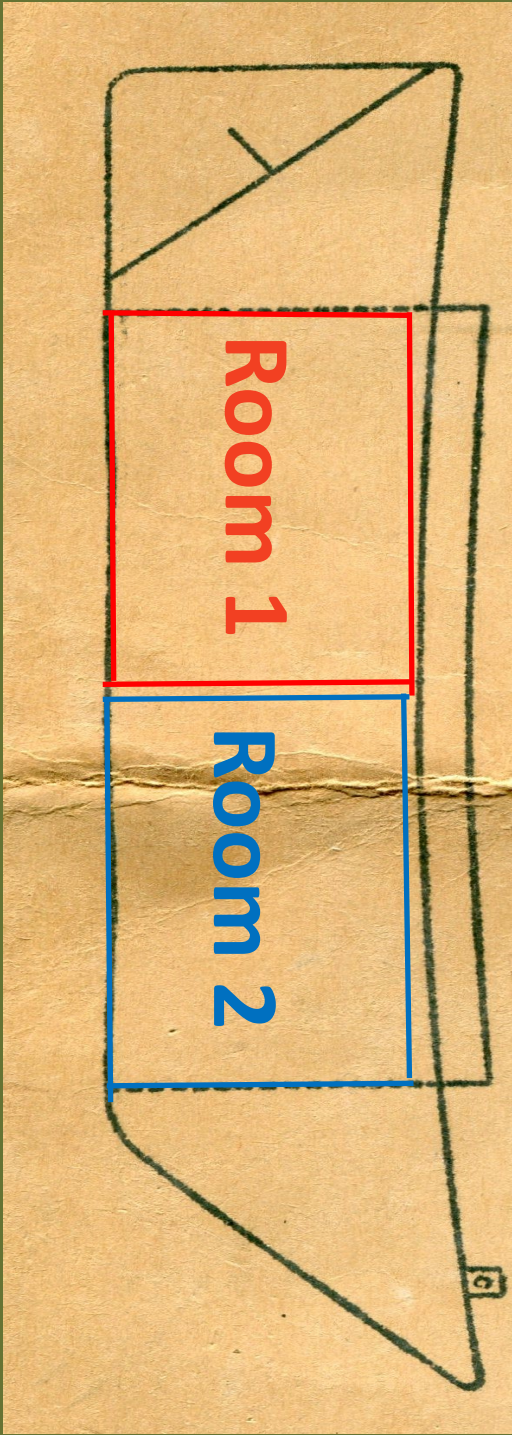
“From your calculations shade in the barge bays on p.48 to show how many bays each destination will take up. Pick a different colour for each place.”

Use 4 colours to shade in how many bays each destination will use in the barge .



Bays are the steel frames of the barge
its skeleton. This barge has 28 bays

The barge above has 2 'rooms' and you can see the bays or beams that form the skeleton of the barge. A lighterman used these as a rough guide to the capacity of the barge and to help him load the cargo evenly. This barge has 14 bays in each room, 28 in total.



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

USE TED'S SOLUTION TO CHECK YOUR ANSWER.



ACTIVITY: WHAT'S THE BEST WAY TO STOW A BARGE?

"We were taught to load a barge from the stern evenly outwards so she would trim nicely in the water. If she was loaded down at the bow she wouldn't tow well."

- *Can you test whether the advice John was given is the best way of loading a barge?*

HUMPHERY AND GREY (LIGHTERAGE) LIMITED.

Telephone: ROYAL 8668
Telegrams: UNLOADING, FEN, LONDON

15 TRINITY SQUARE,
LONDON E.C.3

Lighterage Office: Cotton's Wharf
" " " "
Royal Albert Dock Office
Tilbury Dock " "
Day Wharf " "
Mr. C. TAYLOR (Home)
West India Dock
Commercial Dock

Hop 7101 (Ex. 370, 371)
Hop 2224, 2247 (Night).
Albert Dock 1535
Tilbury 2039.
Greenwich 0893. and 3705
Romford 45919
EAST 5548
BER 2156

LIGHTERMAN TO REPORT ALL DISPUTES TO
FOREMAN IMMEDIATELY, AND ANY DAMAGE
TO OR DEFECT IN BARGE OR GEAR.

STOWAGE PLAN

Stern Centre Bow

Fixed Budget (rudder)

Room Room

You will need to get the following items for your experiment:



10 egg plastic carton

(You can get these
from Iceland
supermarket)



scissors



Bag of marbles

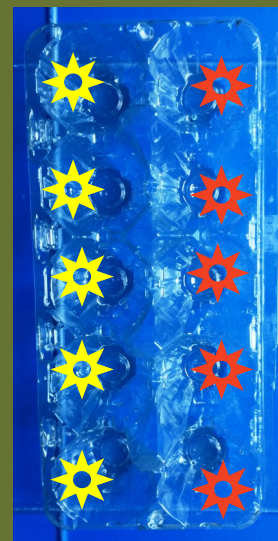
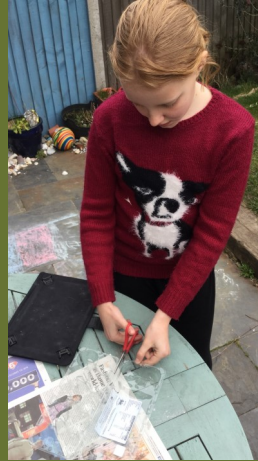


Basin of water

SOURCE 14(E) LIGHTERAGE SCHOOL

I set up a Lighterage school in my back garden and apprenticed my granddaughters Ruby and Lotte Daniel. Follow their instructions and learn why we stowed a barge as we did.

- 1) Use your scissors to create in effect two barges, one with bays (egg cases) and one without (the lid).



Bow

Stern

- 2) Drop marbles into the lid barge and record how many marbles it takes to sink it.

- 3) Drop marbles into the egg cups barge and load evenly from the stern to the bow. Record how many marbles it takes to sink.
- 4) Describe how the design of each barges effects its loading.

Results

Barge	Marbles	How did the design of each barge effect its performance?
Lid		
Egg Cup		

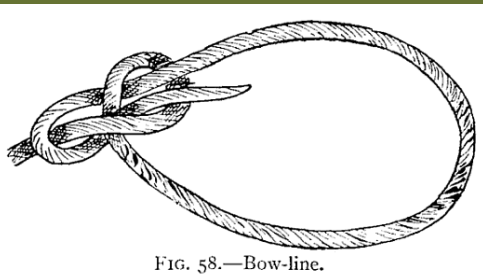


FIG. 58.—Bow-line.

"Get hold of a length of rope and follow these illustrations you will understand it much better than by a description alone. In A the rope is shown with a bight or cuckold's neck formed with the end over the standing part. Pass A back through the bight, under, then over, then under, as shown in B, then over and down through the bight, as shown in C and D, and draw taut, as in E."

"We knew many knots but one we used all the time was the bowline, it really was the lighterman's knot as you needed it for mooring up and had to learn to throw your looped rope like a cowboy."

Could you learn how to tie and throw a bowline?

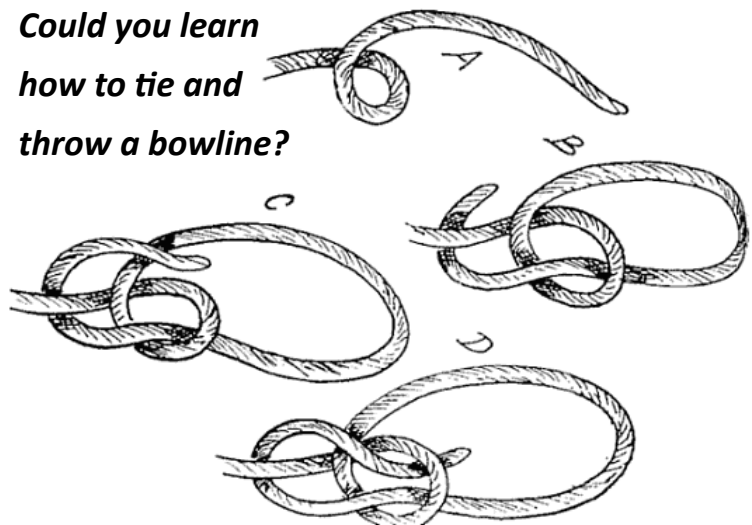


FIG. 59.—Tying bow-line.

WHY MY NATIONAL SERVICE MARKED THE END OF EMPIRE?



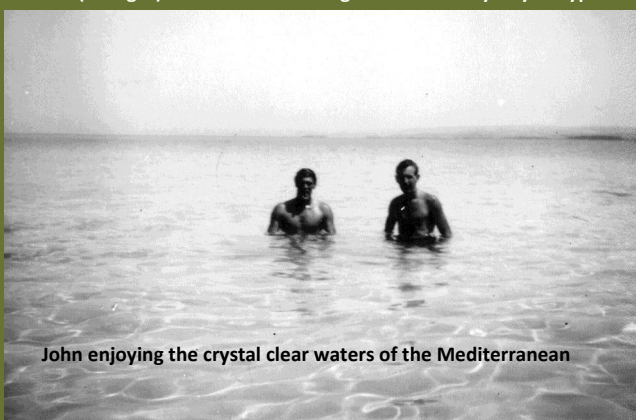
Pay Day at Limassol, Cyprus 1957

"During my apprenticeship I had to do National Service. In 1956 I found myself in Libya with a group of Thames lightermen serving with the Royal Engineers Inland Water Transport (IWT) section. The Egyptians had nationalised the Suez canal and we had sent paratroops to recapture it to protect British interests. I was in Libya, waiting to be ordered to Port Said to take over operating the port, when the Americans humiliated Britain by ordering us to leave. We were given 10 days to get out of Libya and I was ordered as an 18 year old to take our tug Pay Day across the Mediterranean from Tobruk, Libya to Limassol Cyprus."



John (far right) with fellow Thames lighterman on Pay Day in Cyprus

"Cyprus was a beautiful place to work afloat for a lad used to war ravaged London. However it was struggling for independence from Britain and we were on the sharp end of that with many British soldiers killed by the E.O.K.A. terrorists."



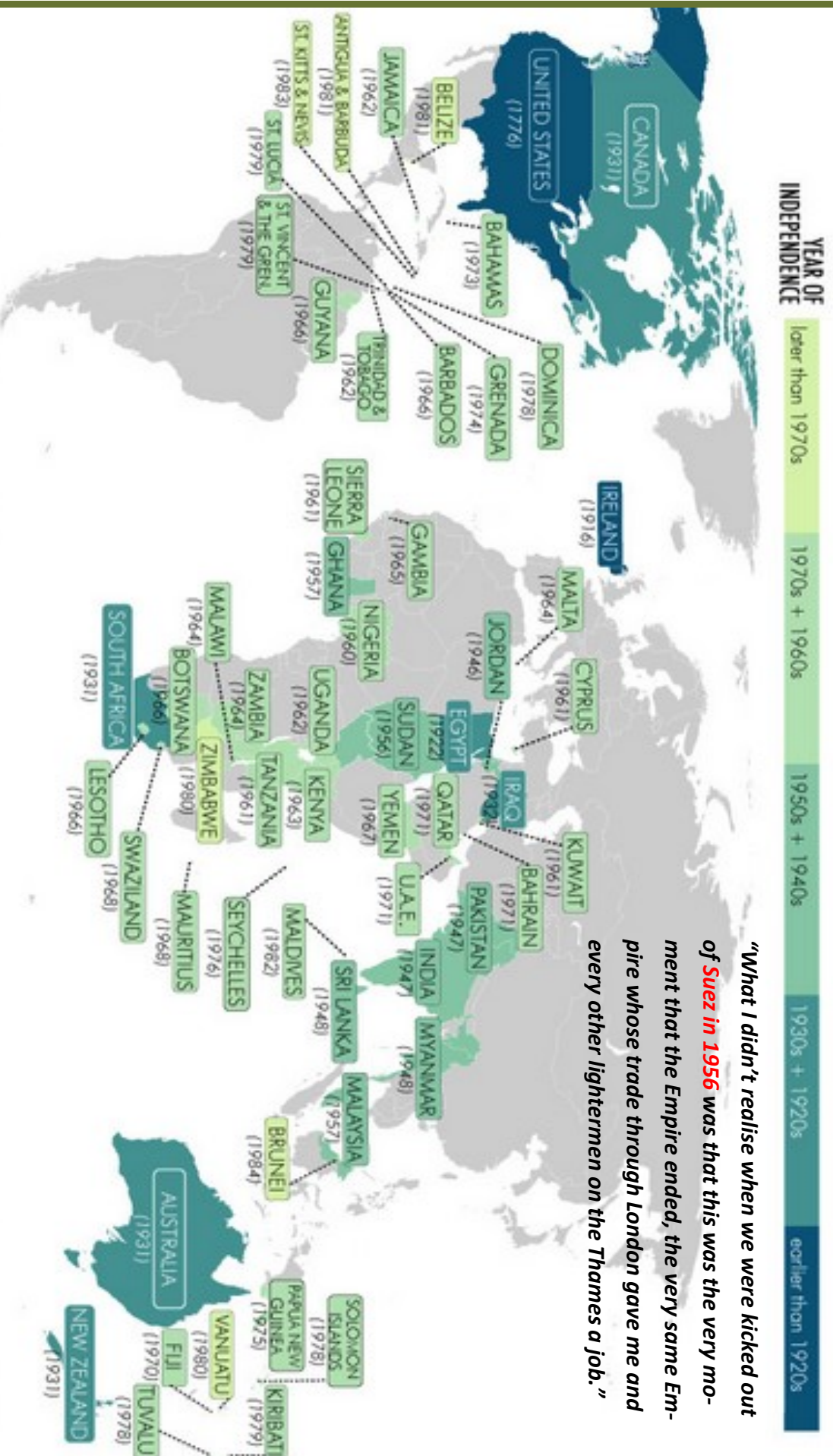
John enjoying the crystal clear waters of the Mediterranean



Sapper John Daniel (right) This picture appeared in the local paper back home.

SOURCE 15 END OF EMPIRE

Independence from the United Kingdom:



Source: TheCommonwealth.org, United Nations: Member States

Simran Khosla / GlobalPost

WHAT WAS THE LIGHTERAGE POOL?

175 INLAND WATER TRANSPORT OPERATING SQUADRON ROYAL ENGINEERS (ARMY EMERGENCY RESERVE)

41, ROTHERHITHE STREET, LONDON S.E.16

Telephone: BERMondsey 2686

Ref : 175/NSM

26 JUL 58

Spr S.J. Daniel,
55, Okehampton Crescent,
WELLING, Kent.

Dear Spr Daniel,

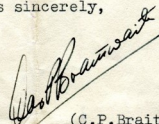
I have been informed of your posting to this unit for your 3 1/2 years part-time National Service, and should like to welcome you to the Squadron.

You will have been informed that your part-time service does not, under present regulations, require you to attend for training, but that you would be called up with the unit in an emergency.

The Squadron has a growing volunteer element, at present 30 all ranks, who attend camp together for 15 days each year in addition to the liability for recall in an emergency. They are paid Regular Army scale "A" rates of pay whilst in camp, plus £9 annual bounty.

If you would like to consider becoming a volunteer, please write to me: you can be sure of a welcome. If not, please keep the attached label in case you ever have any questions about your part-time service.

Yours sincerely,



(C.P. Braithwaite)
Major, R.E. (AER)

Every National serviceman had to do 3 1/2 years in reserve which meant you could be called to serve at any time

When I finished National Service I only had a year to go before my seven year apprenticeship ended and I became a Freeman. I went up to Hays Wharf to see Charlie Taylor, our foreman at Humphrey and Grey, but he told me that the company would not be taking me back and I would have to 'Go on the Pool'-(become a casual unattached lighterman with no regular employer). If you look at the wages (p58) you can see why- I was soon to become a Freeman and would earn more than an apprentice!

Many of my fellow lightermen were former IWT and they were furious with my shabby treatment. They unanimously agreed to strike unless Humphrey and Grey took me back. Charlie backed down and this reminded me of what Harry Brooks told me about lightermen being a band of brothers who looked after each other and why belonging to the union was so vital."



DOCKS BULLETIN no. 5

ISSUED BY THE NATIONAL MODERNISATION COMMITTEE

"D" DAY IN THE DOCKS

"D" Day for decasualisation in the docks 15th September, 1967.

This is the deadline set by Mr. Ray Gunter, Minister of Labour, for ending the casual system of employment, provided he is satisfied with the report presented to him on 1st July by the Independent Members of the National Modernisation Committee.

In their report the Independent Members set out the agreements now reached between the port employers and the unions for:

- permanent employment for the dock worker on a minimum daily wage
- more efficient use of dock labour
- a pay increase of £2 a week (1s. an hour) modernisation payment
- a guaranteed national minimum of £15 a week
- sick pay of up to £6 a week, according to earnings
- an improved pension scheme (details will be given in a later Bulletin)

The Independent Members are confident that their report confirms that the Government's conditions for implementing the Devlin pay recommendations will be met, and will enable the Minister, in accordance with his statement of 1st June (see back page), to take the necessary steps to bring the new Dock Labour Scheme into operation not later than 15th September, 1967. The pay increases will come into effect simultaneously.

You can see below my money halved on the pool.

1967 JUNE		JUNE 1967	
11	3rd after Trinity SUNDAY	18	4th after Trinity SUNDAY
22-2-4	(31)	11-0-0	
12	MONDAY	19	MONDAY Cottons
13	TUESDAY	20	TUESDAY Chambers
14	WEDNESDAY	21	WEDNESDAY
15	THURSDAY	22	THURSDAY Chambers
16	FRIDAY	23	FRIDAY Wapping
17	SATURDAY	24	SATURDAY Dunstable

"The casual system in the docks ended in 1967. This is my diary for that year showing one of the last sessions I did on the unattached pool. The union made sure that everyone did time on the pool to share out the available work as money on the pool was terrible.

In August 1960 there were 4083 lightermen with approximately 1100 permanent (full time employees) with one firm. About 95 per cent of the rest were "attached man" like me who normally worked for one company but were not full time employees and if there was no work were laid off and went into the pool until work could be found."

London Dock Labour Board

10 ARTHUR STREET, LONDON E.C.4

MR. S. J. DANIEL,
59, DOWNHAMS ROAD,
DARTFORD,
KENT.

00621-73

Notice of Allocation to Permanent Employment

In accordance with the requirements of the Dock Workers Employment Scheme, 1967, and having had regard to preferences, where practicable, the Board have decided that you shall become a permanent worker with the employer named at the foot of this letter.

Unless you receive other instructions from this employer, you are required to report at the address shewn below at normal commencing time on 18th September, 1967.

Should you be prevented from attending on that day due to sickness/injury, you should report at normal commencing time on the first working day after you have been certified fit to resume your employment, producing your "Final Certificate" for examination by your employer.

If you are on Annual Holiday on the above date you should report to your employer on the first working day following the end of your holidays.

After the Dock Workers Employment Scheme, 1967, has been in force for three months, you may apply to the Board for consent to transfer to another employer, but must have the agreement of the employer to whom you wish to transfer. A standard form of request for transfer will be obtainable from the Board at the address above.

If at any time you wish to leave the industry, you may give 7 days' notice of termination to your employer, and will be removed from the register at the expiration of that notice. If you wish to change your employer without leaving the industry, you should not give your present employer notice until you have obtained the Board's consent to the transfer.

This notice is supplied to you in duplicate. One copy is to be handed to your employer when you first report, and the other retained by you.

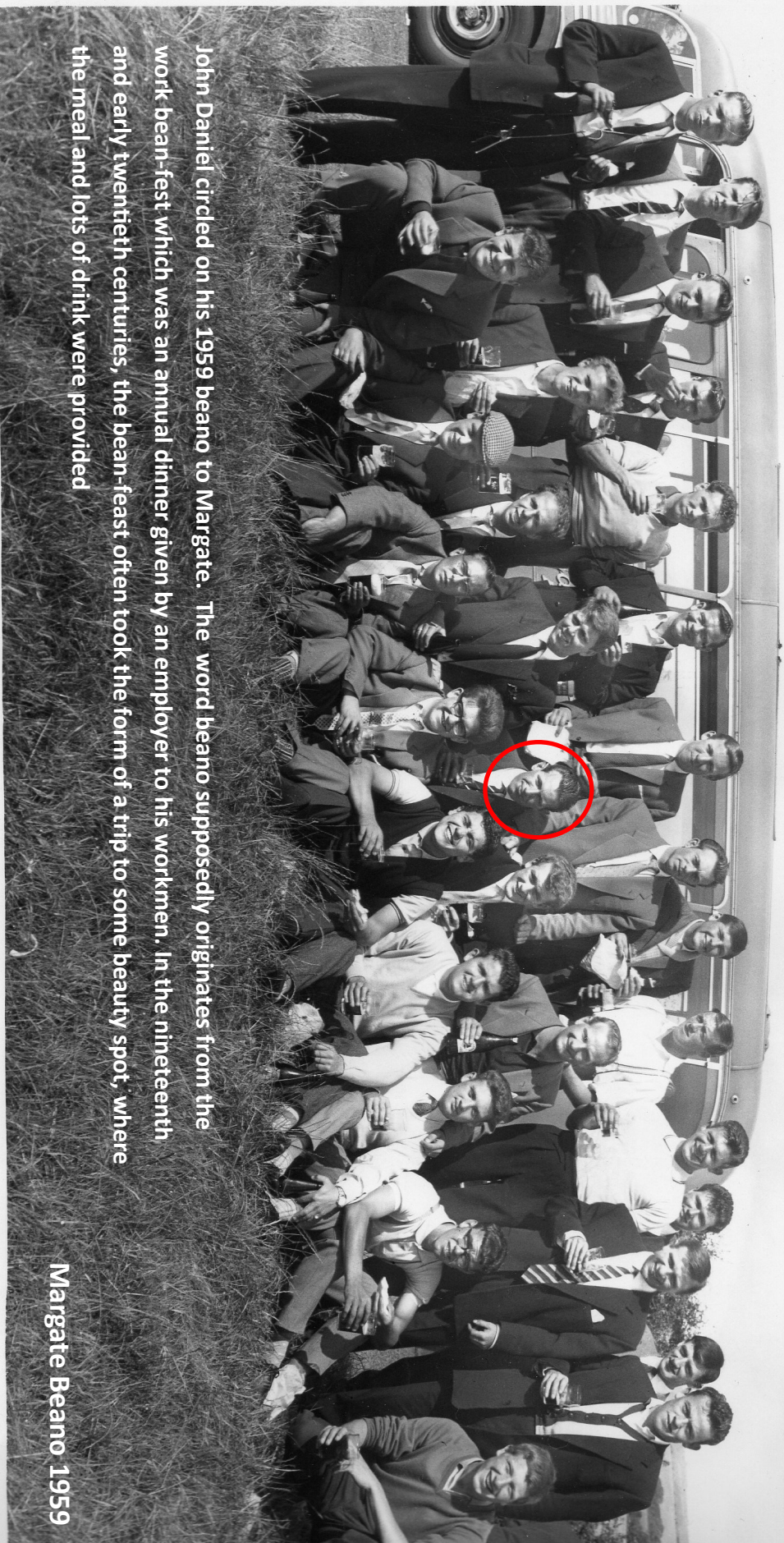
NAME, ADDRESS & TELEPHONE NUMBER OF YOUR EMPLOYER.

Humphery & Grey (Lighterage) Ltd.,
(If you have not received instructions
Telephone HOP 7101 (Ext. 370) or
ROY 6666 for orders)

Notice issued from the London Dock Labour Board.

SOURCE 17 LIGHTERMEN: A BAND OF BROTHERS

"On the Queen's official birthday in June we were all given the day off as the docks closed. This was an excuse for 'a beano.' Everyone in Humphrey and Grey would club together for a coach which would take us to Margate accompanied by several crates of beer. We would find ourselves in Dream Land on the sea front where we would meet lightermen from all the other firms who'd organised similar trips. Not many companies do that today but working on the river developed a comradeship, a brotherhood that I've rarely seen elsewhere."

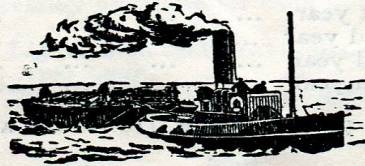


John Daniel circled on his 1959 beano to Margate. The word beano supposedly originates from the work bean-fest which was an annual dinner given by an employer to his workmen. In the nineteenth and early twentieth centuries, the bean-feast often took the form of a trip to some beauty spot, where the meal and lots of drink were provided

Margate Beano 1959

HOW MUCH DID A FREEMAN AND APPRENTICE EARN?

WATERMEN, LIGHTERMEN, TUGMEN & BARGEMEN'S UNION



The following are the adjusted rates of pay for men engaged in the Lighterage Industry to operate on and from 6 a.m. Monday, 1st September, 1958. These rates are shown as including all differentials.

QUAY LIGHTERMEN, WATCHMEN AND APPRENTICES.

MONDAY 6 a.m. to SATURDAY 5 p.m.

DAY'S PAY :

	s.	d.
Lightermen and Watchmen	38	4
Apprentices, 1st year	13	2
2nd year	16	8
3rd year	23	8
4th year	29	11

OVERTIME, 6 a.m. to 8 a.m. and 5 p.m. to 8 p.m. (and Saturday afternoon) :

Lightermen and Watchmen per hour	6	5
Apprentices, 1st year " "	2	2
2nd year " "	2	9
3rd year " "	3	11
4th year " "	5	0

NIGHT WORK, 8 p.m. to MIDNIGHT (MINIMUM PAYMENT 3 HOURS) :

Lightermen and Watchmen per hour	7	2
Apprentices, 1st year " "	2	6
2nd year " "	3	2
3rd year " "	4	5
4th year " "	5	8

NIGHT WORK, 8 p.m. to 6 a.m. (10 HOURS AT NIGHT-WORK RATE) :

Lightermen and Watchmen total payment	71	8
Apprentices, 1st year " "	—	—
2nd year " "	44	2
3rd year " "	56	8
4th year " "	56	8

WORKING ON AFTER 6 a.m. TO COMPLETE A NIGHT'S JOB.

LIGHTERMEN AND WATCHMEN :

(a) started 6 a.m. previous day : per hour after 6 a.m. ...	9	7
(b) started 7 a.m. previous day : " " to 7 a.m. ...	7	2
" " " " after 7 a.m. ...	9	7
(c) started 8 a.m. previous day : " " to 8 a.m. ...	7	2
" " " " after 8 a.m. ...	9	7

APPRENTICES—3rd year :

(a) started 6 a.m. previous day : per hour after 6 a.m. ...	5	11
(b) started 7 a.m. previous day : " " to 7 a.m. ...	4	5
" " " " after 7 a.m. ...	5	11
(c) started 8 a.m. previous day : " " to 8 a.m. ...	4	5
" " " " after 8 a.m. ...	5	11

APPRENTICES—4th year :

(a) started 6 a.m. previous day : per hour after 6 a.m. ...	7	6
(b) started 7 a.m. previous day : " " to 7 a.m. ...	5	8
" " " " after 7 a.m. ...	7	6
(c) started 8 a.m. previous day : " " to 8 a.m. ...	5	8
" " " " after 8 a.m. ...	7	6

SATURDAY 5 p.m. to MONDAY 6 a.m.

OVERTIME, 5 p.m. to 8 p.m. SATURDAY AND 6 a.m. to 8 a.m. and 5 p.m. to 8 p.m. SUNDAY :

Lightermen and Watchmen per hour	9	0
Apprentices, 1st year " "	3	7
2nd year " "	4	4
3rd year " "	4	11
4th year " "	6	10

SOURCE 18 FREEMAN OF THE RIVER THAMES

In 1959 I proudly became a Freeman of the Company of Watermen and Lightermen of the River Thames. Immediately I got a hefty pay rise. Life was good joining the ranks of what girls in docklands called, 'The Weekend Millionaires.'



to all to whom these Presents shall come.



1514—1859

Know ye, That at a Court for the admission of Freemen of

THE COMPANY OF WATERMEN AND LIGHTERMEN OF THE RIVER THAMES

holden at the Hall of the Company, St. Mary-at-Hill, in the City of London,

Sydney John Daniel

of the Parish of *St. Mary* in the County

of *Kent* was duly admitted, allowed and registered

FREEMAN OF THE SAID, COMPANY,

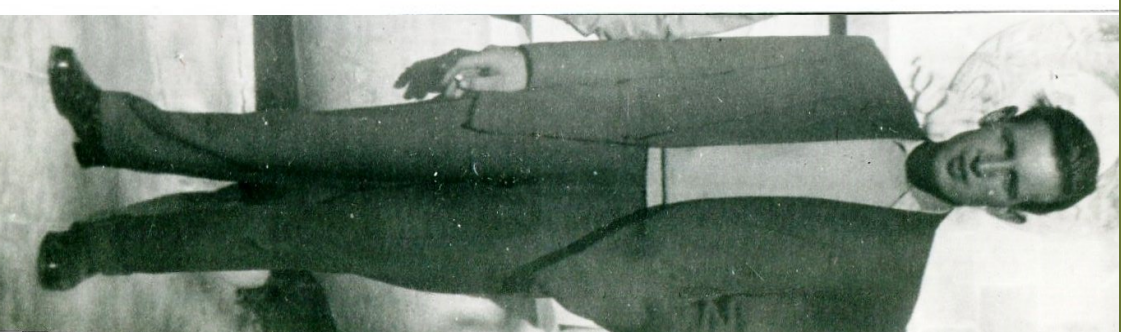
Dated this *Ninth* day of *June*, 19*59*.

Members of
the Court.

Clerk.

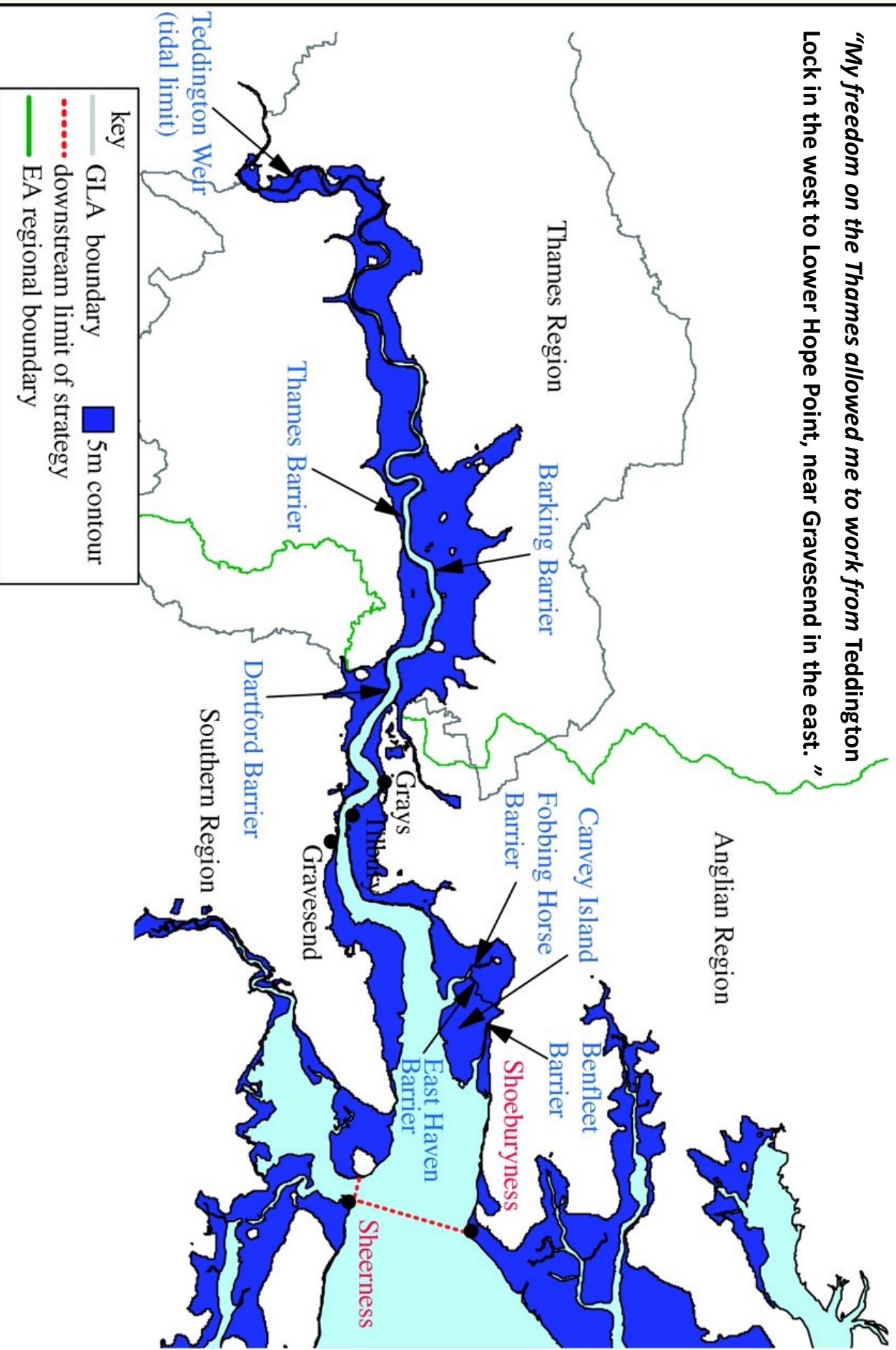
James William

Walter Metcalf
Sydney J. Daniel

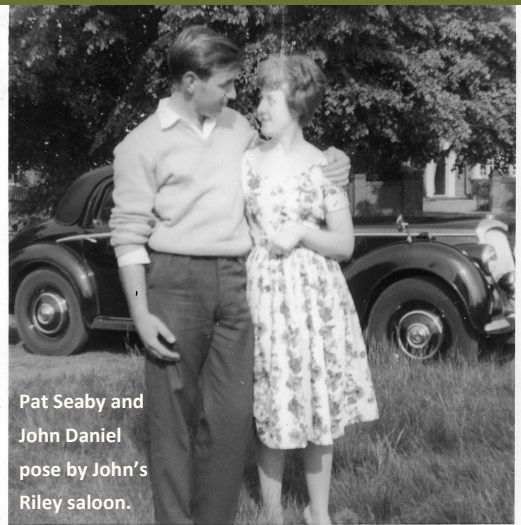


SOURCE 19 FREEMAN OF THE RIVER THAMES

"My freedom on the Thames allowed me to work from Teddington Lock in the west to Lower Hope Point, near Gravesend in the east."



WHY WERE LIGHTERMEN 'THE WEEKEND MILLIONAIRES'?



Pat Seaby and John Daniel pose by John's Riley saloon.

In riverside communities like Greenwich, us lightermen were known as the aristocracy of the river, 'The Weekend Millionaires.' Our seven year apprenticeship set us apart as skilled men from the dockers who loaded ships. We worked long hours – often a six day week with little time to spend our money. When we collected our pay packets on Saturday lunchtime we were ready to spend it on Saturday night. Lighterman were proud of their appearance and would buy the best suits to look the part for these nights out. Local girls were well aware that lighterman were 'a good catch' and would eagerly attend Lighterman's dances at places like Greenwich Town Hall. I met my wife Pat in 1960 at Greenwich Yacht Club. She fell in the river and like a gentleman I drove her home in my flash Riley car like a proper Weekend Millionaire should!"

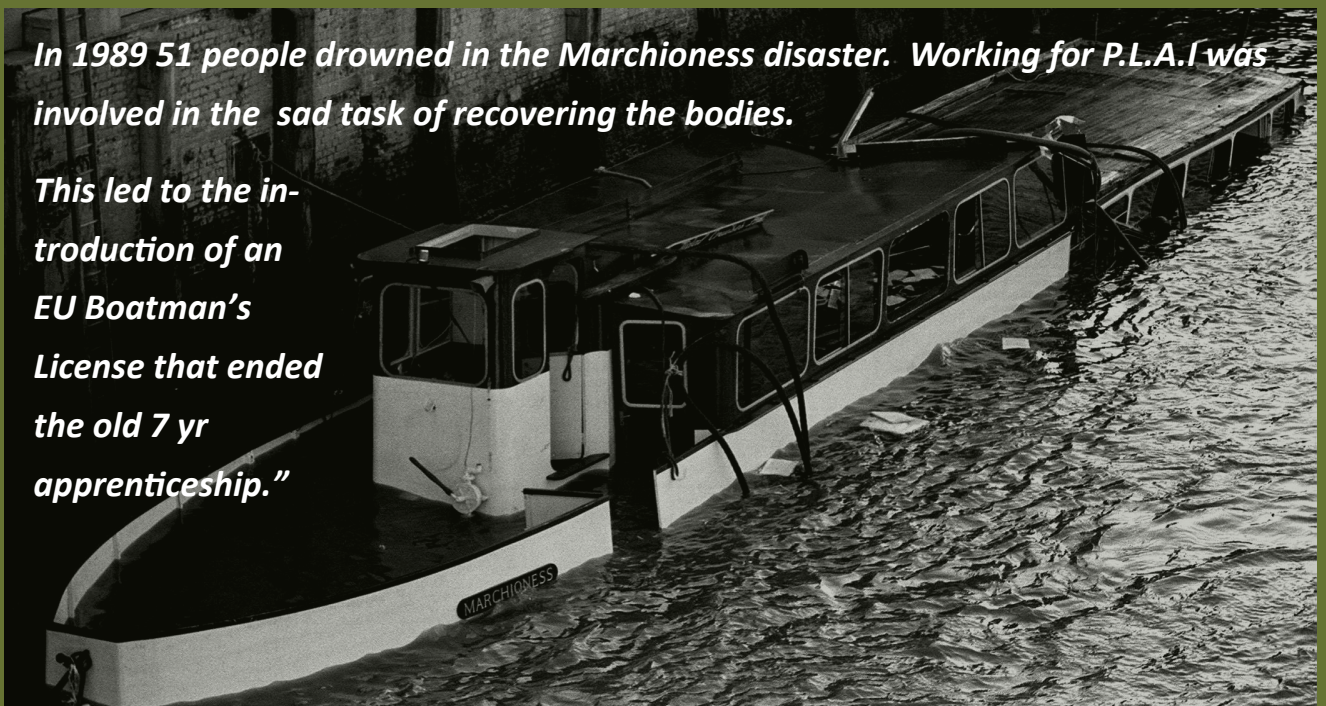




The Watermen and Lightermen's coat of arms says; 'At the Command of Our Superiors.' What this was meant to remind us was that however good a lightermen you were, you would always be at the mercy of the weather and tides. We all knew men who were injured or died because of the natural hazards of our trade."

In 1989 51 people drowned in the Marchioness disaster. Working for P.L.A.I was involved in the sad task of recovering the bodies.

This led to the introduction of an EU Boatman's License that ended the old 7 yr apprenticeship."



WHAT HAPPENED TO LIGHTERMEN INJURED AT WORK?

DISCHARGE BOOK.										R. W. H. POYNTON, Master of the Workhouse at CHATHAM.										185
DISCHARGED.										(M 1 10 - (R 2 to 10) - BARNET, POET & Co. West Roding Street, London, E.C.										
Observations on Condition at the time of Admission, and any other General Remarks.	Date	Day of the Week	NAME	Age	CLASS FOR DIST.										How Discharged; and if by Order, by whose Order.	In case of Death, say "Dead."	Parish from which admitted.	(Observations on General Character and Behaviour in the Workhouse)		
			Harri. Savat	66											L. 11	To Asylum	Gillingham	To Barming		
			Richard. Hamond	50											L. 11	To Asylum	Gillingham			
			Samuel. Holt.	62											L. 11	To Asylum	G. Margate			

"I was shocked to find recently that my great great grandfather Robert's life fell apart following a tragic accident on the river. He ended up in **Chatham Workhouse** and then was sent to **Barming asylum** where the medical records recorded his sad story."

Robert Daniel.

No. on Register of Admissions, 15054.
 Date of Admission, 22 Dec 1896.
 Cause, N. H. Semility.
 Age and Sex, 82 years. Male.
 Occupation, Waterman.
 Married or Single, Widowed.
 Union, Medway.
 Attack, 1st, abt 2 years.
 Friend, Friend Daniel Olive Rd Rochester.
 Order of J. G. H. Forbes J.P. for Kent 22/12/96 Med. Cert: - W. Buchan

Form of Mental Disease, Insanity.
 Bodily Condition, Weak.
 Education, Nil.
 Religion, Ch. of England.
 Suicidal or Dangerous, No.
 Clean or Dirty, Clean.
 Epileptic, No.
 Result, Died 9 Jan. 97.

History on Admission, (1) all day he imagines he is on his barge is continually talking about it, believes the sheets are sails, has an Epithelioma on neck & an old sore on forehead, and is continually pulling off the dressing. He has an old un-united fractured pelvis.
 (2) He has a large old sore on forehead, and is continually pulling off the dressing.

All day he imagines he is on his barge, is continually talking about it, believes the sheets are sails, has an **Epithelioma*** on neck and an old sore on forehead, and is continually pulling off the dressing. He has an old **un-united fractured pelvis.** *skin cancer



Robert probably fractured his pelvis as a bargeman. The huge rudder on a sailing barge was held at hip level and may have smashed his pelvis by swinging against him in a deep swell. To avoid Robert's fate a **Lightermens' Benevolent Fund** was set up to help the aged, sick and injured.

WHY DID THE DOCKS IN LONDON CLOSE?

“A container is a large metal box that can be stuffed with cargo like putting clothes into a suitcase. Containerisation destroyed the lighterage trade and led to the closure of London’s docks.”



“There was now no need for dock warehouses since the container provided its own protection. Ships could unload to lorries directly and cut out much of the handling we’d done.”

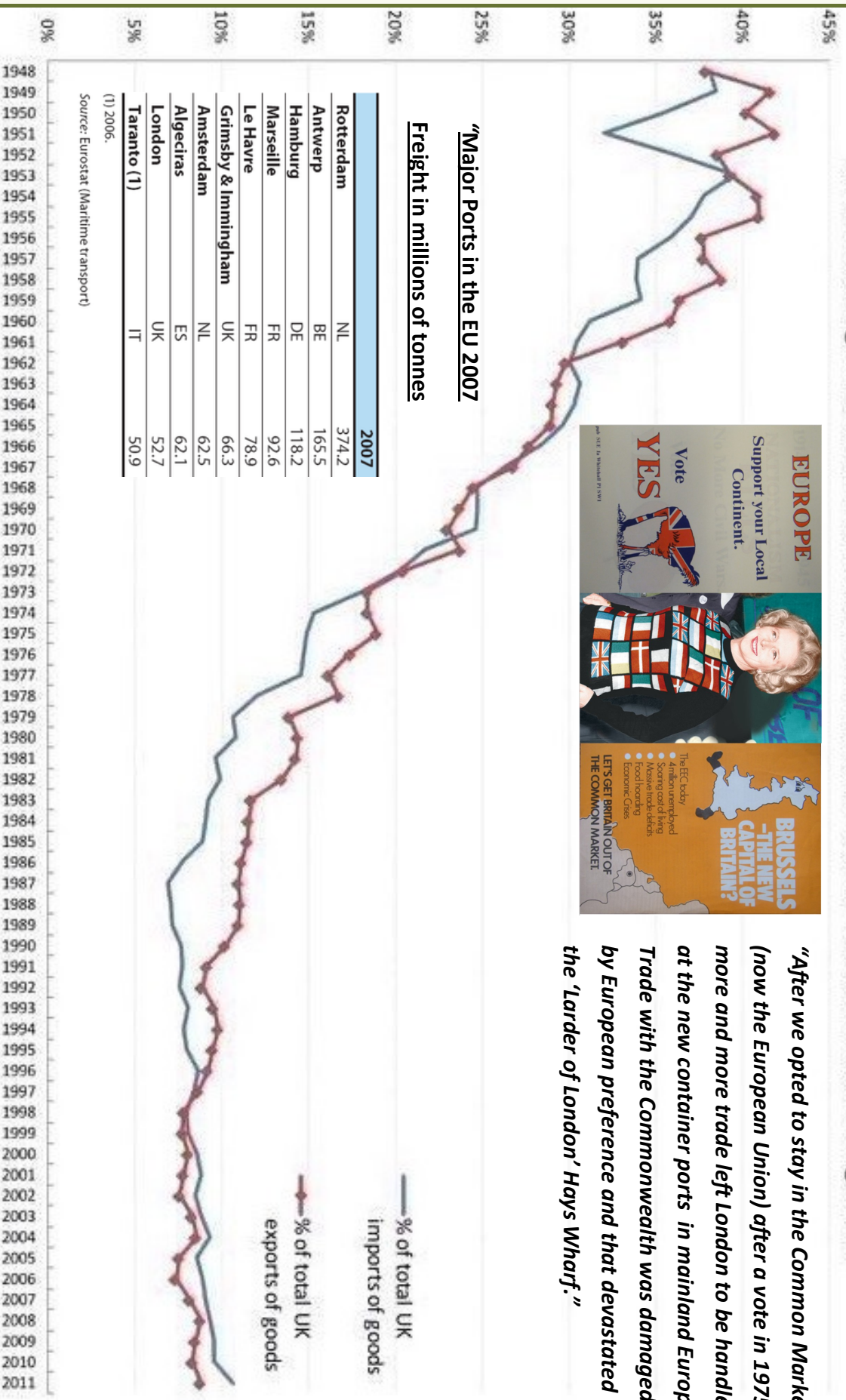


The **Pentonville Five** were five shop stewards jailed in July 1972 for refusing to stop picketing a East London container depot. Their release averted a general strike, but the war against containerisation was lost.

“In the 1960s the amount of goods handled in the Port of London reached record levels. Yet in 1967 the docks began to close. Containerisation was the main reason but also the rise of European trade and foreign container ports like Rotterdam. I’d taken part in many strikes since I started on the river in 1953, but the 1972 Strike against containerisation was the most bitter. The government even arrested the leaders of our strike and sent them to prison.”

SOURCE 21 THE END OF COMMONWEALTH PREFERENCE

UK trade in goods with the Commonwealth as a % of UK total trade in goods



WHAT WAS THE T.O.W. CAMPAIGN?



*"Being a lightermen was more than just a job, it was a way of life. A group of lightermen determined to keep the skills of our ancient trade alive formed **T.O.W. –Transport on Water** and were supported by Greenwich M.P. Alan Lee Williams (inset) to campaign to keep trade on the Thames. As an ex-lighterman Alan tried to promote the river by founding the Thames Barge Driving Race in 1975. The race (below) had its 40th anniversary race in 2015."*

The tug Kent was launched by my grandad Bill at Rochester in 1948.



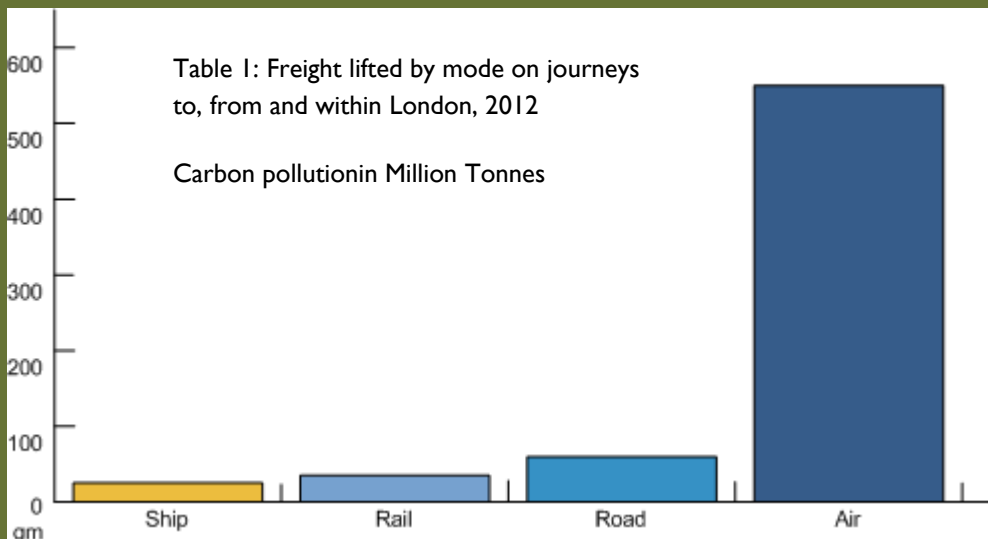
DID THE LIGHTERAGE INDUSTRY HAVE TO DISAPPEAR?

"I honestly believe that not using the Thames to transport cargo into London has been a disaster for the city. The tugs and barges have been scrapped and replaced by polluting container lorries when alternatives to using lorries such as LASH and SEABEE barges could have given lighterage a future."



"The LASH barges (Lighters Aboard SHip) gave us hope that we could keep our jobs and compete with the lorry based container system. Lash craft were effectively floating cargo containers. Humphrey and Grey invested in new powerful tugs like the Grey Lash to get the contract to tow them. We could tow six 400 tonne lash craft from Gravesend up to central London instead of sixty 40 tonne lorries belching out diesel fumes that do the job today."

"The Sea Bee, (Sea Barges) were also floating containers but much bigger than the lash craft weighing 1000 tonnes each. They had a lifting system located at the stern of the carrier ship, To be honest they were so big most of the Thames tugs struggled to handle them as they were not powerful enough. However, with a powerful fleet of tugs we could have taken thousands of tonnes of cargo off of London's streets."



"The shame is that this environmentally friendly way of bringing cargo into London wasn't really given the chance to succeed. Partly this was because by the time they came on the scene in the 1980s all of the docks in London that could handle them were being closed."

WITH THE CLOSURE of Humphrey and Grey there are only nine lighterage companies left on the River Thames. Nov 26th 1982.

The number involved in dock work can be counted on one hand.



The Grey Lash was bought to handle the new giant floating containers known as lash craft which came from the U.S.A.

"By 1980 there were only ten lighterage firms left. For a while this worked in our favour as we picked up contracts from the firms that went out of business. Humphrey and Grey had been devastated by the collapse in trade with the Commonwealth but things picked up when the firm invested in new tugs like The Grey Lash. To get further investment our firm sold out to the Kuwait Investment Group in 1980. However they had no interest in our company, just the land we owned. On November 26th 1982 the Kuwaitis shut our firm, which had been on the river since 1763. They soon converted 'The Larder of London' into offices, shops and a private hospital. The rest of docklands soon followed."



"I used to park my motorbike underneath the grand old art deco HQ at Hays Wharf as an apprentice. Back then I would bump in to men munching on a bacon sandwich, drinking a cuppa as thick as engine oil, or smoking a woodbine. Today on my rare visits up to town my old haunts swarm with tourists, bankers and well heeled patients of the exclusive London Bridge Hospital."

SOURCE 22(B) THE END OF THE HUMPHREY AND GREY

AFTER NEARLY 200 years servicing wharves and shipping in the Thames, Humphrey & Grey (Lighterage) are to close.

Forty-six lightermen and tugcrews will be returned to the NDLB, seven engineers and five office staff are being made redundant.

Andrew Howard, managing director explained the reasons for the closure decision when he said: "Over the past few years there has been a steady decline in our traffic which this year has become disastrous. We have been carrying on in the hope that there would be an improvement in the economy, but the general depression has shown no sign of lifting and we have reached the stage where we can no longer carry on.

"When Mercantile went out of business this spring we took on the Seabee ships and this was a great help. But in April/May, Unilever stopped the import of soya beans to Erith Oil Works and this lost us 80,000 tons a year.

"Then in May we lost the maize work to Tunnel Glucose due to the changing pattern of shipping. The grain is now being discharged on the Continent and shipped direct by coaster to their wharf at Greenwich.

Stable contract

"We were able to keep going by a short-term contract taking dredged ballast from ships at Thamesmead to the Morgan Crucible site at Battersea. This amounted to 35,000 tons a month, but the rates were low and just kept



John Daniel (centre) on his last day at Humphrey and Grey, November 26th, 1982.

the company in operation. Now this has been completed.

"Our most stable contract is an annual 50,000 tons of grain to Watney's at Wandsworth which we have held for many years. We have tried to get additional work from a variety of sources, but the sad fact is that there is none available. So all we now have is the Seabee and Watney's, and occasional small jobs.

"There is a certain level of business that is required to keep a company like ours afloat, and we are now well below that level.

"We have examined many alternatives to closure, including a smaller labour force, but none would make it

possible for the firm to survive. If it had been at all possible we would have continued, but unfortunately this is the end."

The beginning was in 1763 when Henry Grey Jr started his lighterage business in Rotherhithe. Arthur J. Humphrey had firmly established another company by the middle of the 1800's and the two firms eventually amalgamated in 1910.

Humphrey and Grey was the first company to hold the PLA lighterage contract and held this until 1936 when two other firms undercut the rate and split the work between them.

This was mainly for cargoes from Tilbury and the other docks, and ships

Humphrey

and

Grey

fail to

halt

disastrous

decline

at the river buoys, to the warehouses in London Dock.

The early 1920's was a prosperous period and saw the introduction of the first motor tug on the Thames, the GROVE PLACE. In 1924 there were 180 lightermen and six unlicensed apprentices, nine tugs and nine foremen. Five tugs were shift boats — 12 hours on and 24 hours off, and the FORTUNE towed about in the Royals.

Along among the other lighterage companies Humphrey & Grey had a long motorised barge, the OXFORD CITY, in London Dock to tow craft on PLA contract and other work.

Charles Taylor, retired H & G Labour Master, remembers the time: "We had over 30 butter barges coming out of the Royals during the day and night. The tugs would run up twice to Cotton's Wharf or Hibernia and still come down to the Vic or the West for more craft up. It was simply non-stop around the clock.

"Our London Dock craft we used to take up to Wapping, and we practically filled the basin. You could look up the Pool from Tower Bridge and see the activity of Humphrey & Grey barges and tugs from Mark Brown's Wharf to London Bridge, and above that to Pickfords."

The firm was part of the Hay's Wharf Group and its principal cargo was dairy produce to the Tooley Street wharves. During the war years the number of barges ran down and from 1950 it took over several smaller firms adding 160 barges and two tugs to its fleet. Such well-known names as Anderson & Dean, Jacob, McDougall & Bronthon and Morgan & Scanlon were absorbed into the company.

It had a sizeable fleet in 1969 with 300 barges, four tugs, 10 barge roads — and 160 lightermen were fully occupied.

The push-tow tug GREY LASH was introduced in 1975 to handle lash barges. Later came the 780-ton super barges for grain.

Now it is a first-class plant with little to carry. And experience is going as well. Thirty of the 46 lightermen have worked for Humphrey & Grey for over 20 years including 10 who have done 30 years.

The recession and the decline of lighterage have taken their toll, and one of the biggest names on the River Thames will soon be just a memory. The Maltase Cross insignia on the barges will be seen no more.

National Dock Labour Board

LONDON DOCK LABOUR BOARD

Telephone : 01-480 5721

Head Office :

22-26 Albert Embankment,
London, SE1 7TE

Please reply to:—

75-79 Mansell Street,
London, E1 8AR

Your Ref.

Our Ref.

• FM/MW

Notice of Allocation to Permanent Employment

In accordance with the requirements of the Dock Workers Employment Scheme 1967, the London Dock Labour Board has decided that you become a permanent worker with the employer named at the foot of this letter on

Monday 29th NOVEMBER, 1982.

As a result of your move you are entitled to a lump sum Compensation Payment of 1685 and may also be entitled to a Supplementary Compensation Payment.

The Supplementary Compensation Payment is calculated as the difference between the public transport fares from your home to your new sector less those from your home to your previous sector over an eight month period. It is paid as a lump sum, grossed up for tax, at the same time as the Compensation Payment is made for the transfer between sectors; it is therefore in your own interest to complete and return the attached claim form in order that payment may be made as quickly as possible.

The fares used should be those in operation at the time of your transfer in accordance with British Rail and London Transport Fares Schedules.

Your home is defined as your permanent address at the time of your transfer, regardless of whether you move house nearer or further from your own place of work within eight months of the transfer.

You are required to report to the address shown below on the above date, unless you receive other instructions from your future employer, who should be notified by you of any unavoidable absence on that date.

If you wish to change your employer without leaving the Industry you should not give your employer notice until you have obtained the Board's consent to transfer.

Further information may be obtained from your Sector Office or Trade Union.

This notice is supplied to you in duplicate, one copy is to be handed to your new employer when you first report and the other retained by you.

NAME AND ADDRESS OF NEW EMPLOYER

MR. S.J. DANIEL. 3882635
59. BOWMANS RD,
DARTFORD. KENT.

PORT OF LONDON AUTHORITY.
TILBURY DOCKS,
TILBURY. ESSEX.

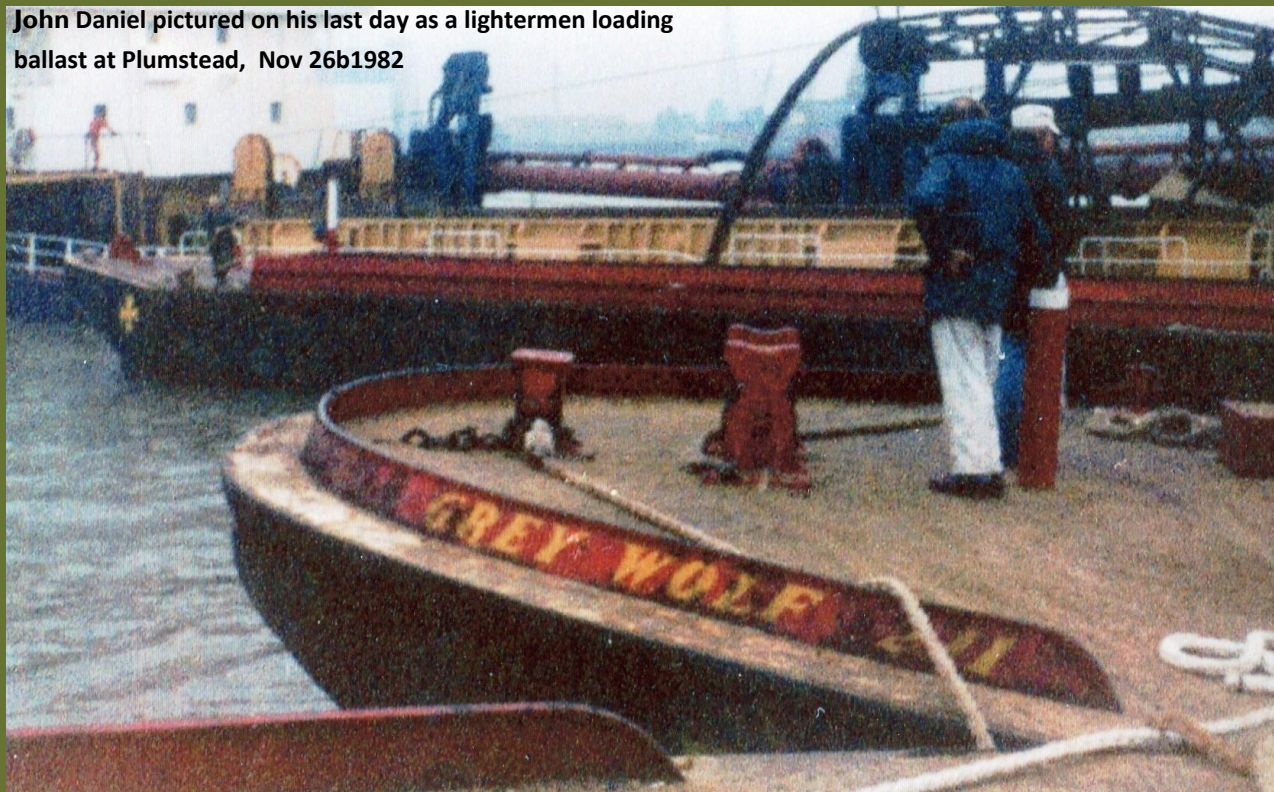
Orders via Training Centre.

Manager. *Shanton*

Date ...17.11.1982.....

SOURCE 23(A) NO LONGER A LIGHTERMAN

John Daniel pictured on his last day as a lightermen loading ballast at Plumstead, Nov 26b1982



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75-79 Mansell Street,
London, E1 8AR

FM/LCF.

5th September 1983

Dear Sir,

Special Voluntary Severance Scheme

The London Board has authorised me to issue details of a Special Voluntary Severance Scheme to all registered dock workers in London. Subject to the official authority being received from the National Board. The offer has been open since 5th September 1983 and the closing date for applications is 30th September 1983. If you wish to apply for severance the application must be in this office on or before 30th September 1983 the office is open until 5.00 p.m.

The London Board will decided on the category of men to be released and you will be notified accordingly. All releases must be made by 18th November 1983.

In your own interest you should read this offer carefully and make sure you understand it. There is time for you to ask any of the Board's Officers for further information or guidance. The Board's Officers will be able to assist you in the calculation of your service. If you decided to volunteer to accept the special severance, you should complete the attached application form and return it to this office. It will, of course, not be a guarantee that you will be released should there be a greater number of volunteers than places available.

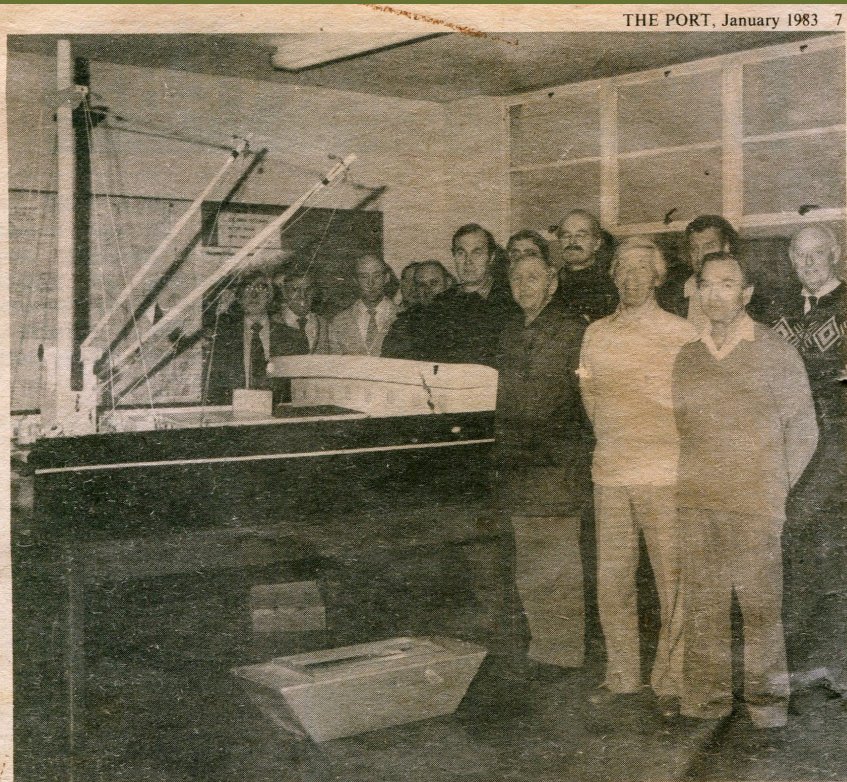
Yours faithfully,

Port Manager



Under the Dock Labour scheme the Port of London Authority had to find work for us when Humphrey and Grey closed in 1982. They didn't really want us as they didn't have enough work for the dockers they already had. We were offered £25,000, a huge sum of money in 1982, to give up our registration and leave the Port of London altogether. Many who did this moved to working on the pleasure boats. I still had a young family and didn't

HOW DID THE LIGHTERMEN COPE WITH REDUNDANCY?



THE PORT, January 1983 7

The final course at Millwall was for lightermen who lost their jobs when Humphrey and Grey closed.

Training centre runs final course

THESE LIGHTERMEN from Humphrey and Grey were the last port-workers to take a course at the London Dock Labour Board's training centre at Saundersness Road, Millwall.

They are the 46 men who lost their jobs on the River when Humphrey and Grey went out of business in November.

They have been allocated to dock-work with PLA, but before joining the Authority they underwent a week's induction course at Millwall.

When they left it was a case of

cleaning up for the remaining training staff at Millwall.

The chief instructor, George Adams is leaving the Board towards the end of next month.

The Centre itself is up for sale. It was opened less than 10 years ago by the then Minister of Transport, John Peyton who said it was badly needed in the Port of London.

A skeleton staff is being kept on to look after the centre until new owners take over.

While the Humphrey and Grey men were undergoing their course there was a visit from Ted Line, the deputy port manager for the London Board, who left the industry at the end of December.

1.

I'm Lighterman Tom o' Tilbury town;

I'm known as the Jolly Bargee.

No sailer in 'chop, in buttons and cap,

Could teach me a lesson - not he!

Why, I've followed this river, this same old river,

Since I was a youngster of nine;

An' from Twickenham down to Tilbury town,

They know this old vessel of mine.

You may sing of your life ashore,

You may sing of your life at sea,

With a yo, ho, ho! for the winds that blow -

But that's all fiddle-de-dee!

I reckon I'm fancy free,

And the scug for the likes o' me

Is, "Hey! for the river, the jolly old river,

That carries your old Bargee!"

"We dealt with the end of the company the way men on the river had dealt with adversity for years. We went down the pub! I always remember lighterman Georgie Turner leading everyone in a sing song around the piano. It's something lightermen did in my grandad's day. They were such good patrons of the music halls that the performers sang songs like Lighterman Tom of Tilbury Town."




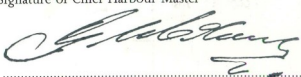
"As a lighterman you often had a lot of waiting around to do. Waiting for a ship to unload or for a tide to turn. Inevitably with a few hours to kill every lightermen learnt the best cafes and pubs from Teddington to Gravesend."

"Working as a docker at Tilbury was soul destroying. I wanted another lighterage job, but eventually I gave up my registration and severance money and joined the Port of London Authority Hydrographic Survey making river maps aboard MV Haven Gore."



"I'd seen MV Haven Gore in 1965 when it carried Churchill along the Thames to his state funeral. I'll never forget how the cranes of Hays Wharf dipped to salute the wartime PM."



		Lighterman's Licence No. 82130
Full Name of holder Sydney J DANIEL		
Signature of Chief Harbour Master 		
Valid to latest date stamped below EXPIRY DATE 31-12-94	EXPIRY DATE DEC 1997	
EXPIRY DATE 31-12-2000	EXPIRY DATE 31-12-2003	

WHERE IS THE LIGHTERAGE TRADE REMEMBERED NOW?

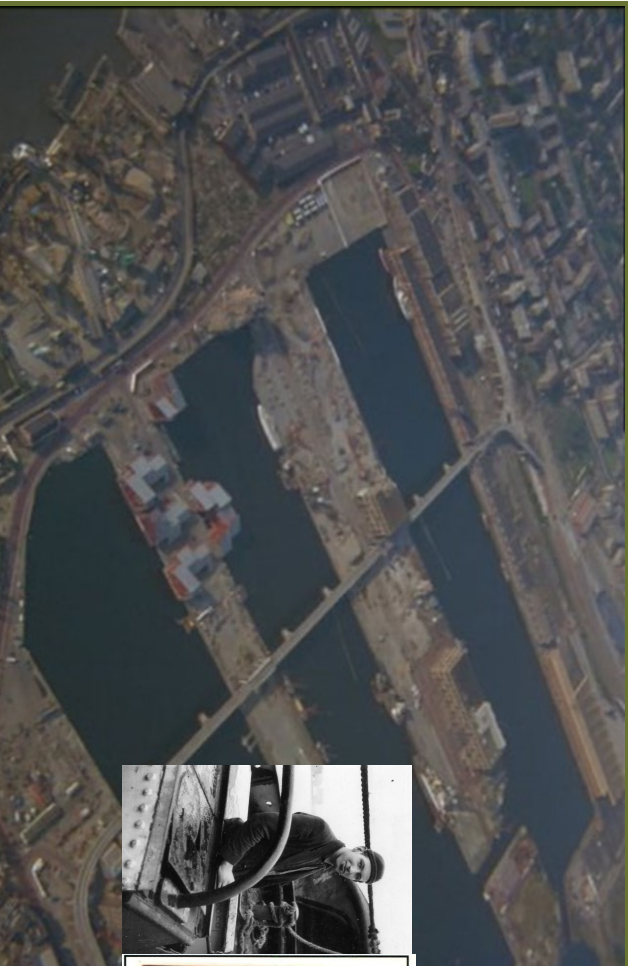
"The only lighterage work left on the river now are the Cory rubbish barges, so there's almost nothing left of our trade. Our story is kept alive in the Museum of London Docklands, which opened in 2003 in an old sugar warehouse at West India Dock, a short walk from the huge Canary Wharf tower. I went along when it opened with my son Nick, who by then was working at Canary Wharf for the Financial Services Authority. To stand there together looking at my past in an area that represented my son's future reminded me that I would be the last of my family to earn his living from the river."



Dockers memorial by the Olympic Stadium, Stratford

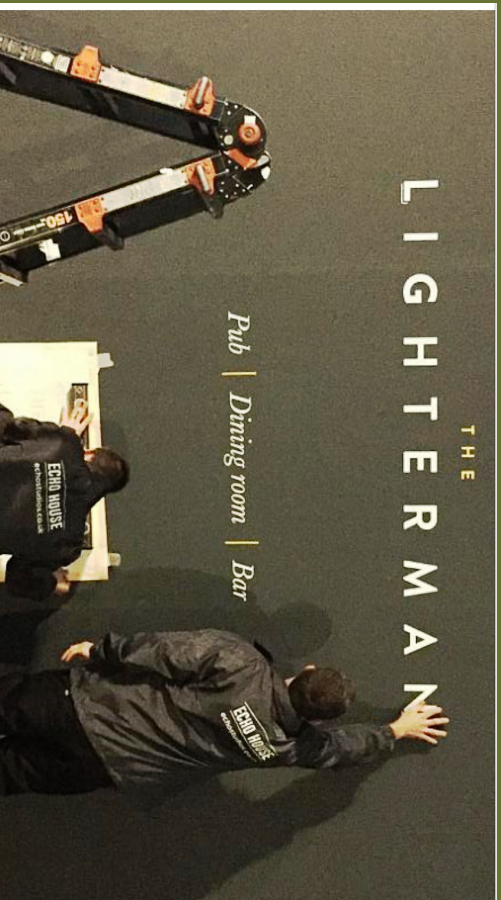
WHAT HAPPENED TO THE RIVER I KNEW AS A BOY IN 1953?

"In their luxury apartments that command a river view, As they sip their dry Martinis do they ever think of you?"



SOURCE 25 THE NEW DOCKLANDS

"Flats near Humphrey and Grey's old base at Hays Wharf now sell for £13,500,000 and I hear a new pub named 'The Lighterman' is named after 'Victorian era workers.' (obviously I'm already a museum piece!). This is the new docklands. Seeing all this makes me sad."



HOME > PRESS RELEASES

2015 November

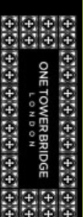
THE LIGHTERMAN SET TO OPEN AT KING'S CROSS

Posted: Thursday 5th November 2015

New pub, dining room and bar, [The Lighterman](#), is opening in early 2016 on Granary Square, King's Cross. Spanning the entire eastern side of the square, the brand new standalone building is the second venue from Open House. It will offer all-day drinking and dining across three floors, with outside seating overlooking both Regent's Canal and Granary Square.

Located on Regent's Canal, The Lighterman is named after the Victorian-era workers who operated 'lighters', flat-bottomed goods barges, on the River Thames and London's canals. The contemporary building is designed by award-winning architects, Stanton Williams. Each floor will feature a series of dining and drinking areas, covering casual drinks through to destination dining. Interiors will be industrial and minimalist with large open spaces, floor-to-ceiling glass windows, exposed concrete walls and a neutral pared-back colour scheme. The exterior is finished in a linear brick façade, in keeping with the Granary Building.

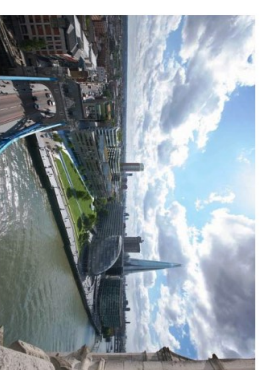
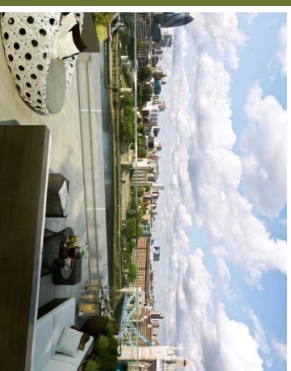
Luxurious show apartments now available for viewing



3 bedroom apartment for sale

Prospero Penthouse at One Tower Bridge, Tooley Street, London, SE1

£13,250,000

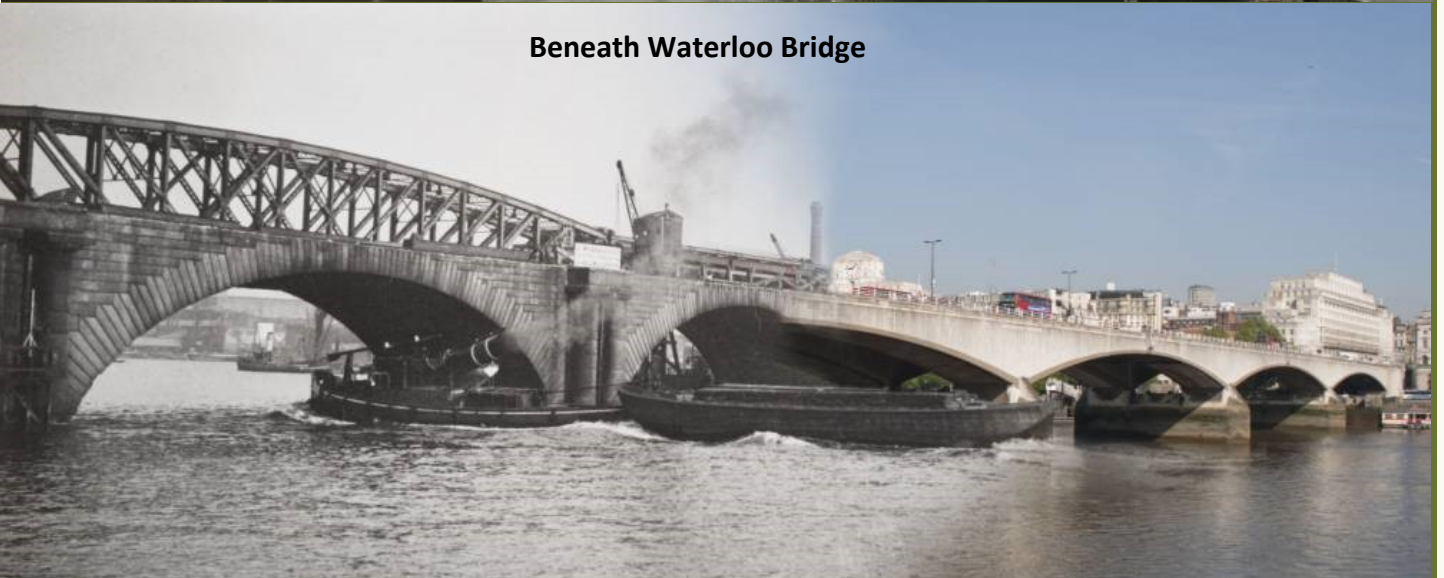


HOW THE RIVER CHANGED IN MY LIFETIME

View down river from London Bridge



Beneath Waterloo Bridge



Walking Over London Bridge



Pictures from Museum of London Bridge exhibition 2014



Waterman's Hall, was built in 1780 and is situated in St Mary At Hill, close by the Thames. The hall remains the only original Georgian Hall left in the City of London.