

THE

NATIONAL

ARCHIVES

Resource pack

Seafarers' Stories



Seafarers' Stories

Key Stages 3-4

Interwar 1918-1939

Resource at a Glance

Suitable for:

KS 3-4

Time Period:

Interwar 1918-1939

Connections to the Curriculum:

- Ideas, political power, industry and empire: Britain, 1745-1901
- Challenges for Britain, Europe and the wider world 1901 to the present day
- Migration to Britain

This is a printable resource pack of our online resource, which is available online here: www.nationalarchives.gov.uk/education/resources/seafarers-stories/

The purpose of this resource is to use the graphic novel 'Seafarers' Stories', created by young people in 2021, to explore the experiences of Panjabi, Mirpuri and Bengali seafarers in Britain in the early 20th century.

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Teacher's Notes

We suggest that teachers start with the graphic novel resource. Begin by dividing the class into five groups (they can work in pairs or smaller groups).

Each group has one chapter of the graphic novel, each focusing on a different seafarer. There are five seafarers; Paku, Ghulam, Jan, Hassan and Latiffor.

Suggested questions for students:

- What is your story about?
- What can you learn about this seafarer's life?
- What challenges did they face?
- What questions do you have at this point?

We advise that students then read through the context sheet (in the resource pack) in pairs/groups. There are discussion points at the bottom.

For the main activity each group analyses documents that relate to the same seafarer they looked at before.

- They should start with Document (a) and discuss the questions with their group. Then do the same with the Follow up document. There is a glossary to support students. In addition a teacher might want to print the typed transcript for students to meet their learning needs.
- Get students to feedback to the class on what their documents have revealed.

Suggested questions for the class:

- What did the documents reveal about your seafarer's life?
- What surprised/ shocked you from learning about these seafarers?

We have some suggested follow up activities for students:

- Illustrate their own chapter design for their seafarer.
- Write a new short scene that adds to their seafarer's story inspired by the documents.

Background

India had a long tradition of seafaring which stretched back to the 18th century. Numbers of Indian sailors (known as lascars) rose in the 19th century because of free trade and expansion of the British shipping industry. Steam-powered ships created new types of jobs in the engine rooms, but the jobs were very tough.

Being born in British-ruled India, the lascars were considered British, but shipping companies employed them on contracts known as Asiatic or Lascar Articles. They were paid only one fifth to one quarter of a British sailor's wage and had much inferior living conditions whilst onboard. The lascars inhabited a world deeply marked by racial discrimination.

According to the Lascar Articles, the lascars could only be discharged (allowed to leave ship) and be paid their wages in India. Indian seamen sometimes jumped ship, hoping to obtain better pay and conditions under British Articles (contracts). Or they would desert their ship when it had docked in order to try and get a job on land. They often became pedlars (travelling salespeople), as this was a job that required very few resources.

In Britain, Indian seafarers were experiencing racial discrimination in the context of the Special Restriction (Coloured Alien Seaman's) Order 1925. This legislation required seamen from the empire to carry documentary proof of their status as British. This was often extremely difficult to obtain, and as a result, some seafarers (who were British subjects) were wrongly labelled as 'aliens'.

Context sheet

Life for Lascars

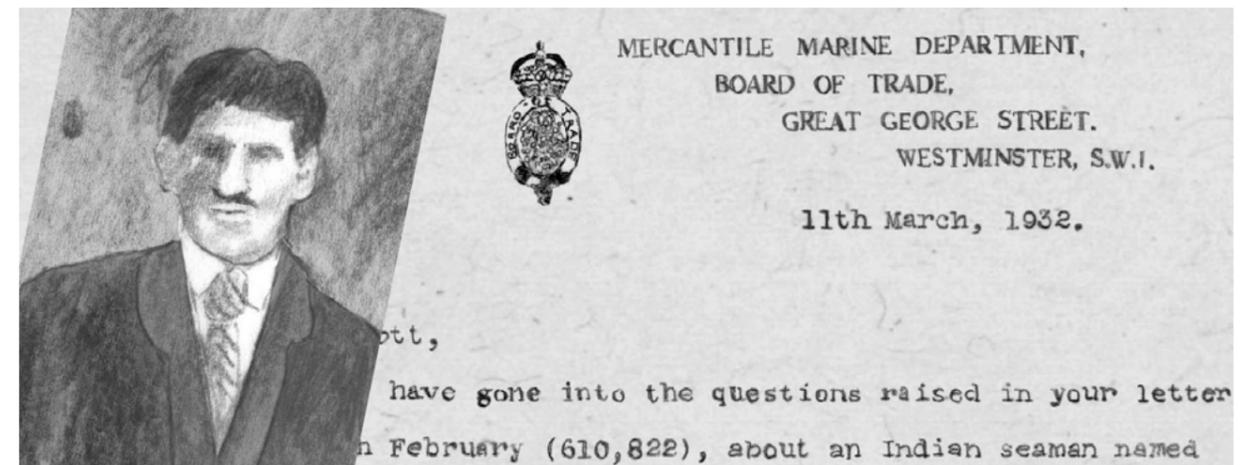
In the 19th century, steam-powered ships created new jobs in the engine rooms. Indian seafarers (lascars) took on jobs like firemen and trimmers to stock the boilers - work rejected by European sailors. Born in British-ruled India, the lascars were considered British but employed on contracts known as Asiatic or Lascar Articles. This meant Indian sailors were paid much less, their diet was worse and they had less space on board.

Some Indian seafarers jumped ship, hoping to obtain better pay and conditions under British Articles (contracts). Or they would desert their ship when it had docked in order to try and get a job on land. They often became pedlars (someone who travelled around selling things) as this was a job that required very few resources.

In time, small settlements of Indian seafarers grew up in ports and cities in Britain.

After the First World War

After the war, life for Indian workers became tougher as there was no longer a shortage of white labour. In 1919, there were riots in some major British cities (including Liverpool, Cardiff and Glasgow). Indian and Arab seafarers came under attack.



Context sheet

Government Response

The Special Restriction (Coloured Alien Seaman's) Order 1925 was an extension to the 1920 Aliens Order, which required non-British people to register with the police as an 'alien'.

The 1925 order meant that Indian seafarers had to provide evidence they were British subjects. However, it was difficult for Indian seafarers to provide the proof that they were British citizens and not 'aliens'. Even their seamen's discharge certificates, unlike those of white sailors, were not accepted as evidence.

Protests by Indians in Britain and India finally led to the issue of Special Certificates of Identity and Nationality by the India Office. This meant that Indian seafarers did not need to register as aliens.

Discussion points:

- Why did Indian seafarers sometimes jump ship?
- Why do you think being a pedlar was a popular job for seafarers? What could make it difficult?
- Why do you think the government passed the 1920 and 1925 orders?

Glossary

Term	Meaning
Fireman	Job in the engine room of a ship. They were responsible for stoking the furnaces. Like trimmers, firemen were low-paid.
Trimmers	Job on a ship. They worked inside coal bunkers using shovels and wheelbarrows to shovel coal down the coal chute to the fireman below. The inside of a coal bunker was dim, full of coal dust and extremely hot. Of the engineering crew on board, they were paid the least.
Asiatic or Lascar articles	These were the contracts that seafarers were employed under. Lascars were not able to sign on to a single journey, e.g from Bombay to London. They had to do a round trip back to India and would only get paid when they discharged in India. They were also paid less, given less space and treated far worse than Europeans.
Jumped ship/ deserted ship	Leaving a ship before your contract was completed (before you were paid). Sailors would be expected to sleep on board their ships when they docked in ports. It would take a while to get cargo on and off. Seafarers would often desert or 'jump ship' at night.
Special Restriction (Coloured Alien Seaman's) Order 1925	Stated that 'coloured' seamen who did not possess documentary proof of their status as British must register as 'aliens' in Britain. This was aimed at Arab seafarers but Indian seafarers got caught up in it despite being citizens of the British empire. This was because they were not generally issued with passports and their discharge books could not be used as proof of identity.
Alien's Order 1920	Brought out in the context of widespread unemployment after the First World War. It required all 'aliens' seeking employment or residence to register with the police. Failure to do so would result in deportation.

Glossary

Term	Meaning
British subject	Someone who was British because they were a citizen of a country that was part of the British Empire.
Discharge certificate	Record for seafarers that showed what ships they had been on and when. Unlike with European sailors, Indian seafarer's discharge books were not accepted as proof of identity.
Special Certificate of Identity and Nationality by the India Office	Developed as a response to discrimination. This was a new document that confirmed that a seafarer had been born in India. It often took a long time for Lascars to receive this document as it required lots of communication with Indian authorities.

Tasks

1. Look at the graphic novel *Seafarers' Stories*.

2. Documents about seafarer Ghulam Rasul (HO 45/15774).

Document (a):

- Who made this document?
- What do you learn about your seafarer's journey?
- Look at the section with 'subject'. What is unusual here? Why do you think it is written like this?
- Why has Ghulam been interviewed? What does he want?
- What does this document reveal about your seafarer's life?

Document (b):

- Who made this document?
- This document was made a few months after the first. Where is Ghulam now living? Why did he move here?
- What more do we learn about Ghulam's life?

3. Documents about seafarer Hassan Khan (HO 45/15863).

Document (a):

- What type of document is this?
- Who made this document?
- How many locations can you find?
- What does this document tell you about your seafarer's life?

Document (b):

- What type of document is this? Who made it?
- What has happened to Hassan?
- What has been the impact of this?
- What does this document tell you about your seafarer's life?

Tasks

4. Documents about seafarer Jan Mohamed (HO 45/13750).

Document (a):

- What type of document is this?
- What do we learn about your seafarer's journey?
- The author uses language like 'states' and gives two different version of Jan's name.
- What does this reveal about the attitudes of the authorities?
- Why was this document made?

Document (b):

- What type of document is this?
- Look closely at the stamp. Who produced this document?
- Why was this document produced?
- What more does this document reveal about Jan?

5. Documents about seafarer Latiffor Rahaman (HO 45/14443).

Document (a):

- What type of document is this?
- Who has made it?
- What was Latiffor doing as a job when he left the ship?
- How do you think he would have felt leaving?
- What does this document tell you about your seafarer's life?

Document (b):

- What type of document is this? (same as first doc though!)
- Does this document tell you more about Latiffor's job/how Latiffor made a living?
- What does this document tell you about your seafarer's life?

Tasks

6. Documents about seafarer Paku Miah (HO 45/14874).

Document (a):

- Who produced this document? (Look at the signatures for a clue)
- Who was it sent to?
- What do we learn about Paku?
- Why was this document made?

Document (b):

- What type of document is this?
- Read the first part of the main paragraph.
- What did the court decide would happen to Paku?
- Read the second part of the main paragraph.
- What happened when the police took Paku back to the ship?
- What does this document reveal about your seafarer's life?

Ghulam Rasul (HO 45/15774): Document (a)



South Shields County Borough Police

COPY OF REPORT.

Chief Constable's Office.

20th April, 1933.

Subject Ghulam RASUL @ Glamor SOLE - Deferred Registration 146 -
83 West Holborn, SOUTH SHIELDS.

Sir,

I beg to report that I have to-day seen the above-named man.

He states that in 1926 he went from Kashmir to Bombay where he joined a British and Indian boat on which he served for five months as a trimmer. He left the ship at Bombay, and took up the occupation of a farmer until 1929, when he joined a German ship as a fireman. He deserted this ship on its arrival in London. Since then he has been travelling the country as a pedlar. His current pedlar's certificate was issued here on the 12th August, 1932, and expires on the 11th August, 1933. Owing to the difficult times RASUL gave up peddling about three months ago, and is now being maintained by his countrymen.

With the exception of the five months in 1926, and the trip from Bombay to London in 1929, he has not previously followed the occupation of a seaman. RASUL now desires a Certificate of Registration to enable him to take up that occupation.

I respectfully suggest that a copy of this report be forwarded to the Under Secretary of State, Home Office, London, S.W.1.

I am, Sir,
Your obedient Servant,

(Signed) R.J. HETHERINGTON, P.C. 50.

Respectfully submitted:
THOMAS HUMPHREY, Inspector.
To: William R. Wilkie, Esq.,
Chief Constable.

Ghulam Rasul (HO 45/15774): Document (a)

Transcript

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Respectfully submitted:
THOMAS HUMPHREY, Inspector.
To: William R. Wilkie, Esq.,
Chief Constable.

Ghulam Rasul (HO 45/15774): Document (b)

(COPY).

KIRKALDY BURGH POLICE.

27th September, 1933.

From: Inspector Fyfe.

To the Chief Constable.

GHULAM RASUL @
GLAMAR SOLE.

With reference to letter dated 20th September, 1933, from the Chief Constable, South Shields Constabulary, and enclosure, viz:- file of correspondence between the Home Office and the Chief Constable aforesaid regarding the marginally named a coloured seaman, presently residing c/o Carmichael, 188 Links Street, Kirkaldy, who, while resident at 83 West Holborn, South Shields, was acting as a pedlar but made application for a Certificate of Registration to enable him to take up the occupation of a seaman, on 22nd inst., Rasul was interviewed. He is acting as a pedlar in this district having been granted a pedlar's certificate in this Burgh on 12th August, last. He resided at the same address in this Burgh for over two years before going to South Shields previous to which he was in Edinburgh for over a year. His reason for returning here was to assist one of his countrymen who is not in the best of health, but he states he intends to take up the occupation of a seaman on hearing from a friend in South Shields that he can get employment as such. Under the circumstances and in view of the suggestion in letter 607,696/16, dated 15th September, 1933, from the Home Office to the Chief Constable, South Shields, Rasul was on this date registered under the Special Restriction (Coloured Alien Seamen) Order, 1925.

(Sgd) PATERSON FYFE.
Inspector.

D.B.
C.C.

Ghulam Rasul (HO 45/15774): Document (b)

Transcript

(COPY).

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(Sgd) PATERSON FYFE

Hassan Khan (HO 45/15863): Document (a)

G.45600

Declaration to be made by a coloured Seaman claiming to be a British Subject or British Protected Person from India or a British Subject from the Settlement of Aden and applying for a Special Certificate of Nationality.

Fill in date 19th June 1933.

I, the undersigned, hereby declare that I am a _____
 and apply for a Special Certificate of Nationality.
 I declare that the particulars furnished below are true to the best of my knowledge.

* Insert "British Subject" or, if a subject of an Indian State, "British Protected Person."

Signature (if able to write in English characters) and left thumb print. <i>Note.—The thumb should be lightly inked and lightly pressed on the paper. (Heavy pressure must be avoided.)</i>	
Full Names in BLOCK Letters.	HASSAN KHAN
Present Address	33 Ainsworth Street, Liverpool
Age and Date of Birth	Age <u>46</u> Date of Birth.....
Place of Birth	Village <u>Campbelpore</u> Post Office..... Police Station..... <u>All Campbelpore,</u> District <u>Campbelpore</u> Province..... Punjab.
Home Address (in full)	Kotara (Punjab)
Father's Name and Address (state both in full).	Name <u>Ahmed Khan</u> Address <u>Nil</u>
Race and Caste or Tribe and Sub-Tribe.	Mahommedan
Build and Height in Boots	Build <u>Stout</u> Height <u>5</u> ft. <u>8</u> ins.
Colour of Eyes	Brown
Colour of Hair	Black
All Distinctive Marks (including scars, deformities, tattoo, birth-marks, &c.)	Scar near to nose
Names and Addresses (in full) of any persons in India or Aden who can verify the above statements.	1. Samadur Khan Kotari, Khan Kotari, India. 2.
Number of Seaman's Discharge Book.	Nil
Particulars of any previous Passport or Identity Certificate (if none, say none).	Yes, but have lost passport

Photographs: Two copies (Passport size) must be attached.

After completion, this form should be handed by the applicant in person to the Office of the High Commissioner for India, India House, Aldwych, W.C. 2, or, in the case of an applicant not in London, to the nearest Lascar Transfer Officer or Superintendent, Mercantile Marine Office.

2320 500 2.33

Hassan Khan (HO 45/15863): Document (a)

Transcript

Declaration to be made by a coloured Seaman claiming to be a British Subject or British Protected Person from India or a British Subject from the Settlement of Aden and applying for a Special Certificate of Nationality.

Fill in date: 19th June 1933

I, the undersigned, hereby declare that I am a _____
 *Insert "British Subject" or, if a subject of an Indian State, "British Protected Person."
 and apply for a Special Certificate of Nationality.

I declare that the particulars furnished below are true to the best of my knowledge.

Signature (if able to write in English characters) and left thumb print. Note – the thumb should be lightly inked and lightly pressed on the paper. (Heavy pressure must be avoided.)

Full name in BLOCK Letters: HASSAN KHAN

Present Address: 33 Ainsworth Street, Liverpool

Age and Date of Birth: Age: 46 Date of Birth:

Place of Birth: Village: Campbelpore Post Office:
 Police Station: All Campbelpore, Punjab
 District: Campbelpore Province

Home Address (in full): Kotara (Punjab)

Father's Name and Address (state both in full): Name: Ahmed Khan
 Address: Nil

Race and Caste or Tribe and Sub-Tribe: Mahommedan

Build and Height in Boots: Build: Stout Height: 5ft 8 ins

Colour of Eyes: Brown

Colour of Hair: Black

Hassan Khan (HO 45/15863): Document (a)

All Distinctive Marks (including scars, deformities, tattoo, birth-marks &c): Scar near to nose

Names and Addresses (in full) of any persons in India or Aden who can verify the above statements: 1. Samadur Khan Kotari, Khan Kotari, India

2.

Number of Seaman's Discharge Book: Nil

Particulars of any previous Passport or Identity Certificate (if none, say none): Yes, but have lost passport

Photographs: Two copies (Passport size) must be attached.

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Hassan Khan (HO 45/15863): Document (b)

COPY

664623
4 JUN 33
Central Police Office,
Liverpool 2.
21st June 1933.

18136 B.
G.45600

C.I.D. Westminster Road,
Sgt. 77 "H" Culshaw
C.I.D.

The Inspector C.I.D.
Westminster Road.

Application for Passport Calandar Khan or Hassan
Khan, 33 Ainsworth Street, Liverpool.

Relative to the attached communication from the Passport Office, 36 Dale Street, I beg to report that this concerns the above named man, who was released from H.M. Prison, Walton, on the 9th instant, after serving a sentence of 6 months hard labour, for causing grievous bodily harm to a fellow employee, whilst working at the Liverpool Corporation Destructor Yard, St. Domingo Road, on Friday 4th November 1932.

At the time of prisoner's arrest for this offence, I interviewed his wife, Mabel Alice Khan, nee Cross, who showed me a British Passport, issued at the Passport Office, Dale Street, on the 30th September 1929 which was visaed at Bombay on the 3rd February 1930.

Nothing further was heard of her until Thursday, 1st June 1933, when she sent a registered letter to headquarters, dated 30th May 1933 and bearing the Glasgow postmark, containing the key of the premises, 33 Ainsworth Street, and also a letter in which she stated that the people in Ainsworth Street, would not purchase at her shop owing to her husband being sentenced for injuring a white man with a shovel, and as she had no money she was obliged to go away. The key of the premises was returned to the owners, Messrs. Peter Walker & Son Ltd., 105 Duke Street, on the 2nd June 1933.

Since his release from prison, Khan has visited me on several occasions, and stated that he has reason to believe that his wife left Liverpool in the company of another man, but he has no information as to the identity of the man.

He also informs me that at the time he was sent to prison, he left his passport and about £44 in cash, with his wife, and he is of the opinion that his wife has taken the passport with her, to wherever she has gone.

Khan was employed by the City Engineer's Department at the Destructor in St. Domingo Road for 14 years, and up to the time he committed the offence for which he was sentenced, he bore an excellent character.

I would suggest a copy report be forwarded to the Branch Passport Office, 36 Dale Street, for their information.

(Sgd.) W. CULSHAW Sgt. 77 "H"

Submtd. to C.C. (C.I.D.) 21/6/33 "A" recommendd.

(Sgd.) A.W. FOTHERGILL Inspr. C.I.D.

Hassan Khan (HO 45/15863): Document (b)**Transcript**

661623

COPY

18136 B

Central Police Office, Liverpool 2.

G.45600

21st June 1933.

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C.I.D.

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Hassan Khan (HO 45/15863): Document (b)

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Submtd. To C.C. (C.I.D.) 21/6/33 "A" recommended.

(Sgd.) A.W. FOTHERGILL Inspr.C.I.D.

Jan Mohamed (HO 45/13750): Document (a)

(*6134) Wt. 1150—C336. 50,000. 4/20. J. T. & S., Ltd. 162.
(*6134) Wt. 11059—C393. 100,000. 7/20. J. T. & S., Ltd. 152.

Immigration Officers' Report

Port of HARWICH Date of arrival 1-4-25.

Subject MOHAMED, Jan or John or
MOHAMED ALI John.

References to Files _____

H.O. No. Harw 7161

Port No. _____

H./H. 11688.

All reports to be signed and dated at end of same.

Copies sent to:— Nationality Without. Occupation Ship's Fireman.

C.I. SEX Male Age - States born 1897.

S.A. Continuous Certificate of Discharge No 976,527, London, 2-5-1919

X.

This man arrived from Antwerp on s.s. "Roulers" on 1-4-25, and stated that he was born in Punjab, this was also entered in his Discharge Book. The book shows that he last signed on a British ship in South Shields on 31-10-1918 and paid off at Swansea 14-4-1919, after which (according to his statements) he was sent back to India as a passenger. He then signed on in Bombay the same year and paid off in New York, he then went on to Detroit where he worked as a labourer until October 1923, when he was sent back to India, he says, via Southampton and Liverpool.

He signed on the Finnish ship "Navigator" at Bombay on 4-2-25 and was paid off at Antwerp 30-3-25.

When going through some papers he had, a cutting from a Detroit Newspaper was found - a copy is attached - he admitted that the second person mentioned was himself, he would thus have lost his British nationality and also his American citizenship.

He was refused leave to land under Art 15-1- and returned to Antwerp on the same boat on the same day.

No: his American nationality would be invalid as he has never been in the States. I understand that he has held that his holding of an American passport is not operative in these circumstances. to re-apply for his British nationality. The man points out that he has no proof of his birth in Punjab.

9/15/25

614

21/4/25

Jan Mohamed (HO 45/13750): Document (a)

Transcript

Immigration Officer's Report

Port of: HARWICH

Date of arrival 1-4-35

Subject: MOHAMED, Jan or John or

MOHAMED ALI John

References to Files

Nationality: Without. Occupation: Ship's Fireman

SEX: Male Age: States born 1897.

Continuous Certificate of Discharge No 976,527, London 2-5-1919

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He was refused leave to land under Art 15-1- and returned to Antwerp on the same boat on the same day.

Jan Mohamed (HO 45/13750): Document (b)

No. 2000. 701.

DOCUMENT OF IDENTITY ISSUED TO AN APPLICANT WHO CANNOT OBTAIN A NATIONAL PASSPORT.

Mr. Jan Mohamed
 (Name)
 holding (Identity Book)
(Registration Certificate)
 who resides at The Strangers Home
for Asiatics Limehouse E.
 and claims to be a native of Punjab, India
 nationality, desires to travel to America
(U.S.)

(Signature of Bearer.)

This document must when necessary be visé for the journey to the country above mentioned by the appropriate authorities in the United Kingdom. It is valid only for a single journey.

DESCRIPTION.

Age 28
 Height (with boots) 5 3/4 ft. 2 in.
 Eyes Brown
 Hair Black

Dependents accompanying the holder:

(Date) 9th July - 1925
 (Signed) [Signature]

H.M. CHIEF INSPECTOR,
 ALIENS BRANCH,
 HOME OFFICE,
 LONDON, S.W. 1.

JUL 11 1925
 British 18

(2005) W.F. 20781-CH 3/10 21. T.S. 138

Jan Mohamed (HO 45/13750): Document (b)

Transcript

DOCUMENT OF IDENTITY ISSUED TO AN APPLICANT WHO CANNOT OBTAIN A NATIONAL PASSPORT

Mr: Jan Mahomed

who resides at: The Strangers Home for Asiatics Limehouse

and is registered as of claims to be a native of Punjab, India

nationality, desires to travel to: America (US)

This document must when necessary be visé for the journey to the country above mentioned by the appropriate authorities in the United Kingdom.

It is valid only for a single journey.

DESCRIPTION

Age: 28

Height (with boots): 5ft 5 ½ in.

Eyes: Brown

Hair: Black

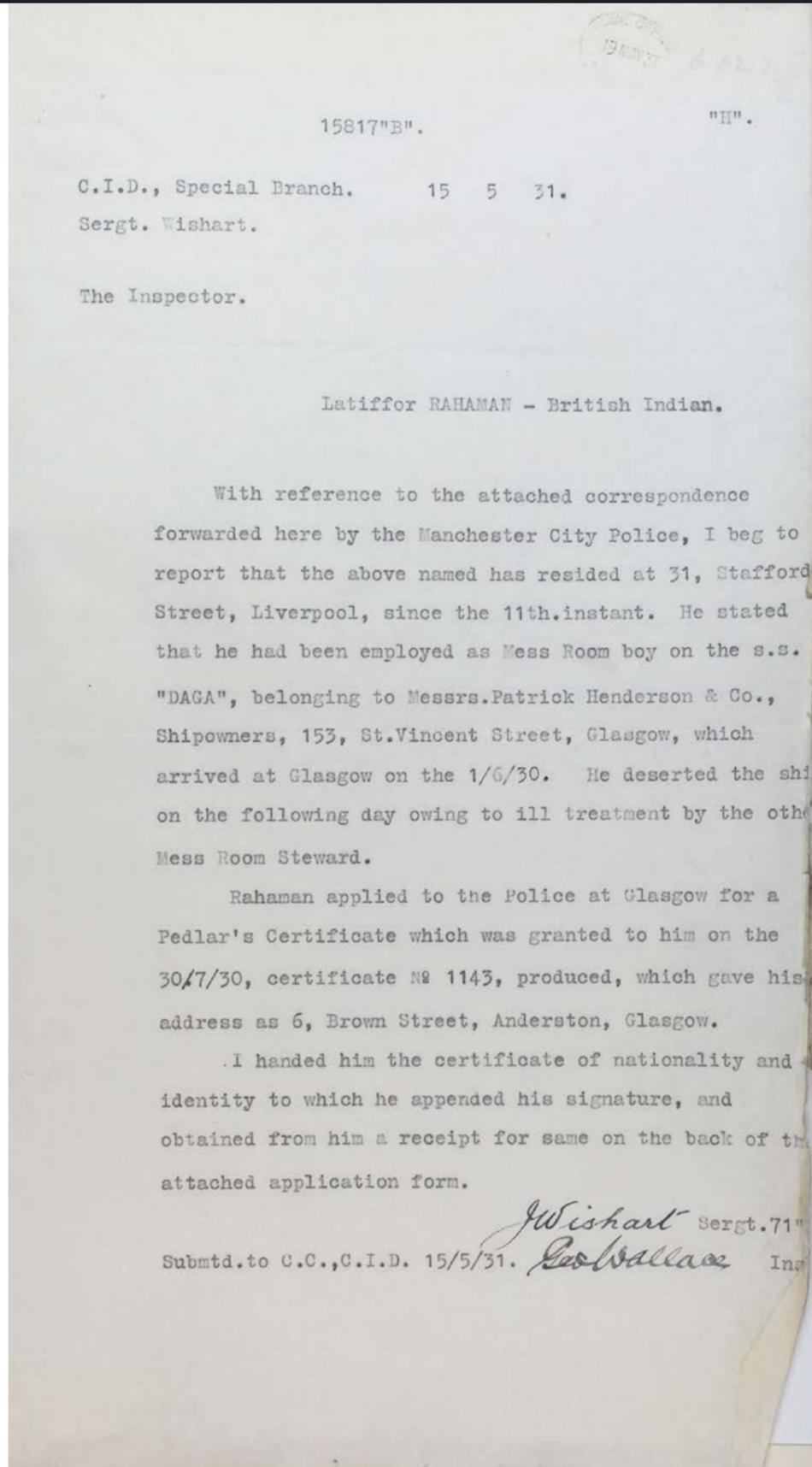
Dependents accompanying the holder:

(Date) 9th July 1925

(Signed)

H. M. CHIEF INSPECTOR,
 ALIENS BRANCH,
 HOME OFFICE,
 LONDON, S. W. 1

Latiffor Rahaman (HO 45/14443): Document (a)



Latiffor Rahaman (HO 45/14443): Document (a)

Transcript

15817"B". "H".

C.I.D., Special Branch. 15 5 31.

Sergt. Wishart

The Inspector.

Latiffor RAHAMAN - British Indian

With reference to the attached correspondence forwarded here by the Manchester City Police, I beg to report that the above named has resided at 31, Stafford Street, Liverpool, since the 11th.instant. He stated that he had been employed as Mess Room bo on the s.s. "DAGA", belonging to Messrs. Patrick Henderson & Co., Shipowners, 153 St. Vincent Street, Glasgow, which arrived at Glasgow on the 1/6/30. He deserted the ship on the following day owing to ill treatment by the other Mess Room Steward.

Rahaman applied to the Police at Glasgow for a Pedlar's certificate which was granted to him on the 30/7/30, certificate no. 1143, produced, which gave his address as 6, Broom Street, Anderston, Glasgow.

I handed him the certificate of nationality and identity to which he appended his signature, and obtained from him a receipt for same on the back of the attached application form.

[signature] J. Wishart Sergt. 71"

Submtd. To C.C.,C.I.D. 15/5/31 [signature] Inspector

Latiffor Rahaman (HO 45/14443): Document (b)

TELEPHONE No. 4300 CENTRAL
TELEGRAMS "DEVOIR, LIVERPOOL"

Please address your letter
THE CHIEF CONSTABLE,
Criminal Investigation Department,
LIVERPOOL.

and in your reply quote No. 15817 B



CENTRAL POLICE OFFICE,
LIVERPOOL,

23rd July 1931

Your reference No. 602,125/4

The under Secretary of State,
Home Office,
Whitehall,
London.

Sir,

Latiffor Rahaman - British Indian.

In reply to your letter of 22nd instant, I beg to inform you that Messrs P. Henderson & Co., Glasgow, wrote to me concerning the above named man, and I replied on the 15-6-31, pointing out that the police had no power to arrest him and place him on board the s.s. "Sagging", but that he would be warned he was due to sail on the ship.

However, subsequent enquiries revealed that Rahaman resided at 31 Stafford Street, Liverpool, until the beginning of June last, and that he was supposed to have then gone to Manchester with a girl he is stated to have been married to some weeks previously.

He is believed to be travelling the markets in the vicinity of Manchester selling clothing.

I am,
Sir,
Your obedient Servant,

A. Stanley
Asst. Chief Constable.

S/JW

Latiffor Rahaman (HO 45/14443): Document (b)

Transcript

Telephone No. 4300 Central
Telegrams "Devoir, Liverpool"

Central Police Office
Liverpool

Please address your letter
The Chief Constable,
Criminal Investigation Department
Liverpool

23rd July 1931
And in your reply quote No. 15817B
Your reference No. 602,125/4

The under Secretary of State.
Home Office,
Whitehall,
London,

Sir,
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I am, Sir, your obedient Servant,
Asst, Chief Constable.
S/JW

Paku Miah (HO 45/14874): Document (a)

HOME OFFICE
20 NOV 1931
RECEIVED 610822

Commercial Street "H"
18th November, 1

1.
Paku MIAH, Indian.

with reference to attached:-
I beg to report that the above-named is at present residing at 52, Worship Street, E.C.2., as a lodger with one of his compatriots.
I respectfully ask what further action is desired in the matter.

W. Bateson
P.C. 153.H.

2.
To Superintendent.
Submitted.

[Signature]
Inspector "H"

3.
L2.

[Signature]
Superintendent "H"

16/11/31

Paku Miah (HO 45/14874): Document (a)

Transcript

HOME OFFICE
29 NOV 1931
RECEIVED

Commercial Street "H"
16th November, 1

1.

413/1/38. Paku MIAH, Indian

with reference to attached:-

I beg to report that the above-named is at present residing at 52, Worship Street, E.C.2, as a lodger with one of his compatriots.

I respectfully ask what further action is desired in the matter.

W Bateson
P.C 183.H

2.

To Superintendent.

Submitted.

Inspector "H"

3.

L2

16/11/31
Superintendent "H"

Paku Miah (HO 45/14874): Document (b)

COPY. THE SHIPPING FEDERATION LIMITED.
52, Leadenhall Street,
London, E.C.3.

Messrs. Thos. & Jas. Harrison,
Mersey Chambers,
Liverpool.

28th January, 1932

Dear Sirs:

PAKU MIAH ex "INANDA"

I am in receipt of your letter of the 26th inst. with copy of a letter received from the High Commissioner for India relating to the above-named Indian Seaman.

On instructions received from your London Office we prosecuted this man in London on the 3rd December last, proceedings being taken against him under Section 224 of the Merchant Shipping Act 1894. Although the summons which was directed for service at the address which was given by the High Commissioner for India, namely, 52, Worship Street, Finsbury, E.C.2 we had great difficulty, however, in finding the man, but eventually the Police succeeded in tracing him to an address in Spitalfields, E. The Magistrate at the Thames Police Court having found the defendant guilty made an order for the forfeiture of wages which amounted to £3.10.0. and also directed that he should be conveyed back to his ship under Police Escort. This was eventually carried out the same afternoon. This man not being on the Articles of the "Inanda", and as he definitely refused to sign same, the Master or the Officers of the vessel had no authority whatever to prevent him from going ashore, which he eventually did as he said he would to the Police which escorted him on board.

I have discussed the matter with our Solicitors to-day and they confirm the opinion which I previously held that as the order of the court in question had been complied with, I cannot see, having regard to the attitude of the man, and that he has been in a position to maintain himself up to the present, what further legal steps the Shipowners can take or even the Commissioner for India to have this Indian seaman removed from the Country. It must not be overlooked that the Agreement which Paku Miah signed in India no longer operates as it expired some time ago, and also that he is a British Subject.

Yours faithfully,
Michael Brett,
Secretary,
Per A.G.E. (Sgd)

Paku Miah (HO 45/14874): Document (b)

Transcript

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London, E. C. 3

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Paku Miah (HO 45/14874): Document (b)

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Michael Brett,
Secretary,
Per A.G.E (Sgd)

Useful links

The National Archives:

- [Colonial Seafarers Project - Once British Always British](#) is a collection of two 30-minute audio dramas that are the result of a collaboration between The National Archives and Tamasha Theatre Company and explore the migration of Yemeni and Indian sailors to British ports during the 1920s. Each story is inspired by material researched during a writing residency at The National Archives.
- [1919 Race Riots Education resource](#) - How significant a factor was race in the riots of 1919?

Other resources:

- [Our Migration Story](#) - 'The Lascars: British Colonial Sailors'

THE

NATIONAL

ARCHIVES

Did you know?

The National Archives Education Service also offers free taught sessions onsite in Kew and online.

Too far to Kew? Join us for a live [online workshop](#) and we'll come to you! Our sessions are free, fun and interactive. Students can explore high quality digital images of original documents with the guidance of an Education Officer. They will make their own interpretations about the past and answer a historical enquiry based on this evidence.

We carry out our online taught sessions using Zoom or Blackboard Collaborate. This technology enables students to chat and exchange ideas with the Education Officer using the mic or chat-box; to work in groups using break-out rooms; and to annotate and share their ideas using the whiteboard area.

Our [Onsite Workshops](#) are available for free here at The National Archives and allow students to experience genuine original documents reflecting over 1000 years of history. From Elizabeth I's signature to the telegrams of the sinking Titanic, students love the wow-factor of being able to see real history on the desk in front of them.

Find out more:

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