

APPENDIX, No. I.

A STATEMENT OF THE SOUNDINGS OF THE RIVER THAMES, FROM LONDON BRIDGE TO BLACKWALL, TAKEN AT LOW WATER, BY J. FOULDS, MARCH 1796;

BY ORDER OF THE COMMITTEE OF THE PORT OF LONDON.

SOUTH-SIDE  
THE RIVER THAMES.

Cotton's Wharf - - -	2,3-6,0-6,0-6,6-6,9-10,3-11,0-9,0-10,0-13,3-21,3-25,6-28,9-27,6-22,3-12,3-5,9-5,9-4,9-5,0-7,9-15,3-12,9-17,0-16,0-16,0-16,0-15,3-15,9-15,9-10,6-12,0-15,0-15,9-10,6-12,0-11,0-12,0-10,6-7,0-6,0-6,6-5,0-3,0-	Fresh Wharf. Billingsgate.
Bridge Yard - - -	3,0-4,0-12,0-10,9-8,0-9,9-13,0-14,3-15,6-15,3-14,9-13,8-14,9-15,0-15,6-13,4-17,2-14,2-12,2-12,2-11,4-7,10-4,1-2,10-	
River in this Place Two Hundred and Fifty Two Yards wide.		
Battle Bridge - - -	1,0-1,0-1,6-2,0-5,0-6,0-7,6-9,0-10,0-10,6-9,10-11,0-12,0-12,0-11,9-12,0-16,0-14,0-13,6-14,0-13,9-13,3-14,0-9,0-8,6-6,3-3,0-	Custom-house.
Stoney Lane - - -	1,6-4,0-8,9-9,9-10,0-11,6-12,6-9,0-12,6-14,0-16,6-15,9-15,0-15,0-16,0-16,0-17,6-18,6-17,9-15,0-13,0-11,0-12,3-12,9-11,9-10,3-10,0-9,9-9,3-9,0-8,0-6,0-3,0-2,0-	Tower Stairs.
Still Stairs - - -	1,6-2,0-4,0-5,0-7,0-7,9-7,0-8,0-8,0-8,6-10,0-10,0-6,0-10,0-16,0-16,0-14,6-14,0-14,3-13,9-13,6-13,0-13,0-13,6-13,9-14,3-14,6-13,9-12,3-11,3-11,0-10,9-10,3-10,0-9,6-8,0-7,6-6,0-3,9-3,3-1,9-	Tower Wharf.
Freeman's Lane, Dancing- Stairs - - -	1,3-2,3-3,6-5,3-8,0-8,0-8,6-9,9-12,0-13,0-12,6-9,0-8,9-8,3-8,9-9,0-8,9-9,0-9,0-8,6-9,6-11,6-13,6-14,0-14,6-15,0-14,9-15,0-14,9-14,0-13,0-14,9-16,9-15,0-13,0-11,0-11,0-10,0-6,0-8,0-7,0-4,6-2,0-	Iron-gate.
River in this Place Two Hundred and Fifty Four Yards wide.		
Shad Thames, King's Row.	1,0-1,6-3,0-5,6-9,0-11,0-10,6-10,9-10,0-10,9-9,0-8,9-10,0-9,3-9,0-9,6-9,9-9,6-10,0-12,6-13,9-14,6-14,9-15,6-15,0-15,0-13,9-13,0-11,6-9,0-9,0-9,0-8,3-8,0-7,0-7,0-7,0-7,0-7,0-8,6-8,0-8,0-8,0-8,0-7,0-4,6-4,0-3,0-2,0-1,0-	Brown's Wharf.
Horselydown Stairs.	2,3-5,0-6,6-7,6-10,0-7,6-7,0-7,6-7,6-8,0-7,6-8,6-7,9-7,9-8,0-8,3-9,0-10,0-11,0-12,6-14,0-15,3-15,0-13,6-12,9-9,9-9,3-8,6-8,0-7,0-8,9-9,3-9,9-10,6-10,0-10,0-10,9-11,0-11,3-6,0-3,0-1,0-	A. Parsons's Stairs.
River in this Place Three Hundred Yards wide.		
St. Saviour's Mill Stairs.	1,0-1,6-1,6-4,9-2,0-2,0-1,9-2,0-3,0-3,6-4,6-7,0-11,6-13,3-13,3-15,0-14,6-15,8-16,0-16,3-16,9-16,0-15,0-14,0-12,0-11,0-13,0-13,9-12,9-12,6-12,0-10,6-10,3-10,3-10,9-10,0-8,0-5,0-2,9-2,3-2,6-2,6-2,0-2,0-2,0-1,6-1,0-	Hermitage Stairs.
East Lane Stairs - - -	1,10-2,10-6,4-11,0-13,11-12,1-12,1-12,10-15,10-15,7-15,10-17,3-16,10-17,6-17,10-17,1-16,1-15,9-16,3-15,9-13,9-12,3-12,3-11,3-11,3-11,3-10,4-8,6-7,0-5,9-3,3-1,9-1,3-	Union Stairs.
River in this Place Three Hundred Yards wide.		
Mariner's Stairs - - -	1,3-1,9-3,3-4,6-6,9-8,9-11,3-11,9-11,3-11,0-10,6-11,0-11,9-13,9-18,6-20,0-21,0-20,6-19,9-18,3-16,9-16,3-16,3-15,9-15,9-15,9-8,6-9,9-7,3-6,3-4,0-1,9-1,0-	Bell Dock.
River in this Place Two Hundred and Thirty Yards wide.		
Cherry Garden Stairs - -	2,0-3,0-6,0-7,0-11,9-16,0-18,0-19,0-16,0-14,0-15,0-16,0-17,0-18,0-18,0-17,9-17,3-16,9-16,9-13,9-13,9-14,0-14,6-14,6-14,0-13,9-13,6-13,0-12,6-12,0-7,9-3,9-3,6-3,0-2,0-	Gun Dock.
Redriff Stairs - - -	1,0-1,6-2,0-2,6-3,0-3,6-4,6-5,3-6,0-6,6-7,0-8,0-9,6-10,6-11,6-11,6-12,6-12,0-14,0-12,0-15,0-18,0-18,0-17,6-17,6-17,0-17,0-15,0-13,0-12,6-6,0-1,9-1,0-	Wapping New Stairs.
Princess' Stairs - - -	1,0-3,0-4,0-5,6-7,0-8,2-10,6-11,0-10,6-10,6-12,0-14,6-15,0-16,6-16,0-15,6-16,0-16,0-15,0-14,6-14,6-15,6-16,0-15,0-13,0-12,0-11,6-7,0-6,0-5,6-4,0-3,6-2,6-1,0-	Execution Dock.
Church Stairs - - -	1,0-2,6-5,6-8,0-9,6-9,6-10,0-10,0-10,6-11,6-11,6-12,0-12,6-13,0-13,0-13,0-15,0-16,6-17,0-16,6-15,6-15,0-17,6-19,0-16,0-15,6-14,6-12,0-11,0-10,0-6,0-5,0-4,6-3,0-2,6-2,0-1,0-	Wapping Dock.
Hanover Stairs - - -	1,0-3,0-4,0-7,6-12,0-14,0-11,6-13,0-13,6-14,0-14,6-14,6-15,0-16,0-18,6-19,9-19,9-17,0-17,6-17,6-17,6-17,6-16,6-15,6-13,6-12,0-11,6-10,6-10,6-9,6-8,6-5,0-4,0-2,0-	New Crane.
River in this Place Three Hundred and Forty Yards wide.		
King's Mill Stairs - - -	1,0-2,0-2,6-2,6-2,9-3,0-4,0-4,6-4,6-4,6-5,0-6,6-7,6-10,0-11,0-13,6-14,0-15,0-18,0-19,0-20,0-19,0-18,0-17,0-17,0-17,0-16,0-15,0-14,6-13,0-12,0-10,0-9,0-7,0-6,0-5,0-4,0-3,6-2,0-1,0-	St. James's Stairs.
Opposite - - -	1,3-2,0-3,6-4,0-6,0-7,0-10,9-13,6-14,0-15,6-17,0-15,3-16,0-17,6-17,3-17,0-16,3-15,9-15,0-14,3-13,3-13,6-13,0-13,3-13,0-12,6-11,6-12,3-12,3-9,3-8,0-5,6-4,0-2,0-1,6-	Shadwell Dock.
King and Queen's Stairs -	1,3-2,0-3,6-7,6-11,3-11,0-12,0-12,6-13,3-13,9-14,3-14,3-14,9-15,6-15,6-15,6-14,6-14,3-14,9-15,0-15,6-15,9-15,6-15,9-15,9-15,0-14,9-14,6-14,0-13,3-11,9-11,0-12,0-13,0-13,6-14,6-8,0-4,0-2,6-2,6-1,6-1,0-	Coal Stairs.
Opposite - - -	1,0-2,0-5,0-10,3-11,9-13,3-12,9-13,3-14,6-15,6-16,9-18,0-16,9-15,9-15,9-15,3-14,3-13,9-14,0-12,9-12,6-12,6-11,0-11,0-11,6-11,0-12,6-14,0-15,9-16,9-15,9-11,9-10,0-6,3-5,0-3,0-1,3-	Bell Wharf.
River in this Place Two Hundred and Eighty Yards wide.		
Globe Stairs - - -	1,3-2,6-4,3-7,9-11,6-16,3-16,3-17,0-17,3-19,0-19,3-19,3-19,3-18,6-18,6-18,0-18,3-18,3-18,3-17,0-16,3-15,6-15,3-14,6-14,6-14,0-13,6-13,0-12,3-10,3-8,6-5,6-2,6-1,6-1,6-1,0-	Opposite.
Opposite - - -	1,0-2,6-5,3-7,0-10,6-12,6-13,6-19,3-18,9-19,9-19,0-19,3-17,6-17,6-17,9-17,9-17,6-17,6-17,3-17,6-14,3-14,0-14,0-14,9-15,6-15,3-15,3-15,0-15,0-14,3-13,3-12,3-11,0-7,3-4,6-2,9-1,6-1,0-	Hall Stairs. Queen Stairs.
Opposite - - -	1,0-1,6-2,6-4,6-5,3-5,3-5,9-6,9-7,9-7,9-9,0-10,6-12,6-16,0-16,0-16,0-15,9-16,0-15,9-15,6-16,0-15,6-15,0-14,6-14,3-14,0-14,0-13,3-12,9-9,6-8,9-7,6-4,0-3,0-	Godwell Stairs.
Pageant's Stairs - - -	1,0-2,0-3,0-4,0-6,6-8,0-8,6-9,0-11,3-12,9-13,9-13,6-14,6-15,6-15,0-15,6-15,6-15,6-16,0-16,9-17,0-17,0-16,0-15,0-14,3-13,3-13,0-12,0-9,9-7,9-7,0-6,6-5,6-3,6-2,6-1,6-1,0-	Shipping Stairs.
Opposite - - -	1,6-3,3-4,9-5,0-6,3-7,9-8,3-7,9-10,3-12,9-13,9-13,9-13,9-14,3-13,9-12,9-11,9-14,3-9,9-9,9-9,3-8,3-7,9-7,6-7,6-7,3-6,6-9,6-7,3-6,3-5,3-5,3-5,0-4,9-4,6-4,6-5,0-3,6-2,3-1,0-	Limehouse. Limehouse-hole.
Cuckold's Point - - -	1,0-1,3-2,9-4,9-5,3-7,3-7,9-9,9-10,3-11,3-12,9-15,9-17,9-18,3-18,3-17,9-15,3-15,9-16,3-15,9-16,3-16,6-17,0-18,9-18,3-19,3-18,3-19,0-18,3-17,3-19,3-18,3-16,9-14,0-10,0-5,0-2,6-2,0-	Opposite.
Betwixt the Point and Norris Causeway - - }	1,0-2,0-3,6-4,0-5,6-7,0-8,6-10,6-11,6-15,0-15,6-16,6-15,6-15,6-16,0-15,6-16,6-17,0-16,6-16,0-15,0-14,0-14,6-15,6-15,6-14,0-16,0-16,0-16,6-16,0-15,0-14,0-15,0-14,0-13,0-10,0-8,0-5,0-3,0-1,0-	Opposite.
Norris Causeway - - -	1,0-1,6-2,0-2,0-3,0-4,0-5,6-7,9-8,0-9,0-12,0-13,0-13,6-14,0-14,6-14,6-15,0-14,6-14,6-15,0-15,6-16,0-15,6-15,0-14,6-16,0-17,0-14,0-13,6-10,6-7,0-4,0-3,6-	Opposite.
Betwixt Norris Causeway and Greenland Stairs. 1st. }	1,0-1,6-3,6-4,0-5,0-7,3-8,3-11,3-11,6-11,6-13,0-12,0-12,3-11,6-12,6-14,6-12,0-10,9-10,6-14,0-13,6-14,0-13,6-14,0-13,6-16,0-13,6-14,6-9,6-6,6-5,0-3,6-3,3-	Opposite.
River in this Place Three Hundred and Seventy Yards wide.		
2d.	1,3-2,3-3,3-6,3-7,0-8,3-9,9-9,9-9,9-11,0-11,3-10,9-12,3-12,6-11,9-11,9-13,9-12,6-11,6-14,3-15,3-16,3-18,3-16,3-15,9-14,9-14,6-12,6-10,9-14,9-11,6-6,9-3,9-3,9-3,0-2,0-1,0-	Opposite.

Greenland

[To follow immediately the Body of the Work.]



APPENDIX, No. I.

SOUTH-SIDE  
THE RIVER THAMES.

Greenland Stairs - - -	1,0-1,6-2,0-3,0-4,6-7,0-7,6-8,6-8,6-9,9-11,6-12,0-12,0-14,6-11,9-12,0-13,6-14,6-15,3-11,6-17,9-19,9-19,0-19,0-19,3-21,9-22,0-19,0-18,0-18,0-18,0-17,0-16,0-16,0-15,0-13,0-11,0-8,6-4,0-2,6-	Opposite.
Betwixt Greenland Stairs } and Greenland Dock.	1,0-2,0-3,0-4,3-5,9-6,0-7,0-8,0-9,6-8,9-9,6-10,0-10,0-10,3-10,3-9,6-9,6-10,6-12,0-12,0-10,6-8,0-8,9-11,1-12,0-12,0-12,0-11,0-11,0-11,0-10,6-12,3-11,0-11,3-11,3-10,6-4,0-2,0-1,0-	Opposite.
River in this Place Three Hundred and Eighty Yards wide.		
Greenland Dock - - -	1,0-1,3-1,9-2,9-4,9-6,0-8,0-8,0-8,0-9,0-10,0-10,6-10,6-11,6-11,6-12,0-12,9-12,6-12,0-11,6-11,0-13,9-13,6-13,0-14,9-15,3-14,6-14,9-14,9-14,9-13,0-12,3-12,0-7,9-3,6-2,0-1,0-	Opposite.
Dog and Duck Stairs - -	1,6-1,6-2,6-3,0-3,9-3,9-5,0-5,6-6,6-7,3-8,6-9,0-9,6-10,3-11,3-11,9-12,0-11,9-12,0-12,3-12,9-14,0-13,6-15,3-15,6-16,6-16,6-18,6-19,6-20,0-20,6-19,3-17,0-15,6-14,6-13,6-12,0-11,6-11,6-11,9-11,0-7,6-4,3-2,9-1,9-1,0-	Opposite.
Betwixt George's Stairs } and Victualling Office.	1,9-3,0-5,0-7,0-8,0-7,3-7,6-9,6-9,6-9,6-11,0-11,6-12,0-13,0-14,0-16,0-16,9-17,0-16,6-16,0-15,0-13,9-13,9-13,9-13,9-13,0-12,6-15,6-15,9-14,9-13,6-12,3-12,6-11,9-13,0-12,0-12,9-11,0-9,3-9,6-4,6-2,9-1,3-	Opposite.
River in this Place Three Hundred and Forty Yards wide.		
Victualling Office - - -	1,6-2,3-2,6-4,0-4,9-7,0-8,9-9,6-10,2-11,6-13,0-14,0-14,6-14,9-15,9-15,9-16,6-16,9-16,9-16,3-16,0-17,0-16,6-15,6-15,6-14,9-15,0-14,6-13,6-13,3-14,3-13,6-13,6-13,6-12,9-12,3-7,0-7,9-6,3-6,9-6,6-5,9-5,0-4,0-2,6-1,6-	Opposite.
Victualling Office Ware- } houses - - - - - }	1,0-2,0-5,0-2,0-7,0-11,9-13,6-13,9-13,0-13,3-14,0-14,6-16,6-17,9-18,6-17,6-17,6-15,0-13,0-14,6-16,0-16,3-15,0-17,0-16,0-15,9-15,0-15,0-12,6-11,6-10,6-8,9-6,9-6,9-5,0-4,3-4,0-3,6-3,3-2,9-2,3-2,0-1,0-	Opposite.
Above Upper Water Gate -	1,9-4,6-6,6-7,6-3,6-10,6-13,0-19,0-20,0-20,0-17,9-14,0-15,6-17,0-17,6-18,0-19,6-20,6-21,9-22,0-21,3-21,6-20,3-20,0-19,3-19,3-18,0-18,0-16,6-15,3-13,6-12,6-13,6-12,6-11,0-9,9-8,6-7,0-5,0-3,6-2,0-1,0-	Opposite.
River in this Place Three Hundred and Thirty Yards wide.		
Lower Water Gate - - -	1,0-1,9-2,6-4,0-6,0-9,0-11,0-16,0-17,0-18,9-19,0-18,6-16,6-16,9-14,6-16,0-19,0-21,0-22,9-21,0-20,9-20,9-21,0-20,9-18,0-17,3-15,3-14,6-15,9-11,0-12,9-12,0-9,9-8,0-7,9-7,0-5,3-3,9-2,6-2,0-1,0-	Opposite.
Betwixt Lower Water Gate } and Hospital Stairs, 1st.	1,0-1,6-2,6-4,3-5,3-7,6-11,0-12,0-13,0-16,0-16,0-17,9-19,9-20,0-20,0-20,6-21,6-22,0-22,6-22,0-22,3-22,0-22,3-21,6-21,0-19,6-20,6-20,9-19,6-20,0-19,6-18,0-16,9-16,0-15,3-14,0-13,0-10,0-8,0-7,6-6,9-4,6-3,0-2,6-2,0-1,3-	Opposite.
A Shoal opposite Creek's } Mouth, 2d. - - - }	1,0-1,6-2,0-2,6-3,0-3,6-4,6-5,0-11,0-16,9-18,9-18,0-16,6-19,0-21,6-21,6-21,0-22,0-21,3-19,9-18,1-17,6-15,9-14,9-12,9-11,6-10,0-9,0-7,0-7,0-6,0-4,6-3,3-2,9-2,6-1,3-	Opposite.
River in this Place Three Hundred and Twenty-Two Yards wide.		
3d.	1,6-6,0-6,9-7,0-7,6-8,6-11,0-14,9-15,9-18,0-19,6-20,9-21,9-22,3-20,6-20,9-22,0-20,0-20,9-20,9-19,6-19,9-19,9-18,6-17,0-15,9-13,9-12,0-9,9-9,0-7,0-6,0-2,9-1,9-	Opposite.
4th.	1,3-2,0-3,9-4,9-5,3-6,6-7,0-10,0-11,9-8,0-9,0-14,0-17,0-19,0-18,9-20,0-21,9-20,9-21,0-15,3-18,9-21,3-21,9-21,3-21,3-21,3-20,0-18,9-15,9-12,3-11,9-9,0-8,6-8,0-6,6-4,9-4,9-4,0-3,3-2,9-1,6-1,0-	Opposite.
5th.	1,0-1,6-1,9-4,9-2,0-2,6-3,0-3,6-3,6-3,9-3,9-4,3-4,9-5,0-6,6-5,0-11,0-17,0-16,9-22,0-19,9-19,9-21,9-19,0-18,3-19,3-22,0-22,3-21,0-20,6-17,6-16,6-15,0-13,0-12,0-10,0-9,3-6,6-3,0-1,6-	Opposite.
Hospital Stairs, 1st.	1,6-1,6-2,0-2,6-3,6-3,3-4,0-4,3-4,9-6,0-8,0-10,0-12,6-19,6-20,0-21,0-20,9-20,9-18,9-19,6-21,0-20,0-18,3-17,3-16,0-14,6-13,0-11,6-10,8-7,6-6,6-7,1-6,6-4,9-4,0-3,0-2,6-1,9-1,0-	Horse-Ferry.
2d.	1,0-2,0-6,0-9,0-10,0-10,6-11,0-11,0-12,3-12,6-13,3-13,6-15,3-17,0-18,0-18,0-18,0-18,9-17,3-17,0-17,0-17,6-17,6-14,6-15,6-14,0-12,6-12,0-9,0-6,0-5,6-4,6-3,0-2,0-1,0-	Below Horse-Ferry.
River in this Place Three Hundred and Sixty-Two Yards wide.		
3d.	1,0-1,6-2,6-3,9-6,0-7,6-10,3-10,6-14,3-15,6-16,3-17,6-17,6-16,0-16,6-16,9-16,3-18,0-19,6-17,6-14,9-16,6-18,3-18,6-15,6-15,0-14,6-12,6-7,6-5,3-6,0-7,0-7,9-7,3-5,3-4,0-3,0-2,6-2,3-1,0-	Below Horse-Ferry.
4th.	1,0-2,6-3,6-4,6-4,9-5,9-6,6-6,9-7,0-7,6-8,9-10,0-13,0-13,9-14,6-14,0-13,6-13,0-12,6-14,6-15,3-15,0-15,6-16,0-16,6-15,3-12,6-10,9-9,3-9,9-9,6-10,6-9,9-7,3-7,3-6,3-6,3-4,0-4,0-1,6-1,0-	Below Horse-Ferry.
5th.	1,6-3,6-5,0-6,6-9,0-12,6-12,0-13,6-15,9-14,0-14,6-16,6-17,6-17,0-16,3-17,6-17,0-17,0-17,0-17,3-17,9-17,6-17,6-17,6-17,6-17,0-15,6-16,6-11,6-10,0-8,9-7,6-5,0-5,9-4,3-2,6-2,6-2,3-2,0-1,0-	Below Horse-Ferry.
6th.	2,0-3,6-6,6-8,9-12,6-14,3-16,9-15,9-17,0-16,3-16,9-16,6-15,9-13,3-14,3-14,0-13,3-10,9-13,0-16,6-16,9-17,9-16,9-16,0-16,6-14,6-13,3-12,6-10,9-9,9-8,3-7,6-6,6-5,6-5,0-4,0-4,0-4,0-3,0-2,6-2,0-	Below Horse-Ferry.
River in this Place Three Hundred and Forty-Eight Yards wide.		
7th.	8,0-9,0-11,6-15,6-14,6-14,9-15,6-16,0-15,3-16,0-14,6-15,0-16,6-17,0-15,0-15,3-14,0-12,6-11,9-11,9-11,0-10,9-10,0-9,9-9,6-8,0-8,0-8,0-8,3-7,0-6,6-5,6-4,9-3,6-2,6-2,6-1,0-	Below Horse-Ferry.
8th.	2,3-3,0-3,6-7,9-10,9-13,0-16,0-17,0-17,6-18,6-18,3-16,6-16,3-15,0-17,6-17,3-18,6-17,3-17,6-17,6-18,0-16,6-15,3-15,6-16,0-15,0-14,0-13,6-13,9-13,3-12,6-11,9-11,3-11,0-10,3-10,0-9,3-9,0-8,0-8,6-10,9-8,0-7,0-6,9-5,9-5,0-4,3-3,6-3,6-2,6	Below Horse-Ferry.
9th.	7,0-8,0-9,0-10,6-12,9-13,9-13,9-14,6-14,6-12,6-12,6-13,6-17,3-15,0-16,3-15,0-16,3-17,0-17,0-16,0-16,3-16,6-17,6-18,0-16,0-16,6-17,6-17,3-17,6-17,6-16,3-15,6-16,3-14,3-12,9-12,9-12,9-12,9-12,0-11,3-11,6-11,6-11,0-11,0-10,0-8,0-6,6-5,6-4,6-3,3-1,6-1,0-11,6-11,0-11,0	Below Horse-Ferry.
10th.	2,6-3,6-5,3-6,6-8,6-11,6-12,6-13,9-14,9-15,3-16,3-16,3-18,0-16,6-16,9-17,6-18,0-17,3-17,6-17,3-18,3-17,0-17,0-17,6-17,0-16,3-16,0-16,9-15,9-15,6-16,0-13,6-13,6-13,9-13,3-13,0-12,6-12,6-12,9-12,9-11,9-11,6-11,0-9,6-8,0-7,0-4,6-4,0-2,6	Below Horse-Ferry.
River in this Place Three Hundred and Forty-Eight Yards wide.		
11th.	3,6-3,9-6,6-9,9-11,6-13,0-14,0-15,0-15,9-16,9-16,9-16,9-17,3-18,3-17,9-18,0-18,0-18,3-17,6-17,3-19,0-18,0-18,0-17,3-13,9-15,0-14,9-14,6-13,9-14,6-13,3-12,9-13,3-14,0-14,3-15,0-15,6-14,3-12,3-10,6-10,0-11,6-8,9-9,0-5,0-3,6-	Below Horse-Ferry.
12th.	8,9-12,3-13,9-15,9-18,6-17,0-17,9-18,0-19,6-18,6-16,3-14,0-14,6-15,6-15,0-16,0-16,0-16,9-18,0-17,3-17,0-17,6-17,6-14,9-13,0-11,6-10,9-11,9-11,3-10,9-9,6-9,3-8,6-6,9-5,3-5,0-7,6-12,9-12,6-12,0-8,6-8,6-5,6-2,6-2,0-	Below Horse-Ferry.
River in this Place Four Hundred and Eighty Yards wide.		
13th.	1,6-1,9-3,9-4,6-5,6-7,3-10,0-13,6-15,3-16,0-17,9-18,3-17,9-15,0-14,3-13,9-14,0-14,3-17,6-13,6-13,9-15,0-14,0-13,9-13,6-13,9-16,6-16,6-18,6-21,0-20,0-21,3-21,0-20,3-21,0-20,9-19,6-18,6-17,9-12,9-8,0-4,6-	Below Horse-Ferry.
Opposite New Docks - - -	1,3-2,6-4,0-8,0-9,0-9,6-10,6-11,0-13,6-15,0-16,0-16,6-18,6-19,0-19,3-21,0-20,6-20,0-20,0-19,0-18,0-15,6-15,0-12,6-10,6-11,0-14,3-15,6-18,0-19,6-19,3-20,6-20,0-18,0-7,0-5,0-4,0-3,0-	
River in this Place Three Hundred and Seventy Yards wide.		
Below New Docks - - -	1,0-3,6-4,0-4,6-5,0-6,0-6,3-7,0-7,0-7,0-8,0-8,6-8,6-10,0-11,0-12,6-13,3-14,9-17,0-17,6-16,3-15,3-14,6-13,9-16,3-16,6-16,6-15,9-17,0-18,0-15,6-14,0-12,6-12,0-13,0-14,0-14,3-14,0-16,0-14,3-6,9-5,0-13,0-11,9-8,0-3,6-2,0	

From Hospital Stairs round to opposite Perry's Docks, Blackwall.



## APPENDIX,—No. II.

## LICENSED KEEPERS OF BUMBOATS.—1800.

<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
1.	Edward Martin . . .	Gravesend.
2.	Peter Hunter . . .	Queen's-head-alley, Wapping.
3.	David Mitchell . . .	St. Catharine's.
4.	Thomas Green . . .	Narrow-street, Limehouse.
5.	James Irving . . .	Ship-street, Wapping.
6.	James Waden . . .	Stone-stairs, Ratcliffe.
7.	Henry Thorne . . .	Woolwich.
8.	Richard Rounsen . . .	Shadwell.
9.	Henry Ford . . .	St. Catharine's.
10.	John Smith . . .	Cherry Garden.
11.	John Ross . . .	Shadwell.
12.	Blake Robinson . . .	Rotherhithe.
13.	William Williams . . .	Cherry Garden.
14.	Sarah Aiken . . .	Love-lane, Shadwell.
15.	Charles Fetcher . . .	Shadwell.
16.	John Crighton Walker,	Limehouse.
17.	Henry Grely . . .	Shadwell.
18.	John Read . . .	Greenwich.
19.	James Fielder . . .	Greenhithe.
20.	Thomas Aldis . . .	Limchouse.
21.	William Slade . . .	Trinity-yard, Ratcliffe.
22.	Thomas Laidler . . .	Shadwell Dock.
23.	John Thomas . . .	Trinity-yard, Ratcliffe.
24.	David Cromarty . . .	New-street, Shadwell.
25.	Henry Nelson . . .	Shadwell Dock.
26.	Peter Isbister . . .	Ratcliffe Cross.

<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
27.	Domingo Page . . .	Rotherhithe.
28.	Jane Nicholls . . .	Greenwich.
29.	Samuel Huggins . . .	Trinity-yard, Ratcliffe.
30.	David Sanders . . .	Middle Shadwell.
31.	David Mackenzie . . .	Gravesend.
32.	Peter Johnson . . .	Shakspeare-walk.
33.	Cuthbert Bowren . . .	Greenwich.
34.	Timothy Donovan . . .	Limehouse.
35.	Peter Mouat . . .	Ratcliffe Cross.
36.	Thomas Miller . . .	Shakspeare's-walk.
37.	John Steward . . .	Limehouse.
38.	Nicholas Grafton . . .	
39.	David Mills . . .	Wiltshire-lane, East Smithfield.
40.	George Wallace . . .	Gravesend.
41.	George Harding . . .	Fountain-stairs.
42.	Richard Maynard . . .	<i>ditto.</i>
43.	John Francisco . . .	Cherry Garden.
44.	Edward Watts . . .	Trinity-yard, Ratcliffe.
45.	Thomas Phillips . . .	Ratcliffe Cross.
46.	William Hills . . .	Brewhouse-lane, Shadwell.
47.	William Styles . . .	Gravesend.
48.	Hans Stelling . . .	New-street, Shadwell.
49.	Barnard Bone . . .	Limehouse Wall.
50.	Michael Doyle . . .	Lower Shadwell.
51.	George Anderson . . .	Shadwell Dock.
52.	Hugh Miller . . .	Wapping.
53.	John Ross . . .	Rotherhithe.
54.	David Fristan . . .	Limehouse.
55.	Alexander Malcolm . . .	Wapping.
56.	James M'Gaw . . .	Newmarket-street.
57.	William Whittaker . . .	Shadwell.
58.	William Richards . . .	King-stairs, Rotherhithe.



<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
59.	James Strahan . . .	Greenwich.
60.	James Neale . . .	St. Catharine's-lane.
61.	John Wells . . .	Rotherhithe.
62.	Nathaniel Brown . .	<i>ditto.</i>
63.	John Simmons . . .	Gravesend.
64.	Peter Branburg . . .	King-stairs, Rotherhithe.
65.	Robert Moor . . .	Limehouse.
66.	William Bradley . .	Raynham, Essex.
67.	William Murphy . .	St. Catharine's:
68.	Thomas Hill . . .	<i>ditto.</i>
69.	William Bristow . .	Rotherhithe-stairs.
70.	Patrick Conaghton . .	Trinity-yard, Ratcliffe.
71.	Robert Grace . . .	St. Catharine's-lane.
72.	Thomas Berry . . .	Hermitage.
73.	Daniel Nowlan . . .	St. Catharine's.
74.	James Stafford . . .	Broad-street, Ratcliffe.
75.	John Burgess . . .	Trinity-yard, Ratcliffe.
76.	Joseph Hornsby . . .	Shakespeare-walk.
77.	Joseph Dyckes . . .	Woolwich.
78.	William Smith . . .	<i>ditto.</i>
79.	William Cochran . .	King-stairs, Rotherhithe.
80.	Thomas Byrne . . .	New-street, Shadwell.
81.	Leonard Johnson . .	Gravesend.
82.	Henry Gibson . . .	Greenwich.
83.	Robert Flemming . .	Stone-stairs.
84.	Robert Fox . . .	Shadwell Dock.
85.	Walter Walker . . .	Narrow-Street.
86.	Thomas Norman . . .	Bermondsey.
87.	Charles Stewart . . .	Shadwell Dock.
88.	George Stroughts . . .	Ratcliffe Crofs.
89.	Thomas Young . . .	Wapping.
90.	James Connell . . .	



<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
91.	Jonas Olman . . . .	King Edward-stairs, Wapping.
92.	William Turner . . .	Shad Thames.
93.	William Rye . . . .	Gravesend.
94.	John Thorn . . . .	<i>ditto.</i>
95.	James Marshall . . .	<i>ditto.</i>
96.	Lake Eccleston . . .	<i>ditto.</i>
97.	William Crudin . . .	<i>ditto.</i>
98.	Richard Turner . . .	<i>ditto.</i>
99.	Richard Hatter . . .	<i>ditto.</i>
100.	William Woffot . . .	<i>ditto.</i>
101.	Samuel Spooner . . .	<i>ditto.</i>
102.	Alexander Bennitt . .	<i>ditto.</i>
103.	Edward Brown . . . .	<i>ditto.</i>
104.	William Clements . . .	<i>ditto.</i>
105.	John Munns . . . .	<i>ditto.</i>
106.	Henry Foster . . . .	<i>ditto.</i>
107.	Thomas Collins . . . .	Milton, near Gravesend.
108.	Daniel Lamberd . . .	Gravesend.
109.	John Turner . . . .	<i>ditto.</i>
110.	William James . . . .	Greenhithe.
111.	Andrew Gain . . . .	Gravesend.
112.	John White . . . .	<i>ditto.</i>
113.	Daniel Moor . . . .	<i>ditto.</i>
114.	Anthony Hopkins . . .	<i>ditto.</i>
115.	Miles Jewel . . . .	<i>ditto.</i>
116.	James Base . . . .	<i>ditto.</i>
117.	Barnard Wilton . . . .	Woolwich.
118.	Samuel John Eastfield,	Limchouse.
119.	William Munro . . . .	Deptford.
120.	Joseph Wright . . . .	Shadwell.
121.	Thomas Bruer . . . .	St. Catharine's.
122.	John Keates . . . .	Fore-street, Limchouse.



<i>No. of Boats.</i>	<i>Names.</i>	<i>Residence.</i>
123.	James Wilson . . .	Rotherhithe.
124.	Patrick Dowley . . .	Salisbury-street, Rotherhithe
125.	Rd. Stevenson Branden,	Gravesend.
126.	Francis Lamb . . . .	Wapping.
127.	Philip Redmond . . .	Tower Hill.
128.	George Cruden . . .	Gravesend.
129.	Job Tristram . . . .	Lower Shadwell.
130.	Thomas Conter . . .	Bouking, Essex.
131.	Thomas Beattie . . .	Shadwell.
132.	Walter Devereux . . .	Queen-street, Limehouse.
133.	Benjamin Plummeridge	Horslydown.
134.	Joseph Butcher . . .	Northfleet, Kent.
135.	Maurice Looby . . . .	Spring-street, Shadwell.
136.	James Byrne . . . . .	<i>ditto.</i>
137.	Thomas Wilmott . . .	Gravesend.
138.	Matthew Devorix . . .	Middle Shadwell.
139.	Jeremiah Dennett . . .	Gravesend.
140.	George Buike . . . .	Shadwell.
141.	William Haycock . . .	Shad Thames.
142.	Luke Loft . . . . .	Gravesend.
143.	Peter Forster . . . .	Woolwich.
144.	Patrick Lawler . . . .	St. Catharine's.
145.	Richard Harvey . . . .	<i>ditto.</i>
146.	Richard Rony . . . .	Shadwell.
147.	Jasper Scallion . . . .	<i>ditto.</i>
148.	John Wood . . . . .	Bermondsey
149.	Isaac Large . . . . .	Rotherhithe.
150.	John Dawson . . . .	Shadwell.
151.	Dennis Redmond . . . .	<i>ditto.</i>
152.	Thomas Terney . . . .	Ratcliffe.
153.	Patrick Conner . . . .	Shadwell.
154.	Walter Kensello . . . .	<i>ditto.</i>
155.	John Rawlings . . . .	Gravesend.



## No. III.

*REPORT from the Committee of West-India Merchants to the Merchants and Owners of Ships, trading from the West-Indies to the Port of London.*

THE Committee of West-India Merchants, finding every Regulation which they have suggested, and every Expedient which they have adopted, ineffectual to check the enormous Depredations to which the homeward-bound Cargoes of West-India Ships are annually subject in the River Thames, and those Depredations having of late increased in a very alarming degree, not only affecting the interest of the Planter and the Merchant, but also that of the Ship-Owner and the Revenue, have submitted to his Majesty's Ministers a Plan of Police peculiarly adapted to the Port of London, in which the energy of Executive Justice in the punishment of Offenders, is combined with regulations having an immediate tendency to prevent the offence:—And this Plan, comprehending in its structure not only a Marine Police-Office for Judicial Proceedings, but also an Establishment of Boats, and a general Register of Lumpers, having been sanctioned by Government, who have farther conferred on it all the stability and importance of a PUBLIC INSTITUTION, by a determination to defray the expense of the Judicial Department.—It becomes necessary to explain to those most essentially concerned the outlines of this New Establishment, and the security which it holds out to Property by means of the Civil Force, which will be attached to the Police Department:—By the speedy and regular Discharge of Ships, by Men properly selected and registered:—And by a System of Superintendance under Regulations properly methodized, and calculated to give energy and effect to the general design of the Establishment.

With



With this particular view it has been determined, that a Marine Police Office shall be forthwith established at No. 259, Wapping New-Stairs, being as near as possible the Centre-Point where the Ships usually discharge,—and that there shall be two distinct Departments comprehended within the Institution, namely,—

1st. A Police Department where Magistrates shall preside for the purpose *only* of taking cognizance of Offences committed on the River and its vicinity, and to which shall be attached a superintending Magistrate, a resident Justice, a Clerk, a Chief Constable, and Fifty Petty Constables, to be increased to a Hundred if occasion require.

2nd. A Department for Lumpers, to which will be attached a Superintendent of Lumpers, a Cashier to receive the Lump-ing-dues from the Owners of each Ship, and pay Wages,—a Collecting-Clerk, and perhaps a Book-Keeper.

3rd. That the resident Magistrate shall sit every Day, Morning and Evening, (Sundays excepted,) and shall particularly direct his attention to the means of detecting and punishing Delinquents and preventing Crimes.

4th. That the Constables, besides the ordinary duty attached to their situation, shall act as Watchmen, properly armed, on board each Ship under Discharge. They shall be selected from the best men that can be found; and, to prevent any corrupt practices, will be occasionally changed from Ship to Ship. The duty of these Constables will be to search all Lumpers when they go on Shore in the Evening, and to apprehend and bring to Justice every person discovered conveying any Article clandestinely out of the Ship or Vessel committed to their charge. That they shall be visited Morning and Evening by the Chief Constable, who shall see that each Petty Constable executes the duty assigned him; and, if not, to report his conduct to the superintending or resident Magistrate,  
that



that he may be reprimanded or dismissed, according to the nature of the offence.

5th. That, as an additional means of prevention will arise from a general Register of Lumpers at the Marine Police-Office, under proper regulations;—the Institution will thus embrace two objects,—*Detection*—and *Punishment*, under the Police-Department: and *Prevention*, under the Discharging-Department. This last is of great importance in perfecting the System, and without which, the Port of London can never be completely rescued from that imputation of habitual and disgraceful Depredations upon Commercial Property, which has arisen out of the present mode of discharging Vessels. It is therefore proposed to abolish the old System, as ruinous and destructive to the Port of London, and to discharge West-India Ships by means of Lumpers, who shall be attached to the Marine-Police Establishment, and who will be employed in rotation, and victualled by the Owners on board the Ship, under a reputable person in the character of a Foreman, who shall be answerable for the quick and regular dispatch of Ships. But, great as the advantages are, which may unquestionably be expected to result from this System, its success will depend on the support and union of the Ship-Owners as well as the Merchants, in attaching themselves closely to this new Institution; and in forming resolutions to conform to the Rules established for the Protection of Property in the River; and to discharge their Vessels by no other Lumpers than those who are registered and furnished by the Establishment.

It is with peculiar satisfaction that the Committee find themselves enabled to state, from every estimate they have hitherto been able to form, that the expense of Lumping out a Ship under the new System, will probably not exceed the average-amount hitherto paid for Lumpers and Watchmen;—the whole of the Freight on the quantity of Produce usually plundered,



dered, will therefore be a clear profit to the Ship; and, estimating this Depredation at the very low rate of a  $\frac{1}{4}$  Cwt. of Sugar per Hogshead, it is obvious, that the saving to Ship-Owners, in the Port of London only, will, in One Year, amount to upwards of £.10,000, on the single Article of Sugar imported, exclusive of other Merchandise.

The Merchants and Ship-Owners, interested in the prosperity of the West-India Trade and the Port of London, are therefore invited to afford their utmost assistance in giving effect to this new and useful Establishment, by entering into a Resolution to discharge their Ships only by means of Lumpers registered at the Marine Police-Office. It is therefore earnestly requested, that all Merchants, Ship-Owners, in the West-India Trade, or Agents for Ship-Owners, who approve of this Institution, and who are desirous of giving it effect, will be pleased to apply to the superintending Magistrate at the Marine Police-Office, No. 259, Wapping New-Stairs, by Letter or personally, as soon as possible, that it may be precisely known who are to be considered as disposed to attach themselves to the Institution, and to avail themselves of the benefits which it holds out.

*Committee-Room, Marine-Society's  
Office, June 26, 1798.*



## No. IV.

*MINUTES of a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 22d of June, 1799: containing Explanatory Observations, relative to the Effect of the Marine Police System, and Propositions for discharging Vessels, and protecting the Cargoes and the Tackle, Apparel, and Stores, of West-India Ships, upon a Plan advantageous and satisfactory to all concerned.*

At a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 28th of June, 1799.

Mr. COLQUHOUN, superintending Magistrate of the Marine Police Office, laid before the Meeting a Report, containing specific Details, relative to the Organization, Management, and Effect of the Marine Police Institution, during the last Twelve Months; together with various other Documents, explanatory of the System which has been pursued for the protection of West-India Property, against the excessive Plunder and Depredations which formerly prevailed; and the Committee being anxiously solicitous, that the benefits, which were derived, wherever Ships and Lighters were placed immediately under the Charge of the Institution, should hereafter be extended generally to the whole of the West-India Trade,

“ RESOLVED,

“ That, with a View to remove those prejudices and misconceptions, which have hitherto tended to impede the full efficacy of the Design, the following Statement, accompanied by propositions for the delivery of Ships' Cargoes by the Marine



Marine Police Office, be printed and sent to the Merchants and Ship-Owners, trading from the West-Indies to the Port of London."

The Marine Police Office, established in June 1798, has a two-fold object: To procure a speedy and regular discharge of West-India Ships by registered and approved Lumpers, under the control of the Office; and to protect the Property in every stage of the Discharge, from the moment the Ship arrives at her Moorings to the final delivery of the Goods at the King's Beam, by means of a Civil Force attached to the Police Department.

The efficacy of the System adopted for the attainment of these ends being universally admitted, it is unnecessary to enlarge upon it: To the expence only attending its execution objections have been started; and on this score much misconception and unjust prejudice have prevailed. The amount of the Rates, as settled last year by the West-India Committee, has, in some instances, been complained of as an exorbitant charge for Lumping; and in others, as a still more unreasonable remuneration for Protection from Plunder: But it should be recollected, that both these services are included in the charge, and it is presumed are effected without any increased expence to the Ship-Owner; who, on the contrary, derives protection for his Ship, her Tackle, and Stores, from the River and Quay Guards, to which expence he contributes nothing.

The Lumping Rates have been ultimately settled on the lowest Terms, for which honest labour can be procured for daily wages. A Ship-Owner could not therefore obtain it at a cheaper rate, unless in cases where an adequate indemnification for the abatement can be obtained by the Plunderage of the Cargo. The remainder of the expence incurred for Ship-Constables cannot be deemed an additional burden, since those furnished by the Office are only efficient Substitutes for very in-efficient



efficient Watchmen, who were, or ought to have been, employed, according to the established usage of the Port, and at nearly the same rate of wages.(a)

On the subject of Plunder, it seems unnecessary to bring forward the evidence, heretofore adduced, to prove the extent and magnitude of the evil ; it is sufficient for the present purpose to repeat, that, in many instances, the Master Lumpers were deeply implicated in the crime, by pocketing the sums for which they contracted to lump out, and allowing their men to remunerate themselves by Plunder. The Committee, therefore, does not consider it possible to make a fair comparison of the expence of working out a Ship, under the former and present Systems, by a simple reference to the amount of the respective Bills ; yet they cannot doubt, that, when the Table of Dues, now settled with the Lumpers under the Police System, are carefully perused, they will be considered as *fair, moderate, and economical.*

It appears to this Meeting, from the Documents which have been produced, that thirty-eight individuals followed the occupation of Contractors for lumping out West-India Ships, previous to the Establishment of the Marine Police, who generally employed Foremen ; and, having several Ships working at the same time, seldom attended in person to their Discharge.—That, under the New System, sixty-seven nautical Master Lumpers, who either constantly attended themselves, or made it their business to superintend the Labourers under their charge, were taken into the employment of the Institution, and properly sworn and instructed, besides twenty-three of the old Class,

(a) In this View of the Case, it must be admitted, that neither the Expence of Lumping nor Ship Constables can be considered as any *new Charge* ; and ought not to be blended with the actual Expences of the Police System, since Lumpers and Watchmen must be paid for, whether there be a Police or not.



The remaining fifteen were either excluded as impure characters, or declined the employment, either from a dread of the consequences of the oath of fidelity, and the control, or from the encouragement given them by those, who did not or would not, see the advantages held out to them by the Institution. The new Master Lumpers have been in training for a year; and, as they usually work along with the Labourers they employ, and are tied down by specific rules and an oath of fidelity, besides the direct control of the Surveyors, this Meeting is of opinion, that they are likely not only to be able to work at a cheaper rate, but also to conduct the operations of the Discharge with more purity, and with a greater attention to the interest of those, who are concerned either as Ship-Owners or Proprietors of the Cargoes. The average Expence on two hundred and eleven Ships worked out under these Master Lumpers appears, from the Documents produced at this Meeting, to have been 31*l.* 16*s.* 10*d.* per Ship, which does not seem to warrant the opinions which have been formed of the great increase of expence attached to the New System; nor is it fair to impute to this System those unavoidable charges, which may have arisen from the delays occasioned by the want of Lighters and the crowded state of the Quays; a Contingency, which nothing but extended Conveniences can remove. The Question submitted by this Meeting to Ship-Owners, and to the Trade at large, is,—“Whether, *all circumstances considered*, the expence is not as “moderate as could reasonably be expected, as a proper remuneration,—not for *criminal* but *honest Labour*?” And whether, after the great labour which has been bestowed in systematizing this Design, and in forming a new class of men, more likely (from personal attention, and from being under control) to conduct this branch of the business of the Port with honesty and œconomy, it is not decidedly the interest of Ship-Owners, as Guardians of the Property of their Employers, to attach themselves to an institution, where a Chain of Protection is established,



established, which does not and cannot attach to Ships or Cargoes, which are not worked out under the control and inspection of this useful Establishment? Perhaps it may be necessary in this place to inform the Trade, that in all instances, where Plunder to any extent was detected last year, it proved to be from Ships not placed under the Protection of the Institution. It is for Ship-Owners and Agents, having the charge of such Ships, to determine how far they regard the interest of the Freighters in permitting the Property, intrusted to their care, to be open to Depredation, while the means of Prevention are accessible.

For the purpose therefore, of attaining the object in view, and to remove from the minds of all concerned every idea of profit to the Institution, from the exertions that are used to eradicate the Depredations, which have so long afflicted the Shipping-Concerns and the Floating West-India Property in the River Thames, the following Propositions are made to Consignees and Ship-Owners:

I. That Master Lumpers, on the application of Ships' Husbands or their Agents, will be recommended by the proper Officer of the Institution who superintends that Department, with whom the Parties applying shall themselves make their own agreements, either on the Terms specified in the Table of Dues already mentioned, or as much lower as can be obtained, with the benefit of the Protection of the Institution, provided such Master Lumpers, who shall superintend the work, are sworn to fidelity, and placed under the control of the Police, and the prices agreed on for specific Labour registered in the Office; and that two Constables are also applied for as Guards in the Ships and Lighters, at 2s. 6d. per day, and 2s. 6d. per night, each, while the Ship is discharging Goods, and to be reduced to half-pay during the period that no work is carrying on, after the first week; and the said Constables to be victualled on board.



II. That on depositing 2s. per Ton, when any Ship is thus placed under the Protection of the Office, the Owners will be relieved of the trouble of paying the Lumpers weekly, which, in most instances, will be necessary where Master Lumpers are employed, who perform the work themselves; and who, on this account, will deserve a preference, although they may be unable to advance money till the work is finished.

III. In all cases where money is deposited, a faithful account shall be kept of the same; and an exact statement of payments and disbursements furnished each Ship's Husband after the Discharge, containing a specific statement or account of the advances to Master Lumpers and Constables, and the sums paid to each on a final settlement, (unless Ship's Husbands should signify a wish to make such final settlement themselves.) And, in consideration of the expence of *Officers and Clerks*, who must be employed in this Department, *to engage Lumpers, adjust Accounts, and attend to the general detail of the Business*, a charge only of five per cent. on the whole money disbursed shall be made, and the exact balance, as the case may be, either paid or received, so as to render it clear to Demonstration, that no benefit whatsoever rests with the Institution, inasmuch as the five per cent. on the Disbursements will be more than exhausted by the additional salaries to Officers and Clerks, and other expences which would not be incurred, independent of the Discharging System.

IV. In cases where Ships' Husbands may not incline to place their Ships under the immediate charge of the Office, it is recommended to them to attend particularly to the Police Rates, which have been found, by experience, to afford only a fair remuneration to those who are in the habit of performing a part of the labour themselves. Where separate agreements are made, it is recommended that the parties contracting shall be sent to the Office, for the purpose of having their names registered, and of being sworn to Fidelity. This will cost nothing, while it  
may

may be productive of great good in overawing Delinquents, and in preventing gross impositions upon Ship Masters and others, in making agreements with impure characters, it being always understood, that no person shall be registered and sworn to Fidelity, who has been known to have been guilty of any evil practice.

V. It is understood that all Ships, which are *constabled* and worked out by a Master Lumper, under the Cognizance of the Office, shall be entitled to the benefit of the daily and nightly inspection of the Boat Surveyors and River Guard, gratis, and also to the assistance of such Surveyors (being old Ship Masters) in occasionally overlooking the progress of the Discharge, and in promoting whatever may contribute to Security and Dispatch. In preventing the unnecessary breakage of Casks, and in checking Pillage and Embezzlements, not only of the Cargo, but also of the Stores and Materials of the Ship.

Finally, It is to be understood, that in all cases where Ships are not placed under the immediate charge of the Institution, neither the advantages above-stated, nor the System of Protection and Preventive Police, which has been organized, and which has already been found so salutary and beneficial, can be extended either to the *Stores, Tackle, Apparel, or Cargo*. And while it is thus shewn that no extra Expence is to be incurred, that does not immediately apply to the Lumping Department, and that this Expence, while it is extremely moderate, is to produce both œconomy and purity in the Discharge of West-India Ships; this Committee entertain hopes, that all concerned will avail themselves of the benefits which it holds out, both to the Ship-Owners and Merchants, and also to the West-India Proprietors, whose Property they are called upon to protect.



## No. V.

*RULES Explanatory of the Expence which will be incurred in discharging West-India and other Ships in the River Thames, and Conditions to be performed by Lumpers, Ship-Owners, and the Marine Police Institution. 2d July, 1799.*

*Conditions to be performed by Master Lumpers.*

It is understood, that all Master Lumpers, who undertake to discharge Cargoes, shall be sworn to Fidelity, and shall agree to follow the Rules and Orders of the Magistrates for the prevention of Pillage and Plunder; and particularly, that they shall assist the Police Constables in searching the Lumpers when they go on shore. That each Lumper shall carry with him his breakfast and dinner, and shall not be permitted, on any pretence whatsoever, to leave the Ship while under Discharge, until the work for the day is finished; and that small beer shall only be furnished at the Ship's expence. That every exertion shall be used to promote dispatch in discharging the Ship, and to prevent the wilful breakage of Casks, whereby Sugars, Coffee, or other articles, may be spilled or wasted. And farther, that the said Master Lumpers shall select good and proper Labourers, and be careful that they shall have no Apparel calculated to conceal Plunder, nor any Jiggers, Bladders with nozles, Pouches, Bags, Socks, or Vessels of any kind, whereby Plunder may be obtained and conveyed away. To begin to Work at Six o'Clock in the Morning, and not to leave off till Six o'Clock in the Evening, during the Six Summer Months; and from Sun-Rise to Sun-Set, during the Six Winter Months. To be allowed Half an Hour to Breakfast and One Hour to Dinner.

*1st. Rates to be paid for Ordinary Work to be performed by Lumpers previous to, and during the Discharge.*

To unbend the Sails, get down the Topgallant Masts and Yards, strike Yards and Topmasts, unreeve running Rigging, put out Boats and Sails, build up a Stage for Cables if required, get up the Cables from below, and coil them thereon, clear the decks of all lumber, get up and rig a Derick for the purpose of discharging the Cargo, and to pump the Ship and wash the Decks when required; and, after the Discharge is finished, the Ship to be completely washed, the Fire-wood piled if required, and the Ship left in every respect in good condition. Where Rum makes a part of the Cargo, the same shall be struck down and placed in a proper situation for Sampling, or hoisted upon Deck to clear the Ship for the Discharge of Sugars or other Goods.

*Nota. For these specific Services Two Guineas shall be paid the undertaking Lumper, in all cases where the burthen of the Ship shall be registered under 250 Tons; and where the said burthen shall be 250 Tons and upwards, then the allowance shall be Three Guineas, and no more.*

*2d. Specific Rates to be paid for discharging Cargoes.*

	<i>s. d.</i>
For every Hogshead of Sugar from the British Islands . . . . .	0 11
For every Tierce of Sugar from ditto . . . . .	0 7
For every Puncheon of Rum from ditto . . . . .	0 9
For every Hogshead of Rum from ditto . . . . .	0 6
For every Tierce of Coffee from ditto . . . . .	0 7
For every Barrel of Coffee from ditto . . . . .	0 4
For every Bag of Coffee, Ginger, Pimento, Cocoa, and Turmeric . . . . .	0 2
For every Bag of Cotton . . . . .	0 6

For



	<i>s.</i>	<i>d.</i>
For every Pocket of Cotton . . . . .	0	3
For every Hundred Hides . . . . .	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . . . . .	3	6
For every Elephant's Tooth . . . . .	0	2
For every Cask of Ginger, from 2 to 3 cwt. . . . .	0	4
For every Cask of Castor-Oil . . . . .	0	10
For every Lancewood-Spar . . . . .	0	2
And for every Hogshead of Sugar from Mar- tinique, and other Captured or Foreign Islands, where the Weight upon an Average does not exceed 11 cwt. or thereabouts . . . . .	0	8

The Rum, Cotton, Coffee, and other Articles, on board of Ships from the Conquered or Foreign Islands, to be paid for according to the General Table.

3d. *Rates to be paid for extraordinary Work out of the Common Course.*

I. In all cases where Rum Casks are struck into the hold of any Ship or Vessel, after being hoisted upon Deck, an allowance of *4d.* per Puncheon, and *2d.* per Hogshead, to be made for this extra Work; to be paid for on production of a Certificate from the Commanding Officer on board at the time by the Master Lumper. And this charge to be incurred as often as the said Rums are hoisted up or lowered down into the Hold; excepting in cases where a specific agreement is made on lower Terms, to be certified as to the amount by the said Commanding Officer.

II. In cases where any Foreman Lumper shall be directed to perform any labour, not already specified under the head of *Ordinary* and *Extraordinary Work*, a specific agreement shall

be made for the same, and the Master Lumper shall receive from the Commanding Officer a Certificate, specifying the extra labour thus performed, and the sum agreed to be paid for the same, unless such Officer shall choose to settle for such Work himself.

III. In all instances it is understood, that where such extra Work is paid for on the Certificates of the Commanding Officers, who have agreed for the same, the sum paid shall make a part of the general Disbursements to be settled and paid by the Ship's Husband on a final adjustment of the account.

I, *Master Lumper, having*  
*perused the Rules laid down by the Marine Police Establishment,*  
*and the different Allowances and Rates, for ordinary and extraor-*  
*inary Labour, do declare myself satisfied with the same. Wit-*  
*ness my Hand, this* *day of*

*A Provision for Cases, where, from the particular State and Condition of the Cargo of any Ship or Vessel, it may be impracticable to find Lumpers, who will undertake the Discharge at any specific Rates, which may not be considered as very exorbitant; or where, from the bad Condition of the Casks and Packages, it may not be the Interest of the Ship-Owners and Consignees to resort to the usual Mode of Working.*

When a Ship is so peculiarly circumstanced as to require much care and circumspection in the Discharge of the Cargo, from damage, or the bad condition of the Casks and Packages, in that case the Unlading of the Ship shall be carried on by Day-labour, at as cheap a rate as it can be procured, and a true and faithful account rendered of the same.

*Conditions to be complied with by Ship-Owners.*

When a Ship is placed under the Cognizance of the Marine Police Institution for the purpose of being discharged, two Con-

stables



stables shall be applied for, to protect the Cargo, and the Tackle, Apparel, and Stores, of the Ship; and two Shillings per Ton shall be advanced for the purpose of defraying the weekly Wages of the Lumpers, until the amount can be finally adjusted. Each Constable to receive 2s. 6d. per day, and 2s. 6d. per night; to be reduced to Half-pay after the first week, during the period the Ship is not working. The full amount of the actual Disbursements, *and no more*, shall be ultimately paid by the Ship-Owners, with 5 per cent. on the same, to defray the extra Expences incurred by the Lumping System.

*Conditions to be complied with by the Marine Police Institution.*

I. A faithful account shall be kept of the Disbursement of the Money deposited, and an exact statement of the same furnished to the Ship's Husband, and the Balance of the Amount either paid or received when the Discharge is finished; placing against such deposit the actual advances made to the Lumpers and Constables, with 5 per cent. on the Amount of the Disbursements, to defray the expence of the Officers and Clerks, who must necessarily be employed to conduct the Lumping Department; every pecuniary benefit to the Institution being disclaimed,

II. In all cases where Ships are placed under the Cognizance of the Institution by means of Constables and Lumpers, such Ships, with their *Cargoes, Tackle, Apparel, and Stores*, shall be entitled to the daily and nightly inspection of the Boat Surveyors and River Guards, gratis; and also to the assistance of such Boat Surveyors (being old Ship Masters) in occasionally overlooking the progress of the Discharge, and promoting whatever may contribute to Security and Dispatch. Where Ships are not placed in this manner under the Institution, no assistance or protection whatsoever can be afforded.

*I approve of the Rates and Conditions herein-before mentioned  
in Behalf of the Owners of the Ship*

*Witness my Hand, this*

*Day of*

## No. VI.

GENERAL INSTRUCTIONS to Marine Police Surveyors, *having Deputations under the Authority of the Act of the 2nd Geo. III. cap. 28.*

YOU are constantly to keep in mind, that on your appointment to the Office of a Surveyor, you took a Solemn Oath on the Holy Evangelists of Almighty God: That you shall well and truly serve our Sovereign Lord King George in the Office of a Constable for one year, or until you shall be discharged, or shall cease to be in the employment of the Marine Police Institution, for the purpose of preventing and detecting Felonies, Larcenies, and Misdemeanors, in Ships, Vessels, and Lighters, in and upon the River Thames.—That you are not directly or indirectly to connive at any of the said Offences, but to seize and detain the Offenders when detected by yourself or others in any act of Criminality.—That you are to be regular and punctual in the execution of your duty, in conformity to the Instructions which you receive from the Magistrates.—That you will not receive directly or indirectly any Money, Goods, or Property of any kind, for, or in consideration of your conniving at any criminal or improper design, or of concealing any evil practice which may come within your knowledge; but shall conduct yourself with the strictest fidelity in the execution of the duty assigned you.

And you further swear, that you will bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown and Dignity, against all his enemies and opposers whatsoever, and obey the orders of the Magistrates presiding at the Marine Police Office, and all others whom they may set over you—so help you GOD,

*Article 1st.*—You are appointed Sitter in one of the Boats belonging to this Institution; in which, assisted by two Watermen or Rowers under your direction and controul, you are to  
take



take your regular turn of duty in perambulating the River Thames from London Bridge to Blackwall, agreeably to a rota which is laid down.—In executing this duty, it is expected and required that you should be regular and punctual, departing from the Station at the back-stairs of the Office at the precise hour that is fixed; and after visiting every part of the Pool and the different tiers of Shipping and Craft in that part of the River which is within the limits assigned you, for the number of hours specified in the rota of duty, then you are to return again to your Station at the Office, to be succeeded by the other Surveyors, whose duty commences at the period that yours is completed: so that at all times, both by day and night, there shall be constantly two Boats upon the River.

*Article 2nd.*—In executing this important trust, it is required of you to be watchful and vigilant in detecting and apprehending all persons offending against the Laws now in being, respecting Felonies, Larcenies, and Misdemeanors, committed on the River Thames within the limits prescribed.

By the Act of the 2nd George III. cap. 28, You are authorised “ to apprehend and to detain all persons on board of any *Bumboat*, and also to seize, search, and detain in some place of safety such *Boat*, and the Tackle, Apparel, Furniture, and Lading thereof; and the person or persons so apprehended, shall, (as soon as conveniently may be,) be conveyed before the Justice or Justices having Jurisdiction. In all cases where such *Bumboats* shall Navigate on the said River Thames, for the purpose of Selling, Bartering, Exchanging, or exposing to Sale, to and among the Seamen and Labourers employed in and about Ships, Vessels, and other Craft in the said River Thames, any Liquors, Slops, Tobacco, Brooms, or any Fruit, Greens, Gingerbread, or other such like *Ware*: or who shall Sell, Barter, or expose to Sale as aforesaid, such Articles, in or from, or out of any *Bumboat* or other *Boat*, other than and except such *Boats* as shall be entered in the Office of the Trinity Corporation, and shall be used and navigated for the purposes  
aforesaid

aforesaid in the day time between *Sun-rising and Sun-setting only*. Or where persons navigating such Boats as aforesaid, shall take in Exchange, or by way of Barter, or shall unlawfully receive or procure to be delivered to them, any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials*, or any part of the Cargo or Lading of any Ships or Vessels in the said River Thames: *Or in cases* where any Bumboat or other Boat shall be found Navigating for the purposes aforesaid, from London Bridge to the Lower Hope Point, and shall not be entered by the Owner, or Owners thereof, with the Corporation of the Trinity-house, and who shall not have marked his or their Christian and Surnames, and place or places of Abode, on the said Boat."

That all such Offenders on being brought before the Justice or Justices, *may be dealt with as the Law directs*.

The said Act also authorises you, "to stop, search, and detain in some *place of safety*, any Boat which there shall be reason to suspect, has any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials*, or any part of any Cargo, or Lading, stolen or unlawfully procured from or out of any Ship or Vessel in the said River Thames; and also, to apprehend and detain any person who may be reasonably suspected of having or conveying any such Goods, Stores, or things in such Boats, and such person or persons so apprehended, shall be as soon as conveniently may be, conveyed before any one or more Justice or Justices of the Peace, for the County, City, Division, or Liberty, or place adjoining the said River."—*To be dealt with as the Law directs*.

The same Act further authorises you, "to apprehend all persons who shall be discovered Cutting, Damaging, or Spoiling any *Cordage, Cables, Buoy-Ropes, Headfasts, or other Fast*s, fixed to any Anchor, or Moorings, belonging to any Ship or Vessel at Anchor or Moorings in the said River Thames, or any Ropes used for the purpose of Mooring or Rafting Masts or Timber, or shall be aiding or assisting therein with an intent



to steal the same; and to convey such Offenders before the Justice or Justices as aforesaid," *to be dealt with according to Law.*

By the Act of the 32nd Geo. II. cap. 16, You are authorised to give information to a Justice of the Peace in all instances where you discover any Ship-Master, or other person, receiving or putting on board any Ballast, without having previously made a due entry of the same at the Ballast-Office of the Trinity Corporation; and who have not paid to the said Corporation one penny per Ton for the same, or who shall receive or put on board any Ship or Vessel any greater quantity of such Ballast than shall be so entered and paid for.

By the same Act, you are authorised to give Information in all cases where Vessels inward bound shall unlade or throw out Ballast in the River, and shall not land the same on some common Wharf or Quay near the same, at the expence of the Owner or Master, or into Lighters belonging to the said Corporation.

In the execution of these duties, you are protected by the said Act of 2 Geo. III. against all persons attempting to obstruct you:—It being enacted, "*that all persons so obstructing, and all such as shall act in their assistance, shall, on conviction on the oath of two credible witnesses, be transported for seven years.*"—It becomes therefore your duty, when such Offences are attempted, first to warn the parties of their danger, and if an actual obstruction takes place, to bring the Offender to Justice.

*Article 3d.*—In the course of your duty upon the River, if you should discover that the Master or Commander of any Ship or Vessel (contrary to the Act of 5 Geo. II.) outward-bound, shall receive on board any Gunpowder, (not being a Ship in His Majesty's Service,) in any part of the said River above, and not against or below Blackwall, you are authorised to lodge an Information against the Offender or Offenders, that they may be dealt with according to Law.

And in like manner, if (contrary to the said Act,) you discover that the Master or Commander of any Ship or Vessel  
inward

inward-bound, (not being in the King's Service,) shall not have landed his Gunpowder either before his arrival at Blackwall, or within twenty-four hours after he shall have come to an Anchor there, or at the place of her Unlading, you are also to lodge an information against the Offender or Offenders, that they may be dealt with according to Law. And further, if you discover any Gun-powder conveying upon the River Thames, (exceeding 100 pounds,) in any Barge, Boat, or other Vessel, (except in Vessels with Gun-powder imported from, or to be exported to any place beyond Sea or Coastwise,) the same may be seized, unless in Barrels of not more than 100 pounds in each, and hooped without any Iron about them; and also, unless such Powder is in close-decked Barges, Boats, or Vessels, and covered besides with Raw Hides or Tarpaulins, the Powder so seized in such cases, becomes on conviction, forfeited to the use of the person seizing the same.

And further, (if contrary to the said Act,) you shall discover that the Master or Commander of any Ship, (not being in the King's Service,) lying between London Bridge and Blackwall, shall permit any Gun to be fired before Sun-rising, or after Sun-setting, or where Guns are found to be Shotted on board of such Vessels in any part of the River Thames, you are in like manner to lodge an Information, that the Offenders may be dealt with according to Law.

And if you shall in like manner, discover (contrary to the said Act,) that any person or persons on board of any Ship or Vessel in the said River, between London Bridge and Blackwall, shall heat or melt, or cause or permit to be heated or melted by Fire, Loggerheat, Shot, or any other thing on board of such Ship or Vessel, any Pitch, Tar, Rosin, Grease, Tallow, Oil, or other such Combustible Matter or thing, you are also to lodge an Information, that the Offenders may be dealt with according to Law.

*Article 4th.*—In your Perambulations within the limits assigned you, and particularly in the night time, you will be exceedingly



exceedingly watchful respecting Fires, both on board of Ships and on the Wharfs; and for this purpose, if your suspicion should be excited by any appearances indicating any evil designs upon the Shipping or Warehouses, by having Combustibles in their possession, or by any other act that may denote an intention to do mischief, you will carefully watch such persons, and when such intentions are clearly ascertained, you will prevent the evil by apprehending the Culprits before they have been able to carry their diabolical designs fully into execution, and convey them before the Magistrates.

*Article 5th.*—In case of Fire or any appearance thereof in any Ship or Vessel on the River, you will instantly adopt the most effectual measures for extinguishing it, by giving notice to those who have the charge of the Engines upon the River, and by calling to your aid as many Officers as can be found in the Service of this Institution, and employing the whole of the Boats in whatever service may be necessary to remove Shipping and to prevent the extension of the danger.

*Article 6th.*—In your daily and nightly Perambulations on the River, and particularly in gales of Wind or Snow-storms, if you at any time discover Ships, Vessels, or Craft, drifting, or in danger, you will consider it to be your indispensable duty to give your utmost assistance in securing them, by warning the persons on board of their danger, and aiding in securing their Vessels: and in all cases where Vessels or Craft, are drifting without any person on board, and particularly such Vessels as are laden, it is expected and required of you, that you will take charge of them and remove such Vessels or Craft to some place of safety, leaving a Guard upon the Property, until proper notice can be given to the Owners.

*Article 7th.*—In your general Surveys on the River, you will keep a watchful eye upon Ships under discharge, particularly Vessels from the West-Indies, not placed by their Owners under the charge of the Institution, and not benefiting on this account by the Preventive System, which attaches to Ships  
 guarded

guarded by Police Officers under your controul.—Be particularly vigilant when the Lumpers and other Labourers leave these unprotected Ships, and where Sugars, or any other Article suspected to have been stolen from the Cargo, is found in their possession, or in the possession of Lumpers or others coming from any Ship or Vessel in the River, you are to do your duty as detailed from the words of the Act of Parliament in the Second Article of these Instructions.

The same authority enables you to detect all classes of Lumpers or others from Ships in general; also *River Pirates*.—*Night Plunderers*.—*River Thieves, who are in the practice of stealing Goods from outward-bound Ships*.—*Stealers of Goods from Craft*.—*Thieves in the practice of stealing Coals and Timber*.—And other Acts authorise you to detect Delinquents damaging Cordage, Cables, Buoy-Ropes, &c.—*Receivers, and others landing Goods from his Majesty's Ships, and Ships and Vessels not in the King's Service, having on board any Cordage, Blocks, Metals, Stores, or Materials with the King's mark thereon*.—Or persons committing Misdemeanors with respect to Gunpowder, Guns shotted, heating Pitch, Tar, and other Combustible Matter, or lading or discharging Ballast contrary to the Laws herein before mentioned.\*

*Article 8th*.—Wherever information is received, or suspicion is excited of any evil practice being in contemplation in any Ship, Vessel, or Craft, or in or about any Wharf, Landing Place, or Slip, on the banks of the River, the utmost exertions are to be used in watching those points of danger, for the purpose of either preventing the mischief, or of detecting and bringing the Offenders to Justice.

*Article 9th*.—In the execution of these important Trusts, which are thus assigned you, it is expected and required that you shall conduct yourselves with the utmost attention to propriety.—That you will spurn with indignation every attempt

\* For further information on this subject, you are referred to the Rules and Regulations of the Port of London.



to corrupt your integrity or to withdraw you from the strict line of your duty, in the execution of which, the utmost *zeal, vigilance, prudence, discretion* and sobriety, must on every occasion be manifested, never resorting to acts of severity or harshness when it can be avoided, and on no account using Arms but in your defence.—In your intercourse with the Revenue Officers, you will conduct yourself with the utmost civility and propriety, and render them every assistance in your power.

*Article 10th.*—You are to insert in your Diary all the occurrences of the day and night while you have been on duty, and report the same to the Magistrates every morning: and you are also to collect in a *General Report*, to be delivered once every Quarter on the day your Salaries are paid, a detailed account of the Specific Services you have performed during the preceding three months, under the following heads, viz.—1st. *The evils you have prevented.*—2nd. *The number of Offenders you have detected, and of these the number convicted.*—3d. *The Ships, Vessels, and Craft, which by your vigilance, have been preserved when drifting in the River.*—4th. The general state of the River with respect to security, and every other information which may be connected with your Official Duties, that nothing may be withheld from the Magistrates, leaving them to act upon such information as they shall judge proper.

PARTICULAR INSTRUCTIONS to Marine Police Surveyors, to whom is assigned the duty of visiting Ships where the Owners or Consignees thereof have requested Ship-Constables to be stationed, or who have applied for Lumpers to discharge the Cargo.

*Article 1st.*—In all instances where Ships discharging Cargoes under the cognizance of this Institution, are placed under your particular charge, with Marine Police Officers on board for the protection of the Cargo, you are required to visit such Ships at least once every day, and also once during the night, noting down in the Officers' Book the hour you visited the Ship,  
and

and taking down in your own Book such occurrences as may be proper to convey to the Magistrates, whether they relate to any matter applicable to the conduct of the Officers under your controul, or the Lumpers employed in the discharge of the Cargo.—Although this Institution can take no responsibility upon itself relative to such Cargo, yet it is your duty to see that the directions of the Magistrates for the purpose of preventing Plunder, are strictly carried into effect. In particular, you will enforce the following Regulations:—

- 1st.—That the Printed Caution against Pillage and Plunder, is fixed on the Mast of each Ship placed under your charge.
- 2nd.—That the Caution against insulting Police Officers, is fixed up in a conspicuous part of the Ship.
- 3d.—That the Advertisement forbidding the appropriation of Sweepings and Scrapings, is also generally made known.
- 4th.—That the Constables in each Ship belonging to your division, are furnished with Printed Instructions, and a sufficient number of the Weekly Bills of Discharge, and also the Lighter Pass-Bills.

It will be your particular duty to furnish yourself with a Copy of the Book of Instructions for Regulating the Conduct of Ship Constables, and to see that the various duties assigned them are punctually performed, and regularly to report to the Magistrates every instance where they appear remiss, careless or incapable; at the same time bringing under their review, the conduct of such Officers as are vigilant, active, prudent, and discreet, in the execution of their duty.—You will regularly examine the Books kept by these Officers; and where they are new in Office and ignorant of the importance of the duties assigned them, you will in such cases admonish and instruct them.

*Article 2nd.*—As often as you visit Ships in the day time during their Discharge, you will afford every assistance in point of  
of



of advice and information, which may arise from your local and nautical knowledge in facilitating the discharge, in preventing unnecessary expences, in controlling every disposition manifested on the part of the Lumpers, to injure the Casks and Packages, or to lay or execute plans for obtaining Plunder.

Where disputes arise between the Commanding Officer on board, or others, and the Lumpers, you will use your best endeavours to compose and reconcile all these differences, that the Work may go on with expedition and harmony.

You will at no time remain longer on board of any one Ship than the nature of your duty requires, and on no account longer than you can be employed usefully to the Institution.

*Article 3d.*—It will be your duty to keep an attentive eye on all Lighters receiving Sugars and other Goods from Ships under your charge, that no evil practice may be permitted to go on while lading; and afterwards to see that each Lighter is furnished with a Tarpaulin to protect the Cargo from damage; and also, that no Lighterman is suffered to loiter and wilfully to lose the Tide.—And further, that a Marine Police Constable with a Printed Bill properly filled up, shall always accompany each Lighter.—And if Tarpaulins are wanting, or any thing amiss respecting the arrangements established with respect to Lighters, shall come to your knowledge, you will report the same immediately to the Magistrates.

*Article 4th.*—In your nightly Surveys of the River, for the purpose of visiting the Ships of your division, you will also visit the Wharfs where the Lighters with Sugars, and other Commercial Property are lying, not only for the purpose of seeing that every thing is safe, but also as a check upon the Police Guards stationed upon the Quays and on the said Lighters, who are to be hailed, and if not found upon duty, their want of vigilance to be reported next morning.—And on boarding the different Ships in your division, during which, if

any Ship Constable, shall not answer at your call, and shall be found in bed or asleep, and not walking the Deck, you will report the same to the Magistrates in the morning.

*Article 5th.*—In the general execution of your duty, you will conduct yourself in such a manner as not only to deserve the confidence of the Magistrates as a vigilant and attentive Officer, but to impress upon the minds of Consignees, Ship-Owners, and Ship-Masters, a due sense of the advantages derived to the Port of London in general, and to the protection of Commercial Property in particular, from your zeal and vigilance in the execution of these and all other Instructions you may receive from the Magistrates. For this purpose, you will ever keep in view that you are Superior Officers, and that as a greater trust is reposed in you, more extraordinary exertions will be expected. And that while Depredations exist upon the River, these exertions can only be manifested and proved by your success in detecting Offenders, and in bringing them to Justice.

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INSTRUCTIONS to Land-Officers in the Service of the Marine Police Institution, being sworn and admitted as Constables, and having Deputations under the Authority of the Act of the 2nd Geo. III. cap. 28.

You are constantly to keep in your recollection, that you have taken a Solemn Oath “on the Holy Evangelists of Almighty God,” That you shall well and truly serve our Sovereign Lord King George in the Office of a Constable for one year, or until you shall be discharged in due course of Law, (or shall cease, in consequence of Resignation or Dismission, to be in the Service of the Magistrates of the Marine Police Establishment,) for the purpose of performing these duties belonging to the Office of a Land and River-Officer, in detecting Felonies, Larcenies, and Misdemeanors, committed in Ships, Vessels, and Craft, in and upon the River Thames ;  
and



and in seizing and apprehending persons who may have in their possession any part of the Stores, Furniture, or Cargoes of the said Vessels or Craft which may reasonably be suspected to have been stolen: And all other duties connected with your situation as Thames Police Officers.

In the execution of the Office, and powers with which you are thus invested, you promise and swear to conduct yourselves with the utmost purity, discretion, and vigilance.—That you are not directly or indirectly to receive any Money, Goods, or Property of any kind, or the promise of any reward for, and in consideration of your conniving at any criminal or improper design, or concealing from the Magistrates any thing injurious to the ends of Public Justice, or the prevention of Criminal Offences.—And further, that you shall bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown, and Dignity, against all his enemies and opposers whatsoever; and obey the Orders and Instructions of the Magistrates presiding at the said Marine Police Office—so help you God.

1st.—You are ever to keep in view, that in executing the duties of your Office, you are to demean yourself with the utmost propriety and decorum, and with the greatest attention to accuracy, prudence, and discretion.

To permit no temptation to seduce you into a state of intoxication, on pain of immediate dismissal: you are never to be off your guard, or manifest any harshness or severity in the execution of your duty, while at the same time you conduct yourself with zeal, firmness, and caution, in all matters intrusted to your care, taking the Laws of the Land constantly for your guide.

You are on no occasion to shew your Arms with a view to excite terror; and they are never to be used on any occasion but in your own defence.

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2nd.

2nd.—You are to receive no fee or gratuity from any person whatsoever, for any duty you perform. Neither are you to receive any reward for Services however meritorious, unless with the previous consent of the Magistrates.

3d.—*In executing your duty as a Land-Officer,*

You are authorised (being a Constable duly admitted and sworn,) “to apprehend and detain, or cause to be apprehended and detained all and every person or persons who may reasonably be suspected of having or carrying, or any ways conveying any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials,* or any part of any Cargo or Lading stolen or unlawfully procured from or out of any Ship or Vessel in the River Thames; and also, to seize and detain in some place of safety, such Merchandise, Goods, Stores, and things aforesaid; and as soon as conveniently may be, convey, or cause the persons so apprehended, to be conveyed before any one or more Justice or Justices of the Peace for any County, City, Division, Liberty, or place adjoining the said River.”

4th.—By Virtue of a Search Warrant, under the Act of the 2nd Geo. III. cap. 28, granted by any Magistrate having legal Jurisdiction, you are duly authorised *in the day time*, to search any Dwelling-house, Warehouse, Out-house, Yard, Garden, and place; and if any such Goods, Stores, or Things, shall be found therein, suspected to be stolen or unlawfully come by, or taken from any Ship or Vessel in the said River, to cause the same to be deposited or kept in some place of safety, and also, to cause the Person or Persons, in whose House, Warehouse, Out-house, Yard, Garden, or other Place, the same shall be found to be brought before such Magistrates, or other Justice or Justices of the Peace, to be dealt with according to Law.

In executing this duty (the Warrant being directed to all  
Officers



Officers in general) it will be proper, that you call upon some Officer acting for the time being, as a Constable or Headborough in the Parish or Place where the Warrant directs you to search, that he may be at all times present, aiding and assisting in the said search.

5th. If in the course of your duty in patrolling the Streets, Lanes, Slips, Passages to the River, and other Places within your Jurisdiction, you discover or receive informations, which may enable you to discover and ascertain, that any Person or Persons, who shall have purchased or received any part of the Cargo or Lading of any Ship or Vessel, or any Goods, Stores, or Things, of or belonging to any Ship or Vessel in the said River, knowing the same to be stolen or unlawfully come by, or shall privately buy or receive any such Goods, Stores, or Things, or any part of such Cargo or Lading, by suffering any Door, Window, or Shutter, to be left open or unfastened, between Sun-setting and Sun-rising, for that purpose, or shall buy or receive the same in a clandestine manner, from any Person or Persons whatsoever: You shall forthwith lodge an information before the Magistrates, that legal steps may be pursued to bring the Offenders to Justice.

6th. In executing the Laws which have now been explained to you, the utmost attention must be paid to the Jurisdiction of the Lord Mayor and Aldermen of the City of London. If an Offence is committed in your view, within that Jurisdiction, the Party offending must be immediately handed over to a City Officer, (unless you are yourself a Constable within this Jurisdiction) and by him carried before the Lord Mayor or some other of the Aldermen, who are alone authorised to take cognizance of the Offence: It will, however, be your duty on such occasions, to attend as a Witness to maintain your charge, and to give evidence.

*In executing occasionally the Duties of extra River Officers.*

1st. You are authorised by virtue of your Deputation, under

the Act of the 2d of George III, cap. 28, "to stop, search, and detain in some place of Safety, any Boat which there shall be reason to suspect, has any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials*, or any part of any Cargo or Lading stolen, or unlawfully procured, from or out of any Ship or Vessel in the River Thames, and also to apprehend and detain any Person, who may be reasonably suspected of having or conveying any such Goods, Stores, or Things, in such Boats; and such Person or Persons so apprehended shall be, as soon as conveniently may be, conveyed before one or more Justice or Justices of the Peace, for any County, City, Division, Liberty, or Place adjoining the said River: To be dealt with according to Law.

2d. You are authorised to apprehend and to detain all Persons on board of any Bumboat, and also to seize, search and detain, in some Place of Safety, such Boat, and the Tackle, Apparel, Furniture, and Lading of such Boat, and the Person or Persons so apprehended shall, as soon as conveniently may be, be conveyed before one or more Justices of the Peace as aforesaid. *In all Cases* where such Bumboats shall navigate in the said River Thames, for the purpose of selling, bartering, exchanging, or exposing to Sale, to and among Seamen and Labourers employed in and about Ships and Vessels, and other Craft in the River Thames, any *Liquors, Slops, Tobacco, Brooms, or any Fruit, Greens, Gingerbread*, or other such like Ware, or shall Sell, Barter, or expose to Sale as aforesaid, any sort of *Liquor*, or any *Slops, Tobacco, Brooms*, or any *Fruit, Gingerbread*, or other such like Ware, in or from, or out of any Bumboat or other Boat, *other than and except such Boats as shall be entered in the Office of the Trinity Corporation*, and shall be used and navigated for the purposes aforesaid, *in the day time between Sun-rising and Sun-setting only*: or where persons Navigating such Boats as aforesaid, shall take in Exchange, or by way of Barter, or shall unlawfully receive,

or



or procure to be delivered to them, any Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials, or any part of the Cargo or Lading of any Ships or Vessels, in the River Thames.—Or in cases where any Bum boat, or other Boat whatsoever, shall be found Navigating for the purposes aforesaid, in the River Thames, from London Bridge, to the Lower Hope Point, shall not be entered by the Owner or Owners thereof, with the said Trinity Corporation, and who shall not have marked his or their Christian and Surnames, and place or places of abode, on the said Boat, as the Law directs.

3d. If in the course of your duty upon the River, you shall detect any Person or Persons in the act of Cutting, Damaging, or Spoiling any Cordage, Cable, Buoys, Buoy-Ropes, Head-Fast, or other Fast, fixed to any Anchor or Moorings belonging to any Ship or Vessel at Anchor or Moorings, in the River Thames, or any Rope used for the purpose of Mooring or Rafting Masts or Timber, or shall be aiding or assisting therein with an intent to steal the same; you will forthwith apprehend all such Offenders, and convey them before the Magistrate, to be dealt with according to Law.

*Nota.*—The said Act of 28 Geo. III. cap. 28, *having* enacted that in case any Person or Persons acting in the execution of any of the powers granted by the same, shall be obstructed therein, every Person so obstructing, and all such as shall act in their assistance, shall on conviction, upon the oath of two credible Witnesses, be Transported for Seven Years. It becomes your duty to warn Offenders of the nature of the punishment, and in all cases where such obstructions are afterwards experienced, to bring the Offenders to Justice as the Law directs.

4th. In your perambulations on the River, you will avail yourself of your local knowledge in carefully watching all  
points

points of danger, especially Slips and Back-dooas to the River and such quarters as from information actually received, or from other circumstances, you have reason to suspect mischief is intended.

5th. You will be vigilant and attentive in watching the Lumpers and other Labourers coming on Shore from Ships, where they have been employed, particularly those Ships not placed by the Owners under the protection of this Institution—That you will regularly search all Lumpers, and Others suspected to have in their possession any Stores or Materials of Ships, or any part of their Cargoes.

6th. In the execution of your duty, you will conduct yourselves with civility to all Revenue Officers, and where your assistance is required, you will give every aid in your power, in carrying the Revenue Laws into effect.

7th. You are required to make regular reports to the Magistrates of the Marine Police Establishment of all your proceedings once in twenty-four hours, and you are to obey all other instructions which they may see proper from time to time to give you.

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INSTRUCTIONS to River Officers having Deputations under the Act of 2 Geo. III. cap. 28, and employed under the Marine Police Institution, on board of Ships and Lighters in the River Thames, for the protection of Commercial Property against Pillage and Depredation.

The Oath of Office.

IN the first place, you are to keep ever in your recollection that you have taken a solemn oath, on the Holy Evangelists of Almighty God, “ That you shall  
 “ well and truly serve our Sovereign Lord King  
 “ George, in the Office of a Constable, for one year,  
 “ or until you shall be discharged or shall cease to be  
 “ in the employment of the Marine Police Establishment ;



“ ment; for the special and express purpose, and no  
 “ other, of detecting Felonies, Larcenies and Mis-  
 “ demeanors, in Ships, Vessels, and Lighters, in and  
 “ upon the River Thames. That you are not directly  
 “ or indirectly to connive at any of the said offences ;  
 “ but to seize and detain the offenders, when detected  
 “ by yourself or others in any act of criminality.  
 “ That you are to be vigilant and attentive in watch-<sup>Oath of Vi-</sup>  
 “ ing the conduct of all Persons who may be sta-<sup>gillance.</sup>  
 “ tioned on board of any Ship or Vessel, or in any  
 “ Lighter, where you may be called upon to execute  
 “ the duty of a Watchman, whether Lumpers em-  
 “ ployed in discharging the Cargo or others, that no  
 “ pillage or plunder may be committed without  
 “ bringing the delinquents to Justice. That you  
 “ will not directly or indirectly receive any Money,  
 “ Goods, or Property, of any kind, for and in con-  
 “ sideration of your conniving at any criminal and im-  
 “ proper design, or suffer the same to take place ; that<sup>Oath of Fi-</sup>  
 “ you shall not conceal any evil practice which comes<sup>delity.</sup>  
 “ within your knowledge, but shall conduct yourself  
 “ with the strictest fidelity and honesty in the execu-  
 “ tion of the duty assigned you. And further, that  
 “ you shall bear true allegiance to our Sovereign Lord<sup>Oath of Al-</sup>  
 “ King George, and defend his Person, Crown, and<sup>legiance, and</sup>  
 “ Dignity, against all his enemies and opposers what-<sup>Obedience</sup>  
 “ soever, and obey the orders and directions of the<sup>to the Magis-</sup>  
 “ Magistrates presiding at the Marine Police-Office,  
 “ and all others whom they may set over you.”<sup>trates.</sup>

And which ORDERS and DIRECTIONS, in the mean Time, are these following :

I. YOU will ever keep in View, that in con-<sup>Rules for</sup>  
 sequence of the Authority with which you are now <sup>proper Con-</sup>  
 invested, <sup>duct.</sup>

invested, your condition in Society is advanced; and it will, therefore, become you to demean yourself accordingly, as a discreet and respectable Man, determined to do your Duty with Prudence, Firmness and Integrity, and to avail yourself of the Power with which you are invested in preventing, as far as in you lies, all Depredations upon Property; and, when such are committed, to seize and detain the Offenders; and that, in general, your conduct shall be such as to command the respect both of the Captain and Mate of the Ship where you are stationed, so as to ensure to you at least an equal degree of Attention and Regard as the Revenue-Officers; since your Rank as Officers, armed with the authority of the law, is at least equal to them; and you must prove that you deserve such rank, and also the confidence that is placed in you, by a prudent and discreet conduct on your part to every person on board, and particularly to the Revenue-Officers; (to whom when required, you will give every assistance) and that you may deserve the respect of others, take care that you pay proper respect to yourself, by keeping yourself sober; \* by avoiding disputes and quarrels; and by appearing clean and decent in your person and your apparel; submitting, without grumbling, to such accommodations, and to such fare as circumstances will admit, and considering your duty as the first and only object of your attention.

Sobriety and  
Decency.

\* In all cases where it shall appear to the Visiting Surveyor, or where notice is given by the Captain or Mate that any Officer is in liquor, or has misconducted himself in any respect, such Officer shall be immediately brought before the Magistrates, and if he shall appear to be in liquor, or shall be proved to have in any respect betrayed the trust reposed in him, he will forfeit his wages and be discharged.



II. As soon as you enter the Ship which is as-  
signed you, it must be your first duty to see that the  
printed paper now delivered, entitled **A CAUTION**,  
be nailed, pasted, or fastened, to the Main-Mast;  
and that you suffer no person to remove or take it  
down, until the Ship is completely unladen; and that  
you, or your colleague, read it aloud every morning,  
while the lumpers are at breakfast, or when they  
come first on board, that those who cannot read it  
themselves may not pretend ignorance; and that you  
also paste up, and read in the same manner, the  
caution against *Sweepings* and *Scrapings*, that no  
Person may be allowed to appropriate, to their  
own use, any article whatsoever, whether sugar,  
coffee, or any thing else, which may drop into the  
hold from the casks and packages.

III. Your next object must be to inspect the ship  
narrowly, and to turn your attention to all the Points  
of danger whereby plundered articles may be con-  
veyed into boats, such as the *Quarter-Gallery*, the  
*Stern* or *Cabin-Windows*, the *Head-Rails of the Ship*,  
the *Cabin-Scuttle*, the *Forecastle*, the *Port-Holes*, the  
*Fore-Scuttle*, and every open Place; and, when boats  
are along-side, an additional degree of vigilance must  
be exercised, to see that no part of the cargo is clan-  
destinely taken away. Before the discharge com-  
mences, the hatches ought to remain battened  
down, as well as every other place leading to the  
hold, or between decks, where the Cargo is deposited.

VI. When the Lumpers come on board to begin  
to discharge, your attention must be particularly di-  
rected to their dress, to see that they have no frocks  
nor wide trowsers, jammers, or under-waistcoats with  
pouches; and that no bags or empty stockings are  
brought

A Caution  
against Pil-  
lage and  
Plunder to  
be fixed on  
the Mast.

Caution a-  
gainst steal-  
ing Sweep-  
ings and  
Scrapings.

Points of  
Danger in  
the Ship,  
from whence  
Plunder may  
be conveyed,  
to be watch-  
ed.

Lumpers to  
be examined  
and also  
Coopers,  
when they  
come on  
board and  
go ashore.

brought on board either by Lumpers, Coopers, or any other Persons, as, in such cases, it is always for the express purpose of thieving. This precaution to be used every morning; and every person coming on board to assist in the delivery of the Cargo, (and all other persons where a suspicion of any bad intention is excited,) must be regularly searched as often as they go on shore, not forgetting to examine the Crowns of their Hats, as they are often used for the Purpose of concealing Sugar, Coffee, Ginger, Pimento, and other small articles.

Boats coming on board to be carefully examined for Implements of plunder.

V. Be careful in examining every Boat that comes on board, to see that no *Bladders with Nozles, small Pumps, called Figgers, or tin Tubes*, used in plundering Rum, is brought on board: and, if such articles should be discovered concealed in the Hold, Forecastle, Steerage, Cabin, or any part of the Ship, it will be your duty to seize them, and report the case to your Surveyor, at his next visit, that he may convey them to the Marine Police Office. The same rule will apply to Jamies with Pouches, Wallets, Bags, empty Stockings, and Beer-Canns, brought by Watermen with Porter, which, heretofore, have often been returned full of Sugar.

The Duty of Constables explained while the Discharge of the Ship is going on

VI. While the Discharge of the Ship is going on, it will be the duty of you and your Colleague, (whoever can write best,) to attend upon deck, and insert an account of all the Casks and Packages which are put into the Lighter, (to be taken from the Mates' Book, as your attention will or ought to be generally too much engaged looking after the Lumpers and others, to attend accurately to every Package yourself.) And as soon as such Lighter is laden, to cast up the whole Number, as taken down in your Check-book, and



and insert the same in the printed, weekly, daily, and Tide or Way Bill, which last goes along with each Lighter to the Quays. You will receive a sufficient number of these bills, and it will be the duty of the Constable, who is on deck, to note down in his Check-<sup>On Deck,</sup> Book the *Name of the Lighter*, the *number of the casks* <sup>and</sup> *and other packages on board*, and when she departed from the Ship, and to what Quay she is sent. And, while this duty is executing on deck, the other Constable must be constantly in the hold, attending to the <sup>in the Hold.</sup> unstowing of the cargo, and keeping a watchful eye on the Lumpers and Coopers, that they do not wilfully break casks and packages for the purpose of spilling *Sugar, Coffee, Pimento, Ginger*, and other Articles, with a view to plunder; and, upon its appearing to you that they are carrying such evil intentions into execution, (which has been too often the case heretofore,) you will apprise the Master-Lumper, (who is a sworn Officer as well as yourself,) and also the Captain or commanding Officer if on board, that a check may be given to it; and it will also be your duty to give the same information to your Surveying Officer on his next visit.

On no account are you to allow your attention to be taken off your duty, or your vigilance to be suspended for one moment by performing any labour on board the Ship, as a Lumper or otherwise, on pain of immediate dismissal and the forfeiture of all wages due at the time; and it appearing to have been a practice for Lumpers and others to conceal bags of Sugar and other Articles under the Ballast, when working in the hold with a view to remove it after the discharge is finished, you will be particularly watchful to prevent this, and to examine the Ballast as soon as  
you

you can have access to it in the evening after the work for the day is finished, and particularly before you quit the Ship, after she is completely discharged, that the plunder so found may be restored to the cargo.

Delinquents stealing any part of the Cargo to be seized and detained.

VII. If, in the course of your discharge, you discover any person stealing, or having in his possession, any *Sugar, Rum, Coffee, Pimento, Ginger, Cocoa, Cotton*, or any other Article comprising the Ship's Cargo, or Materials or Stores, you will instantly, by virtue of the Authority you possess, seize and apprehend such Offender, and detain him and the Articles stolen in safe Custody until your Surveyor comes on board, or until you can send notice to the Marine Police-Office, that all such Offender or Offenders may be dealt with as the Law directs.

Lanterns to be lighted during the Night.

VIII. It will be your indispensable Duty, soon after Sun-set every Night, to see that two Lanterns are lighted and hung up in the Main-Shrouds, at the Gangway, and there to remain, properly lighted, until Day-break. You and your Colleague, or Partner,

Night-Duty of Constables explained.

are to watch constantly, and without intermission, and to relieve one another every Four or Six Hours, as may be settled between you; and you are, on no Account to accept of the offers of Revenue Officers to watch in your Stead, as when such offer is made, there are strong reasons to suspect it is with no good Design. In this manner have Watchmen, on former occasions, been deceived, and much Plunder carried on. Besides, it will be your duty to keep in mind, that the Police-Surveyor of your Division will visit you at some uncertain hour in the course of the night, and if you or your Partner, as the case may be, are not on your Post awake and on the Look-out, you are to understand, that, by such misconduct and gross neglect



neglect of duty, you will forfeit not only all the Wages which may be due at the time, but you will be stigmatized as unworthy of the trust reposed in you, and you will be stript of your Deputation as a River-Officer, and instantly brought on shore and discharged with Disgrace.

The Consequences of Neglect of Duty, immediate Dismission.

IX. On no account are you to permit Boats to hang upon the Bows, Quarters, or along side of the Ship in which you are stationed, without complaining to the Captain or Chief Officer on board; and, if he will not remove them, you will note the same down, for the information of the Police-Surveyor and the Magistrates; and, in all such cases, you and your Colleague may justly suspect that Boats so detained, are kept for some evil design, and therefore it will be your indispensable Duty to watch them narrowly, and to seize and apprehend all Persons carrying away any part of the Cargo in a Clandestine Manner.

Boats not to be permitted to hang upon the Ship.

X. In executing this and every other Duty, you will conduct yourself with all possible civility to all persons, and particularly to the Captain, Mate, and Revenue-Officers, and allow neither to have the least cause of complaint against you on this or any other account.

Civility to the Captain, Mate, and Officers, recommended on all occasions.

XI. As soon as a Lighter is laden, either you or your Colleague must attend it to the Quay, carrying with you the printed Way-Bill already mentioned; and, on your arrival at the Quay, you will call out for the Police-Guard, and deliver the Lighter into his Charge, with the printed Bill of the Cargo, and take his Receipt on your Check-Book for the same; and, when so done, you will return immediately to your Ship, and report to your Surveying-Officer, on his next Visit, what you have done. And as it has heretofore

The Duty of Officers, having Charge of Lighters, explained.

tofore happened, that Lightermen frequently lost the tide on purpose, and pretended to run athwart Hawse, merely to have an opportunity of plundering the Cargo, and of concealing it in the Fore-Sheets, you must be extremely vigilant and attentive not only while the Lighter is lading, to see that stolen Bags of Coffee Pimento, Ginger, Cotton, &c. are not hid in the Fore-Sheets, but also that the Lighterman does not lose the Tide, but uses every endeavour to get up as fast as possible; and particularly that no Person is permitted to come on board during her Passage to the Quays, especially in the Night; and, if they do, be watchful of their Conduct, as such visits are generally for some mischievous or bad purpose. And, above all, be careful that no lighter quits the Ship without having sufficient Tarpaulins to protect the Cargo from Rain. If this should ever be suffered, it will be your Duty to remonstrate with the Captain or Mate, and to shew them your instructions; and if, after this, no Attention is paid to the Safety of the Sugars, you will immediately send Notice to the Office, or report it to your Superior Officer.

The Duty of Constables with respect to Lighters during their Passage to the Quays.

Respecting Tarpaulins.

Constables may use arms in their own defence, but not otherwise.

XII. The Authority you are invested with, as a River Officer, ought to be sufficient, if discreetly used, to enable you to execute your Duty with effect; but, in Case of Resistance, you are furnished with a Cutlass, which, however, is never to be shewn or used but in your Defence; and you ought to recollect, that a prudent Officer has seldom occasion, in the execution of his Duty, in seizing or apprehending Offenders, to have recourse to any thing but the Authority of the Law, manifested by shewing and exhibiting his Staff of Office. Arms, therefore, are only to be resorted to in the last extremity.

XIII.



XIII. It being the Practice of the Magistrates to examine all Constables very strictly and minutely after the Discharge of the Ship in which they are stationed, and also to call for their Check-Books, it will be creditable to you, and also a great recommendation to future Employment, if this Book shall appear to be distinctly and accurately kept, and that you shew your vigilance by noting down every Particular that occurs, and also every insult offered you by Revenue-Officers or Mates, which will always be properly noticed, and Redress given, provided it appears that such Insult was not provoked by any improper conduct on your part.

XIV. If it is discovered that you quit your post, either in the Ship or Lighter, while property is under your charge, *without leave*, or before another officer takes your station, your wages will be forfeited, and you will be instantly dismissed the service. If you are moreover discovered to be asleep, or not upon Deck in the Lighter, you will instantly lose your situation.

XV. Lastly, you will observe, that, in order to establish a just Rule whereby those Constables on board of Ships, which are quickly discharged, may be upon an equal footing with others who remain for a great length of time doing nothing, that it has been settled by the Magistrates, that the following Rule shall take place in future relative to the payments of wages, namely,

☞ That full pay, or 5s. a day, shall be paid to each Constable for the first seven days, and afterwards half-pay, unless on those days when the Vessel shall discharge any

part of her Cargo, amounting to a Lighter-load. And when such discharge stops, then the Constables to be again reduced to half-pay, and so on to the end of the discharge; and such full days and half days to be certified by the visiting Police-Surveyor.—As soon as the Ship is discharged in which you were last employed, you are to consider yourself as out of the service of the Institution, until again called upon and employed by the Magistrates.

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SUPPLEMENTAL INSTRUCTIONS.

- 1st. In all cases where Felony or Larceny shall appear to have taken place on board of any Ship or Lighter, under your particular charge, the Magistrates reserve a power of declaring your Wages to be forfeited, in case it shall appear that such Felony or Larceny arose from any want of vigilance on your part; and you will moreover be dismissed the Service, and struck off the List of Occasional Officers.
- 2d. If any thing should come to your knowledge relative to any mal-practice, connivance, or improper conduct on the part of any Brother Officer, you are bound, by your oath of office, to state it immediately to the Magistrates, that the same may be examined, and the party accused acquitted or punished according to the nature of the case. If it shall appear that you omit or neglect to do your duty in this respect, your Wages due at the time



time will be forfeited, and you will be dismissed the Service.

- 3d. If any Officer shall, after the solemn oath he has taken, and in opposition to these Instructions, prove so base and infamous as to be concerned himself in stealing or pilfering any part of the Cargo, Provisions, or Materials of the Ship he is appointed to Guard, however small or trifling the same may be; or shall, by aiding and abetting others, suffer such felonious practices to take place, or shall enter into an agreement with Revenue Officers, Mates, Lumpers, Watermen or others, for the purpose of Plunder, such Officer shall, on detection, be apprehended as a Felon, and proceeded against with the utmost rigour of the Law, at the expence of the Institution.

FINALLY,

- 4th. As the whole success of the design depends on the purity and integrity of the Officers employed, and as it is the firm determination of the Magistrates to allow no act of delinquency to escape their notice, and to use every means in their power to detect and bring to light every evil practice, or gross neglect, on the part of the Officers they employ, it is understood that a reward will be given, wherever fair and proper information is given, which shall ultimately lead to conviction.—At the same time let it also be understood, that wherever an Officer is discovered to have conducted himself meritoriously, and with honesty and fidelity, he will be ranked as a *preferable Officer*, and will receive every possible encouragement from the Magistrates.

N. B.—*The Superintending Magistrate, on the arrival of every Fleet, has been in the constant habit of assembling the whole of the Ship Constables on the Registers of the Institution for the time being, and of giving them a solemn charge, for the purpose of enforcing purity of conduct, vigilance and attention to their duty, and prudence and discretion in the execution thereof.*

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INSTRUCTIONS to Quay Guards in the Service of the  
*Marine Police Institution.*

YOU are ever to keep in your recollection, and let it make a deep impression on your mind, that you have taken a solemn oath, *on the Holy Evangelists of Almighty God*, “ that you will  
 “ faithfully discharge your duty as a Guard upon the Quays,  
 “ Wharfs, and Lighters, on which you shall be stationed, in  
 “ the Port of London, for the protection of Commercial Pro-  
 “ perty, during the time you shall be in the immediate service  
 “ of the Marine Police Institution, for the purpose of detect-  
 “ ing Felonies, Larcenies, and Misdemeanors, which may be  
 “ committed on Goods and Merchandise, in Lighters lying at  
 “ or near the said Quays or Wharfs, or landed from the same.  
 “ And you further promise and swear, that you will faith-  
 “ fully execute the orders and instructions hereunto annexed,  
 “ and all other orders which you may receive from the Magi-  
 “ strates at the Marine Police Office, or the Surveyors set over  
 “ you.—That you will be vigilant and attentive in watching  
 “ the conduct of all persons upon the Wharfs, Quays, or  
 “ Lighters, who may be reasonably suspected of an intention

“ to



“ to commit acts of pillage; and on the detection of such  
 “ Offenders, immediately to secure them, and hand them over,  
 “ with the property stolen, to a Constable of the City of  
 “ London, or some Peace-officer, having legal authority, where  
 “ the offence is committed, for the purpose of being conveyed  
 “ before the Lord Mayor, or other Magistrate having jurisdic-  
 “ tion, to be dealt with according to Law.

“ And you further swear that you will not, directly or in-  
 “ directly, receive any Money, Goods, or Property of any  
 “ kind, for, and in consideration of your conniving at any  
 “ criminal or improper design, or suffer the same to take  
 “ place in consequence of any promise of a reward; but con-  
 “ duct yourself with the strictest fidelity and honesty in the  
 “ discharge of all the duties assigned you,

“ So help you GOD.”

*Article I.*—You will have a particular station assigned you by the Superintending Surveyor of the Quays, which station you are not to quit, on pain of immediate dismissal, until you are regularly relieved.

*Article II.*—As often as a Marine Police Constable accompanies Lighters with Goods, making a part of the Cargoes of Ships protected by this Institution, you will receive the Lighter Bill or Bills from such Constable, and note down in your Check-Book the day and hour when the said Lighter or Lighters arrived, making also a similar memorandum in the Constable's Book, whose duty it will be to return immediately to his Ship, and then all such Lighters must be the object of your immediate attention, particularly in the night-time, so as effectually to prevent idle and suspicious persons from going on board on pretence of scraping the casks, (which must on no account be suffered,) or with a view to obtain plunder.—And that such Lighters may be sufficiently protected against depredation, it is

U U 2

expected

expected from you, that you will station yourself on the outside Craft, or in such a situation as shall enable you distinctly to see the whole that are committed to your particular charge.

*Article III.*—In all cases where Lighters are accompanied by Marine Police Constables without proper Tarpaulins, you'll immediately report this neglect to the Superintending Surveyor, that measures may be taken, in case of need, to protect the Cargo against the weather.

*Article IV.*—Wherever you perceive idle and dissolute characters lounging upon the Quays, such as long-apron-men, and others, who gather in crouds, for the purpose of creating confusion, with a view to obtain Plundèr, you'll use your utmost exertions to drive them away, so as to keep the Quays as clear as possible, and thereby enable the real labourers to carry on their business with the greater facility, and to prevent all suspicious characters from having an opportunity to obtain Plunder.

*Article V.*—When any pilfering transaction is discovered within the jurisdiction of the City of London, you will seize the delinquent, and hand him over to a City Officer, with the stolen articles found in his possession, for the purpose of being carried before the Lord Mayor or Aldermen, before whom you will also appear at the proper time to give evidence of the offence committed; and when similar offences are detected in the Counties of Middlesex or Surrey, you will, in like manner, hand over the offenders to the Peace-Officers of the District, to be carried before the Justices having jurisdiction in those Counties, before whom you will also appear to give evidence.

*Article VI.*—You are to take especial care that no wilful breakage of Casks or Packages takes place on the Quays or Wharfs, with an apparent view to obtain pillage from the spillings



spillings of Sugar, Coffee, or other Articles; and when you see such practices going forward, you will instantly apprise the Wharfinger of the same, that means may be taken to prevent it.

*Article VII.*—When large quantities of Sugars, or other Goods, are piled upon the Quays and Wharfs where you are stationed, you will be doubly diligent in your duty, by moving constantly round them, so as to prevent Persons in search of Plunder from having time to carry their evil designs into effect.

*Article VIII.*—When visited and hailed in the night by the Police Surveyors on the River, you are to be regular in answering their call.—Any neglect or omission, in this respect, will be construed into an absence from your Post, and will not only occasion a forfeiture of your Wages then due, but will, if actual absence is proved, occasion your immediate dismissal from the Service.

*Article IX.*—In the execution of your duty, you'll conduct yourself with the utmost civility and attention to the Revenue Officers and Wharfingers, and afford to each every assistance in your power when required.

*Article X.*—You'll make a regular Report of every occurrence to your Surveyor; who is hereby instructed to form the same into a General Report, for the Inspection of the Magistrates.

You will keep yourselves constantly sober, and use no intemperate or provoking language to any person, and be particularly careful never to shew your Arms, or to use them on any occasion, but in your own defence. It is, at the same time, expected that you are to be firm, vigilant, and alert in the execution of your duty, and to use every prudent endeavour to protect the property under your charge from *Waste, Plunder, or injury of any kind.*—And where such injury is sustained by carelessness

lessness or inattention, on the part of those who perform the labour, you'll Report their Names to your Surveyor, for the information of the Committee of West India Merchants, and the Magistrates.

Lastly, As the Superintending Surveyor of the Quays is directed to make regular Reports of the good or bad conduct of all Persons employed as Guards upon the Quays in the service of this Institution; you are to understand that every person who conducts himself meritoriously, will receive protection and encouragement, and will always have a preference. The good services of such men will be registered by the Magistrates, while those who are found to be inactive, careless, and inattentive in the execution of these instructions, will be discharged to make room for others who are more deserving.

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*INSTRUCTIONS to Watermen in the Service of the Marine Police Institution, having Deputations under the Authority of the Act of 2 Geo. III. Cap. 28.*

HAVING taken a Solemn Oath to be faithful to the Trust reposed in you as a Waterman under the controul of the Magistrates of this Institution, and subject to be dismissed on any Act of Misbehaviour; it is expected that you will keep yourself at all times sober; and that you will be regular in your attendance upon your duty, as hereafter explained.

I. You are to be punctual in your attendance upon your Surveyor at the precise time fixed for your proceeding upon your River Duty; and to have all the Materials of the Boat in proper order; and when your Surveyor visits any Ship, you are to remain alongside, without having any intercourse with the Lumpers or others on board;—you are on no pretence whatever, to desert or absent yourself from your said Duty on pain of immediate  
dismission:



dismission : or of having your wages due from the preceding week, either mulked, or totally forfeited, at the direction of the Magistrates, according to the circumstances of the case.

II. In the execution of your Duty, you are to conduct yourself, at all times, with the utmost prudence and discretion. You are to be vigilant and attentive in detecting unlawful practices on the River, and firm and active in the apprehension of offenders. In executing this or any other duty, no insolent or violent expressions are to be used; nor are you permitted on any pretence, to utter profane Oaths or Imprecations, or return any bad language for the abuse you may receive upon the River. If you are assaulted or obstructed in the execution of your Duty, on lodging a Complaint before the Magistrates, the law will afford you a ready remedy. At no time are you to make use of arms but in self-defence, and never until you are attacked, and have no other means of securing yourself against danger.

III. On all occasions where you know or receive information of any illegal or felonious act, either actually committed, or intended to be carried into effect upon, the River Thames, you are to give notice of the same immediately to your Surveyor, or in his absence to the House Surveyor or the Magistrates.

IV. You are to consider your powers and duty to be confined wholly to offences committed on the River : (always under the direction of your Surveyor :) This, however, is not to preclude you, when so directed, from following Offenders detected on the water, and even to apprehend them after they land if not practicable before ; but in no other case are you to interfere.

V. You are hereby directed to be particularly careful of the boat in which you are employed as a rower, and to see that such boat is never placed in a situation to receive injury. It is also your duty to pay due obedience to the orders of your Surveyor, and to secure the *Oars, Boat-hook, Tilt*, and all other articles,

articles, that nothing may be stolen or carried away : And to be particularly careful that your arms are kept clean, and at all times in good order, on pain of being mulked when such arms are inspected and found rusty or unserviceable.

VI. Each of you being furnished with a great coat at the expence of the Institution ; you are to be answerable for it, as well as for your arms, if from any act of carelessness or inattention they are lost or stolen.

Lastly—As the Surveyors are instructed to make regular reports of the good or bad conduct of Watermen in the service of this Institution, it is to be understood that while those who conduct themselves meritoriously, will receive protection and encouragement from the Magistrates, who will order their services to be registered ; on the contrary, such Watermen as are careless and inattentive in the execution of their duty, or who act contrary to these instructions, will be discharged to make room for others more deserving.

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INSTRUCTIONS to Master Lumpers *who enter into engagements to discharge Ships under the Cognizance of the Marine Police Institution.*

HAVING taken a solemn Oath to be faithful to the trust reposed in you as Foreman of the Lumpers you employ, to discharge the respective Ships assigned you under this institution,—Having also solemnly promised and sworn that you will not connive at any plunder, or be concerned yourself in any evil practice ; but that you will not only restrain the persons under your controul, from acts of pillage and wilful  
breakage



breakage of casks and packages ; but that with a view to detection, you will regularly search or assist in searching all Lumpers on their leaving the ship in which they are employed. Having further promised and sworn to obey the Orders and Instructions of the Magistrates with a view to the prevention of all abuses in the discharge of the ships and vessels assigned you. In complying with these solemn engagements you are carefully and punctually to attend to the following

## INSTRUCTIONS.

I. You are to comply strictly with the Conditions explained in the printed Rules, to be subscribed by the Ship-master and yourself, on your first undertaking the discharge. You are to select the best men that can be found, both as  *HOLDERS* and  *Deckers*, rejecting all who are known to be notorious bad characters. You are to stipulate with each Lumper you employ, that he shall carry with him his breakfast and dinner on board, and shall not be permitted, on any pretence, to leave the ship until the work for the day is finished, that every exertion shall be used to promote dispatch in discharging the ship, and in preventing the wilful breakage of Casks, whereby Sugar, Coffee, or other articles may be spilled or wasted.

II. You will be careful that the Lumpers you employ shall have no apparel with large pouches or pockets, calculated to conceal plunder ; nor any small pumps known by the name of  *Figgers*,  *Bladders* with  *Nozles*, pouches, bags, socks, or vessels of any kind, whereby plunder may be obtained, concealed, and conveyed away. If such articles are found, it will be your duty to detain the same, and convey information immediately to the Magistrates, and in the mean time to give charge of the Offender or Offenders to the Ship Constables.

III. It is understood that during the six months from Lady-Day to Michaelmas, you are to begin working at Six o'Clock in the Morning, and not to leave off until Six in the Evening:

And

And from Michaelmas to Lady-Day, to commence work at Sun-rise, and to suspend it at Sun-set: Your men to be allowed half an hour to Breakfast, and one hour to Dinner.

IV. The first labour to be performed when Lumpers go on board of any ship for the purpose of discharging the Cargo, is to unbend the sails get down the top-gallant masts and yards—to strike yards and top-masts—to unreeve the running rigging—put out boats and sails—to build up a stage for cables if required—and then to proceed in the discharge. When finished, the ship to be washed completely, and left in every respect in good condition, and the fire-wood to be piled if required by the Commanding Officer on board.

V. In cases where Rum makes a part of the Cargo, the Puncheons and Hogsheads in which it is contained, are to be struck down and placed in a proper situation to admit of being sampled, or if necessary, to be hoisted upon deck, to make room for the discharge of Sugars, and other Merchandise.

VI. During the discharge of any ship by means of Lumpers under your controul, it will become your duty to be present at all times, or to depute a trusty Person during your occasional absence, for whom you are to be responsible.

VII. As a Master Lumper acting under the cognizance of this Institution, it is to be understood that you are to be subject to the occasional visits of the Police Surveyors, who are to inspect your conduct, and report regularly whatever appears to them to be amiss, to the Superintendent, to whom is committed the management of the Lumping Department; whose duty it is to convey to the Magistrates all information he may receive tending to any infringement of your agreement, or any neglect of duty, who upon due investigation of the case, will make such orders as shall appear to them to be proper.

And



And if it shall be found that you act in any respect unworthy of the trust reposed in you, you will be dismissed from the employment.

Lastly, The Superintendant of Lumpers for the time being, is instructed to make regular Reports of the good or bad conduct of Master Lumpers in the service of this Institution. It is to be understood, that all who conduct themselves meritoriously, will receive protection and encouragement from the Magistrates, who will order their services to be placed upon a register to be kept for the purpose, in the Office for Lumpers.

On the contrary, such Master Lumpers as shall appear careless or inattentive, or shall act corruptly or contrary to the Instructions herein contained, will be immediately discharged to make room for others who are more deserving.

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GENERAL OBSERVATIONS *on the whole of the preceding Instructions, to the Officers of the Marine Police Institution.*

ON considering these Instructions, as they apply to the various classes of Officers employed in the different Departments of the Institution, the Reader will observe how much anxiety is discovered, not only to ensure prudence and discretion in the execution of their Duty, but also to guard them against impurity and improper conduct.

To attain this object, not only have these *Instructions* been promulgated at different times, as experience suggested new objects requiring the attention of Magistrates; but they have been unceasingly accompanied, and enforced by the strongest injunctions, as often as occasions occurred, where such injunctions became necessary.

Yet,

Yet, under circumstances where men were suddenly collected together, and where such a multitude were to be employed almost at the same moment, the best efforts of those who conducted this important design could not ensure an universal purity of conduct. To expect this, would be to look for more than belongs to human nature.—Such however was the effect of the various precautions which were used, that the instances of impure conduct have been very few indeed; and where proofs have been adduced, the examples have been prompt and severe.

As the system has matured, the characters of men have been developed. Doubtful and inefficient Officers have been discharged, and those only retained against whom no well authenticated charge has been preferred.—Little doubt is therefore to be entertained, that by degrees such a selection will be practicable, as will secure a faithful and honest discharge of the trusts reposed in the various Officers employed; because no system heretofore devised admits of an equal accuracy of investigation, combined with the same power to overawe and to punish.

The whole of these Instructions have been communicated, and the nature of this part of the system detailed at greater length than might otherwise seem necessary, from a hope that the information which it conveys, might be useful to other great Commercial Ports. It is evident, indeed, from the applications which have been made to the Author, for information, from Liverpool and Hull, (*where even Docks are established,*) as well as from other places where Commercial Property passes in transit, that mankind are nearly the same wherever similar temptations exist: and that a Police, applicable to the object of restraining the covetous dispositions, and the depraved morals of many of the lower classes of Nautical Labourers, seems equally necessary for the protection of Commercial Property, and the Security of the Revenue, wherever  
merchandise,



merchandise, to a great extent, is in the course of being either laden or discharged.

It is painful to the feelings of a benevolent mind, to witness so many instances of this species of turpitude; but as the object of the Author, in all that has been recorded or suggested in this Work, is to put a period to the evil, by mild and lenient measures of prevention, it must prove in effect a real act of humanity to those who have been already contaminated, and who, by the means now suggested, shall be restrained from a repetition of similar offences, which might ultimately lead to severe punishments, to the ruin of themselves and their innocent offspring.—Nor is it to be considered as less productive of good to those hitherto untainted, who, but for such an Institution, might have been unguardedly seduced from the paths of honest industry, into a situation equally deplorable and calamitous.

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## No. VII.

*Marine Police Establishment, No. 259, Wapping New-Stairs, under the sanction of Government, and at the earnest desire of the*

MERCHANTS AND SHIP-OWNERS.

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### A CAUTION.

FOR the express purpose of rescuing the Port of London from the great injury and disgrace which has arisen from the enormous Pillage and Plunder which has heretofore prevailed on board of West-India and other Ships, and in Lighters conveying Cargoes on shore, as well as upon Legal Quays where  
Goods

Goods are landed, a *Marine Police-Office* has been established, to which are attached above Six Hundred Lumpers for working out Ships, and also Two Hundred Constables, armed with the authority of the Law to act as Guards and Watchmen on board of each Ship under discharge, together with a proper number of Boats commanded by Police-Surveyors and navigated by Officers of Justice, with power to search, seize, and apprehend all persons whatsoever suspected of taking, or having in their possession, Sugar, Rum, Coffee, Cotton, Ginger, Pimento, Indigo, or any article whatsoever, composing the Cargo, Stores, or Materials, of any Ship or Vessel in the River Thames, and to bring all Offenders to Justice without respect of persons.

It is therefore hoped that this early caution will prevent every description of persons either working or acting in any capacity on board of Ships under discharge—and all persons whatsoever from making free even with the smallest quantity of Sugar or other articles, as, in case of detection, (which will be certain,) nothing can prevent the ignominy of a Prosecution for Felony, and the ultimate punishment in case of conviction.

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No. VIII.

*Summary view of a Bill for the more effectual prevention of depredations on the River Thames.*

EXPLANATORY INTRODUCTION.

THE Bumboat Act, 2 Geo. III. cap. 28, was passed in 1762:—Nothing was done under it for about fourteen years. The present temporary Marine Police Office had no other special ground for its proceedings than that act, which, though conducive to its object as far as it goes, has been shewn by a twelvemonth's experience to be far indeed from adequate.

What



What the Act contributes, is confined to penalties and legal powers. The Office furnishes civil Guards, properly equipped and armed, for the execution of those powers. The expence of these Guards being defrayed by a single branch of the Trade, (viz. the West-India,) out of twenty-eight and more that may be distinguished, the immediate effects of the protection afforded by them, have of course been confined to that single branch of Trade.

To substitute, to this scanty and occasional detachment, a more permanent as well as stronger force, commensurate, in point of numbers as well as funds, to the extent of the demand as furnished by the whole Trade, (not to speak of his Majesty's floating property,) is one main object of this Bill:—to give the requisite extension of those penalties and those powers, is the other. From what has been done by the one, with such inadequate means, as well as under numerous disadvantages, what would be done with adequate means, legal as well as pecuniary, may be inferred.

In proportion as the following sketch is summary, the wording could not but be loose: but in the Bill itself, nothing can exceed, in point of anxiety, the care that has been taken for the security of innocence, and for divesting power of the faculty of abuse.

If explanations of the grounds of the Bill, in point of reason and experience, be desired, they may be found, in a degree of detail rather beyond what is most customary, in the preambles, by which several of the Sections are introduced.

#### PROVISIONS OF THE BILL.

I. GENERAL PREAMBLE.—Power to his Majesty to establish a Police-Office, at or near Wapping New-Stairs, under the name of the *Thames Police-Office*. Three Justices, (two of them to sit constantly,) with special powers herein-after mentioned, under the name of Special Justices, § 1. Pro-

visions of the existing Police-Act, 32 Geo. III. cap. 53. extended, as far as applicable, to this Office. § 2.

II. Power to Special Justices to appoint, suspend, and dismiss, divers sets of Constables, viz. 1. Office Constables for Land-service, as in the existing Police-Offices. § 3. 2. Boat-Constables, for patrolling the River in boats. 3. Ship-Constables, to be attached to Ships during the unloading, &c. on application by persons interested. 4. Surveyors, with the owners of Constables, for inspecting and directing the other Constables. Power to the Lord Mayor and Aldermen, as also to the Trinity House, to dismiss any of these Constables. § 3 and 4.

III. For defraying all such expences of the Establishment, as are over and above the expences of the other Police-Offices, (the Fund for that purpose being distinguished by the name of The Office Fund) a peculiar Fund, under the name of The Thames Police Guard Fund; to be raised by a set of Tonnage Duties, imposed on the several classes of persons benefited, in specified proportions, adjusted to the several degrees of benefit. § 5. 9. 10. 11. Payment secured, by refusal of Clearance until a proper Certificate of payment be produced. § 14. Sum raised, not to exceed 10,000l. per annum, but to be reducible to any amount. § 9. For this, and other purposes, a set of Commissioners, termed The Thames Police Fund Commission, to be chosen, one out of each of about twenty-eight classes of Persons contributing to the Fund. § 5. 6. Organization of the body of Commissioners—Provisions for ensuring the attendance of different numbers, competent to different purposes—Meetings, General and Special.—Adjournments—Quorums sufficient—Chairmen—Casting Votes. § 7.—Vacant seats to be filled up by the Commissioners themselves, out of the class in which the vacancy takes place. § 8. For necessary supplies,  
Meetings



Meetings may be called by the Special Justices, § 13. Powers for appointing Subordinates, viz. Collector, Treasurer, Cashier, and Auditors; the Auditors out of their own number, and unpaid—Powers to Auditors for examining upon Oath. § 12. —For manifest unfitness, a Commissioner may be suspended by his brethren; and, on their representation, dismissed by King in Council. § 51.

IV. Provisions for securing the good behaviour of Working Lumpers, (labourers employed in the lading and unlading of Ships,) and their Masters.—The Master Lumpers not to act without a licence granted by the above Commissioners, or the Special Justices.—Licence discretionary, as in case of Ale-Houses. § 15. Working Lumpers, not without being registered. § 16. Working Lumpers, quitting work, punishable as other labourers are, under 6 Geo. II. cap. 25. § 18. Power to Commissioners to make regulations for the Government of Lumpers! § 19. Lumpers' Contracts, as particularized under heads, to be registered at the Office, for the purpose of ascertaining the conditions of the engagement, thereby preventing disputes, and rendering the parties responsible and forth-coming. § 20. Special Justices to be furnished with the names and abodes of the Lumpers employed on board each Ship; as also of the Coopers, Watermen, and Lightermen. § 21.

V. Power to Commissioners for making certain regulations relative to apparel, by prohibiting habiliments contrived (as at present) for secreting plunder; and for establishing distinctions visible at a distance, between persons having business on the spot, and persons not having business; and between persons in authority, and persons not in authority. § 17.

VI. Provisions specially applied to Ships.—Ship-Constables

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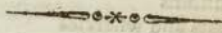
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