

C H A P. XII.

Powers and Functions of the TRINITY-HOUSE CORPORATION, as relating to the Thames and Port of London.—Their original Foundation and Incorporation.—The Stat. 8 Eliz. cap. 13.—Their Charters and Bye-Laws.—Recapitulation of their Powers, by Charter and Antient Statutes, under Eight different Heads.—Their Power, as to Pilots, enlarged and confirmed, by Stat. 5 Geo. II. cap. 20.—An Abstract of that Act, as relates thereto:—and to Gunpowder, &c.—Abstract of the Act 6 Geo. II. cap. 29. for Regulating Lastage and Ballastage.—Rates payable to the Corporation for Ballast.—Abstract of the Act 32 Geo. II. cap. 16. for further regulating Ballast and preventing the accumulation of Dirt, Rubbish, &c. in the River:—An important Clause of that Act, to be observed by House-Keepers in London, to prevent Dirt being thrown in the Streets and Kennels.—Powers of the Trinity Corporation, under the Bumboat Act, 2 Geo. III. cap. 28.—Under the Wet-Dock Act, 39 Geo. III. cap. lxxix.—Respecting Light Houses, and the Dues payable to the Corporation, by Ships passing the same.—Recapitulation of the Powers and Privileges of the Corporation, by Modern Statutes, under Eight Heads.—Concluding Observations on the great Credit due to the Members of the Corporation, for their attention to the performance of their various Duties.

THE TRINITY CORPORATION was first founded in the year 1515, by Sir Henry (or as some say Sir Thomas) Spert, Knight,^(a) Comptroller of the Navy, to King Henry VIII.

This Body received their first Charter from the same Monarch, in the Fourth Year of his reign; which confirmed to them not only the Antient Privileges of the Mariners of England (which had been incorporated before) but also their several valuable Possessions at Deptford.

The object of this foundation was the increase and encouragement of Navigation; the good Government of Seamen; and the better Security of Merchant Ships; for which purpose a power is granted them in their Charter, to make Bye-Laws.

By the Statute, 8 Eliz. cap. 13. (A. D. 1565) This respectable Body is recognized by the Legislature, as—“ A Company of the chiefest and most expert Masters of Ships, who are incorporated within themselves, charged with the Conduction of the Queen’s Majesty’s Royal Navy, are bound to foresee the good Increase and Maintenance of Ships, and of all kind of men, traded and brought up by Water-Craft, most meet for her Majesty’s Ser-

^(a) A Sir Thomas Spert, Knight, is mentioned in the Statute, 27 Henry VIII. cap. 18. for the preservation of the River Thames, as “having the Office, and Ordering of and for ballasting of Ships.”

“ vice.”—The Preamble of the Act also states,—
 That “ forasmuch as by the destroying and taking
 “ away certain Steeples, Woods, and other marks stand-
 “ ing upon the Main Shores adjoining to the Sea-
 “ Coasts of this Realm, of England and Wales, being as
 “ Beacons and Marks of Antient Time, accustomed for
 “ Seafaring Men, to save and keep them and the
 “ Ships in their charge from sundry Dangers there-
 “ to incident : divers Ships, with their Goods and
 “ Merchandise, in sailing from Foreign Parts to-
 “ wards this Realm of England and Wales, and
 “ especially to the Port and River of Thames, have
 “ by lack of such Marks of late years been miscar-
 “ ried, perished, and lost in the Sea, to the great
 “ detriment and hurt of the Common Weal, and the
 “ perishing of no small number of people :”

To remedy these inconveniences the Trinity Cor-
 poration are authorised at their will and pleasure,
 and at their own cost, to set up as many Beacons,
 Marks, and Signs for the Sea, in such places of the
 Sea-Shores, and Uplands near the Sea-Coasts, or
 Forelands of the Sea, only for Sea-Marks, as to them
 shall seem requisite ; whereby the Dangers may be
 avoided, and the Ships the better come into their
 Ports without peril.—Power is also given at the Costs
 and Charges of the Corporation, to maintain and re-
 new the said Sea-Marks.

The same Act prohibits the removing or taking
 down any Steeples, Trees, &c. standing as Beacons

or Sea-Marks; under penalty of 100*l.* or in default of Payment, the Offender to be *ipso facto* considered as an Outlaw.

It also authorises the Trinity Corporation to license Mariners and Seamen dwelling about the River Thames, as well between their Voyages as at other times, to row their own Wherries, or any other Wherries by them hired, or wherein they shall be employed to work up and down the said River Thames, to apply and follow the ordinary passing and carrying the Queen's Majesty's People to and fro, as other Watermen, commonly called Wherry-men, are accustomed to do.—“ That these Mariners may “ thereby the better keep and refrain themselves “ from Folly, Idleness, and Lewd Company; and “ for the Relief of them, their Wives, and Children.”

In the year 1685, King James II. confirmed all his Predecessors had done in favour of this Society, by a new Charter, incorporating them by the name of—*The Master, Wardens, and Assistants of the most Glorious and Undivided Trinity, of St. Clement, in the Parish of Deptford Strond, in the County of Kent.*

The Corporation consists of a Master, Deputy Master,^(b) Four Wardens, Eight Assistants, and Seventeen Elder Brethren, who manage the whole Affairs of the Institution: There are also an indefinite num-

(b) The Right Honourable William Pitt, present Master—Robert Preston, Esq. M. P. Deputy Master.

ber of Younger Brethren, composed of Nautical Men who have certain privileges and immunities granted to them, such as being exempted from either serving in or contributing to the expence of the Militia, or serving on Juries and Inquests. (c) Their House and Offices have been recently removed to Tower Hill, where the Meetings of the Corporation are held every Thursday, and where there are various Officers under the direction of a Secretary, constantly in attendance.

Under the authority of this Charter of King James II. the Corporation made certain Bye-Laws, which were confirmed by the Lord High Chancellor, and the Judges, on the 24th of June 1687 (by Virtue of the Stat. 19 Henry VII. cap. 7.) Of these Bye-Laws the following is an Abstract :—

- 1st. Every Master, Pilot, or other Seaman, refusing to appear when he shall be summoned before the Corporation, shall forfeit as follows,—the Master or Pilot, 13s. 4d. and Mariners, 2s.
- 2d. Every Mariner going to Sea, without paying the Duties, as they ought, to the Corporation, shall pay double on their return, in addition to what may arise on the new Voyage.
- 3d. Every Ship-master and every Mate, who shall not be on board their respective Ships in the River Thames, at or above Blackwall, while the Ship is lading or discharging, to see the Merchandise orderly and safely received or deli-

(c) Stow's History of London.

- vered, shall forfeit 6s. 8d. for every Offence.—If below Blackwall, the Master or Mate shall be on board three times a week, or every other day, or forfeit the like Penalty. The Master, Boatswain, Gunner, or Carpenter, or two of them, shall lie on board, while the Ship shall have any Goods remaining in her, on forfeiture of 5*l*.
- 4th. Every Ship-Master drying their Bread-Rooms in the night, or keeping any fire therein in the night, to forfeit 5*l*.— [Another part of this Bye-Law related to the receipt and discharge of Gunpowder, and the melting of Pitch, &c. now regulated by the Statute, 5 Geo. II. cap. 20.]
- 5th. [This Article of the Bye-Laws respected the unshooting and firing of Guns, now also regulated by the same Stat. 5 Geo. II. cap. 20.]
- 6th. Every Ship-master homeward-bound, who shall permit persons navigating Bumboats, carrying Fruit, Wine, and Strong Waters, to come on board their Ships; or who shall suffer the Dirt of their Ships to be put into their own Boats, at unseasonable hours of the day, or to be thrown over-board in the River, shall forfeit 20s.
- 7th. Every Master who shall suffer Goods to be taken in or heaved out of his Ship, without having a Sail nailed to the cell of the Port, or (if a small Vessel) to the Gunnel, to overhang the side of the Lighter, shall forfeit 20s.
- 8th. Every Person refusing or hindering any Officer or Person appointed by the Corporation, on shewing his authority under the Common Seal, from coming on board of his Ship in the day-time, to search for Powder, Guns unshotted, heating of Pitch, Tar, &c. or to examine whether Bread-Rooms are dried at unlawful hours, or Persons navigating Bumboats, come on board, to forfeit 5*l*.— [By Stat. 5 Geo. II. cap. 20. § 5, the Person appointed must

be an Elder Brother of the Corporation, and the obstructing him is by that Act punished with a Penalty of 5*l*.]

9th. Any member of the Corporation, who shall set his name to any Bill, Petition, &c. to Parliament or inferior Jurisdictions, in name of Seamen in general, without the consent of the Master, Warden, and Assistants, shall forfeit 5*l*.

10th. Every Mariner who shall swear, curse, or blaspheme, while on Ship-board, shall forfeit 1*s*. to the Poor's Box.

Every Mariner hired to serve on board of any Ship, who shall lie on shore during the Voyage without leave, shall forfeit 2*s*. 6*d*. to the Poor's Box.

Every Mariner being in perfect health, who shall absent himself from prayers, being performed according to the Liturgy of the Church of England, and who shall not repair thither, after the ring of the Bell, shall forfeit 6*d*.

Every Mariner who shall be drunk, shall forfeit 1*s*.

Every Mariner who shall be obstinate and stubborn, and who shall not obey the Master's lawful commands, or the Mate's or Boatswain's, in his absence, shall forfeit half his Month's Pay.

11th. Every Mariner shipping himself with any Master for a Voyage, and afterwards deserting, and shipping himself with another;—the Master with whom he sails may detain 2*s*. in the pound of his Wages, for the time he serveth in the Ship.

12th. Every Commander of a Ship hiring any Mariner to sail with him on a Voyage, shall take in writing, under the Seaman's hand, upon what condition he is entertained and to submit himself to the Bye-Laws of the Trinity-House.

The Forfeitures to go to the Poor of the Corporation.

In addition to the foregoing powers, the Charters granted to this Body, together with the subsequent Acts of Parliament, authorised them to appoint *Loadsmen* or *Guides*, to conduct Ships and Vessels out of the River Thames and Medway; and to make orders for the maintenance and increase of Navigation, and the government of Mariners; and for preventing annoyances on the River Thames. (*d*)

Upon the whole, the functions of this Corporation, exercised by virtue of those Charters (and ancient Statutes) may be summed up under the following heads:—

- I. They manage and superintend an extensive Charity, and exercise the patronage created by a Fund, arising from the Profits of the sale of Ballast, &c. and applied for the relief of poor Seamen and their Widows, and for the support of two Alms-houses, at Deptford, in Kent, and two at Mile-End, Old-town, in Middlesex, which are well endowed, and have become comfortable Asylums for superior classes of decayed Mariners and their Widows.
- II. They were empowered to punish Seamen for desertion, or mutiny, in the Merchants' service.—[But this has become obsolete.]
- III. They were also authorised to hear and determine all Complaints of Officers and Seamen in the Merchants' service, subject to an appeal to the Lord High Admiral.—[But such authority has not been exercised for a considerable length of time.]

(*d*) See the preamble to Statute 5 Geo. II. c. 20 in a subsequent page of this Chapter, (p. 344) from which it appears that the Trinity House exercised a concurrent jurisdiction with the City of London, relative to damages and annoyances on the River.

- IV. They are authorised to license poor Mariners, (although not free of the Watermen's Company) to ply for hire in the River Thames.
- V. They are authorised, as nautical men, to examine persons who are candidates for the situation of Masters and Mates in his Majesty's Ships of War, and to certify their fitness.
- VI. They examine the Youths in Christ's Hospital, who receive a mathematical education with a view to nautical pursuits.
- VII. They appointed and regulated Pilots.
- VIII. They have the sole privilege of supplying Ships with Ballast, that pass between London-bridge and the Main Sea.

These appear to be the rights exercisable by the Corporation under their Charters and Bye-Laws. With respect to the two latter, and most important of them, it was soon discovered in the progress of society, that stronger powers were necessary than those conferred by the Charters; not only to prevent innovations and abuses, but also to remedy damages and annoyances upon the River. Accordingly, in the year 1732, this respectable Body found it necessary to apply to Parliament, when their exclusive powers respecting the appointment and control of Pilots were confirmed and explained by the Act 5 Geo. II. c. 20.(e)

By

(e) The following are the words of the preamble of this Act, to which some allusion has been already made, and which will more fully explain the nature of the jurisdiction claimed and exercised by this Corporation :—

“ Whereas

By § 1 of this Statute, it is enacted, that every person, taking upon himself the charge of any Ship

as

“Whereas the Master Wardens and Assistants of the Guild, Fraternity, or Brotherhood of the most glorious and undivided Trinity, and of St. Clement, in the parish of Deptford Strond, in the County of Kent, have, for above 200 years last past, been a Corporation, and by long usage, and by virtue of divers Letters-patent, granted to them by the Crown, been authorised and empowered to appoint Pilots, Loadsmen, or Guides, to conduct Ships and Vessels out of the Rivers of *Thames* and *Medway*, through the North Channel to or by *Orfordness*, and round the *Long Sand-Head*, into the *Downs*; and from and by *Orfordness*, up the North Channel, and the Rivers of *Thames* and *Medway*, and also to make such Orders and Constitutions as should be necessary for the wholesome government, maintenance and increase of Navigation, and of all sea-faring Men, coming, or being within the River of *Thames*; and in pursuance of such powers, and by ancient usage, have, from time to time, appointed a competent number of Pilots for the purposes before-mentioned, and made Orders, from time to time, for the better regulation and government of the same; and also for preventing mischiefs, damages, and annoyances upon the said River; but divers persons, without examination, licence, or authority, by, or from the said Corporation, have taken upon themselves to act as Pilots or Loadsmen, and to conduct and guide Ships and Vessels to and from the several places aforesaid, to the great hazard of such Ships and Vessels, and their Cargoes, and the lives of the persons on board the same; and to the obstruction of Navigation within the said limits, and the prejudice of lawful and licensed Pilots, who attend wholly on that service, and on which their livelihood chiefly depends: And whereas great losses by fire may happen to Merchants and Owners of Ships occasioned by Powder being taken in and remaining on board, while Ships lie in the River of *Thames*, and by heating of Pitch, Tar, Rosin, Grease, Tallow, Oil, and other combustible matters and things on board Ships and other Vessels, lying in the said River: And whereas, by keeping Guns shotted on board Ships, lying in the said River, and by firing Guns in the night time, not only the Ships lying in the said River, but also

as Pilot down the River of Thames, or through the *North Channel* to or by *Orfordness*, or round the *Long Sand-Head* into the Downs, or down the *South Channel* into the Downs, or from or by *Orfordness*, up the *North Channel*, or the River of *Thames*, or the River *Medway*, without being licensed under the seal of the Corporation, shall, on conviction, before two Justices of the Peace, for the City of London, or the Counties of *Middlesex*, *Essex*, *Kent*, or *Surry*, within their respective jurisdictions, forfeit 20*l*. But the Act does not extend to an obligation on the Master of any Ship or Vessel, in the Coal or Coasting Trade, to employ a Pilot. And it has been determined, that this penalty does not attach on persons steering Vessels from one Wharf to another, down the River, for the purpose merely of unloading their Cargoes.

The same Act (§ 8) subjects all licensed Pilots to the regulations and government of the Corporation (except with regard to keeping their turns, and settling the rates of Pilotage) and to the payment of a sum not exceeding one shilling in the pound

also his Majesty's Docks and Yards, and the Tower and City of London, and the lives of divers persons may be greatly endangered: And whereas the powers and authorities vested in the said Corporation, are found not sufficient or effectual, to remedy and prevent the mischiefs and ill-practices before-mentioned: Therefore, for promoting and securing a more safe Navigation for Ships and Vessels, in the River of Thames, and for the more effectual preventing and remedying the dangers, mischiefs and annoyances upon the said River, below London-bridge;" It is enacted, &c.

on their pay, for the benefit of the poor. A power is also given by the Corporation (by § 9) to call in the Warrant of any Pilot, who misconducts himself; after a due examination of the case.

The same Act, after establishing certain regulations respecting Gunpowder, firing of shotted Guns, and melting Pitch, Tar, &c. on board of Ships and Vessels between London bridge and Blackwall, (which will be noticed hereafter,) declares (§ 5) that for the better discovery of Offenders, it shall be lawful for the Master, Wardens, and Assistants, to appoint any Elder Brother, by an Instrument under their Common Seal, between sun-rising and sun-setting, to board any Trading Ship or Vessel, and search for Powder, Guns shotted, and the heating and melting of Pitch and combustible Matters, within the limits stated in the Act: the Master or Commander to forfeit 5*l.* for obstruction. And (by § 7) in case any offence is discovered to have been committed, the same shall be cognizable before two Justices within their respective jurisdiction, not being members of the Corporation. The penalties (by § 6) being in all cases, to be applied to the use of the Poor of the Corporation.

In the year following, namely 1733, a Combination among the Ballast-men employed by the Trinity Corporation, rendered it necessary for that Body to make a second application to Parliament, for the purpose of giving energy and effect to the powers they possessed under their Charters.

The

The Statute 6 Geo. II. c. 29,—(*entitled an Act for the better Regulation of Lastage and Ballastage, on the River Thames*)—Recites, “That the Trinity House have, by grants from the Crown, the Lastage and Ballastage, and the sole right of supplying all Ships and Vessels with Ballast, that sail between London bridge and the Main Sea, at the rates and prices accustomed; and that they are entitled, and have a right to dig, and take up the Gravel, Land and Soil of the River of Thames, for Ballasting such Ships and Vessels as aforesaid. That for this purpose they have employed, for several years, 60 Ballast Lighters and 120 men, to dig and raise Ballast from the Shelves and Sand Banks of the River, for Ships and Vessels having occasion for the same. That by this operation the Channel of the River had been considerably deepened, and several obstructions to the Navigation removed :

“That 4d per Ton had been paid by the Corporation, to two Ballast-men, for raising the same, and 2d. per Ton for the use of the Lighters,—in all 6d. That the Corporation have received 9d. per Ton for Ballasting Ships employed in the Coal Trade, and 12d. per Ton for Ballast furnished to British, and 16d. per Ton to foreign Ships and Vessels. That the Net Profits arising from these Rates and Duties, are applied towards the maintenance and relief of many hundreds of decayed Seamen, their Widows and Orphans. That great Frauds had been committed by Ballast-men in not delivering the due Tonnage.

That

That the Ballast-men and Owners of Lighters, had represented that the price of Provisions and Labour had greatly advanced, and that by reason of the River being much deeper, the Ballast was more difficult to be raised than formerly, and further to be fetched, and the Lighters were obliged to be stronger built, and to be fitted with Masts, Sails and other Rigging; and that unless the Wages and Hire of Ballast-men and Lighters were raised, the Lighters could not be made seviceable for the purpose intended, nor the Ballast-men maintain themselves and families :

“ That the Ballast-men had entered into a Combination, refusing to work, and had demanded and received, from several Ship-Masters, an advance of 3d. per Ton.”

As a remedy against these Frauds and Abuses, it is enacted, that the following Prices shall, in future, be paid to the Trinity-House Corporation, for all Ballast demanded and entered at their Ballast-Office.

For every Ton of 20 cwt. carried to Vessels in the Coal

Trade	-	-	-	-	-	12d.
-	-	-	-	-	to any British Vessel	15d.
-	-	-	-	-	to any Foreign Ditto	19d.

And that the Corporation shall pay for raising and carrying the same, the following Rates :

To two Ballast-men (per Ton) for their Labour	6d.
For the use of the Lighter, for every Ton	3d.
		<hr/>
Total per Ton	9d.
		But

But these Rates are in no respect to alter the price of *Washed Ballast*, delivered to any Ship.

Upon oath, before the Supervisor of the Ballast-Office, being an Elder Brother, Ballast-men shall forfeit 2s. 6d. per Ton, for short deliveries of Ballast, which shall afterwards be made good by the Corporation to the party injured, under the penalty of 50l. to be recovered in the Superior Courts, (§ 3, 4.)

A penalty of 5l. is inflicted (by § 6) on Ballast-men refusing to work at the wages appointed, or not conforming to the directions of the Rulers of the Ballast-Office—For breach of contract, or joining in combinations to raise wages.

A Regulation is also established for more correctly ascertaining the burthen of the Ballast Lighters, by marks on the stem and stern, that the Tonnage may be computed by a gradual progression of two Tons and a half; and for the purpose of preventing Frauds in this respect, the body of Ship-masters taking Ballast, may appoint persons to inspect the marks of the Lighters, and on discovering or suspecting any fraudulent alterations, suspicious Lighters are to be weighed within ten working days after a request is made to the Corporation, and if a Fraud is detected, the offending party shall forfeit 5l.—if not, the person applying shall pay the expence of re-weighing the Lighter. (§ 7, 8.)

When Ballast Lighters are conveyed to Ships, the Masters may appoint the Mate, and any other person

person to inspect the Lighter's depth in the water, for which purpose, the Ballast-men are required to trim such Lighter so as to make the same swim at equal marks at stem and stern, and pump all the water out. In case of obstructing such examination, or delivering Ballast until every thing is done, as directed in the Act, to obtain satisfaction that no Fraud is committed, the Ballast-men shall forfeit 5l. (§ 10)

Where Lighters are employed in raising Ballast, without being previously weighed, marked, numbered, and allowed by the Trinity Corporation; or where the gauge marks denoting the Tonnage, or the number of any Lighter in the service of the Corporation, shall be counterfeited, removed, or defaced, the offender, on conviction, shall forfeit 10l. (§ 11.)

Ballast-men demanding and receiving money from Masters or Officers in Ships, for, or on account of any Ballast, or the delivery of the same to such Ship, shall, on conviction, forfeit 2l. (§ 12.)

Except in respect to the lowering of Wages, all Ballast-men shall be subject to the Regulations of the Corporation. (§ 13.)

By § 20 of this Act, *Bricks, Tiles, Lime*, or any other merchandisable commodity, may be carried as Ballast without paying any thing to the Corporation for the same.

The penalties and forfeitures under this Act, are to be applied (except where specifically directed otherwise) in satisfying and defraying the losses and damages

damages sustained by the Corporation in consequence of Frauds committed, and in making good deficient Tonnage; and the residue to the poor of the Corporation. (§ 21.)

This Act, which was limited to five years, was afterwards continued by Statute 16 Geo. II. c. 21. for eleven years more, and by subsequent Acts till June 24, 1805. It is also amended and extended to other objects, by the Statute 32 Geo. II. c. 16.

This Act is entitled—*An Act to continue, amend, explain, and render more effectual, an Act made in the 6th of His Majesty, for better regulating Lastage and Ballastage, in the River Thames; and to prevent putting of Rubbish, Ashes, Dirt and Soil, in the said River, and in the Streets, Passages and Kennels, in London, and the Suburbs thereof; and in Westminster, and such part of the Dutchy of Lancaster as is in Middlesex, and for allowing a certain quantity of Dung, Compost Earth, and Soil, to be yearly shipped as Ballast from the Laystalls, in London, on board any Collier or Coasting Vessel.*

After reciting that the preceding Acts had greatly tended to the preventing Frauds and Abuses then before committed by Ballast-men, and also to the preservation of the Navigation of the River, the encouragement of Trade, and the maintenance and relief of decayed Seamen, their Wives, Widows and Orphans, from and after the 24th June, 1759, authorises 3000 Tons of Dung, Compost Earth, or Soil, to be shipped as Ballast, from any

part

part of the River Thames; besides 2000 Tons of Dung from the Laystalls, (over and above the 3000 Tons authorised by 6 Geo. II. c. 29)—3000 Tons of Chalk and Rubbish for Ballast, in Coasters—and 2000 Tons of Sope Ashes; provided that entry is made of all commodities shipped as Ballast, and 1d. per Ton paid to the Trinity-house for licence and authority.(f)

This Act, (besides enforcing whatever relates to weighing, marking, and numbering the Ballast Vessels) establishes an important Police Regulation, with respect to Vessels coming up the River Thames in Ballast; by prohibiting, under a penalty of 5l. its being discharged or thrown into the River, and directing that it shall be laid or put, at the expence of the Owner or Master of every Vessel bringing Ballast, *on some common Wharf or Quay* near the River, or some ground or *place above high-water mark*, or unloaded into Lighters of the Trinity-House, who are to furnish them on demand made within three days, or forfeit 50l. for neglect, or refusal, unless occasioned by frosty or tempestuous weather; for

(f) By Stat. 36 Geo. III. cap. 110. reciting, that it is expedient that Lime, Limestones, and other Articles necessary for the cultivation and improvement of Land, should be removed *Coastwise* with as little expence as possible:—It is enacted, that no Sufferance, Warrant, *Transire*, or other Document, shall be required by any Officer of the Customs, on the shipping, carrying or landing *Coastwise* within Great Britain, of any Lime, Limestone, Chalk, Sand, Marle, or Dung, nor shall any Fee be charged or taken by any such Officer, on the shipping, removing or landing *Coastwise*, any of the said Articles, on any pretence whatsoever.

which

which service the Corporation are entitled to demand 6d. per Ton, for every Ton of Ballast received into their Lighters, in 24 hours after the same shall be carried away; which money shall be applied to the use of the Poor of the Corporation, (§ 8, 9, 10.)

Any person throwing any Rubbish, Ashes, Dirt, or Soil from any Wharf, Quay or Bank adjoining, or near the River Thames, or out of any Barge or Lighter, shall, on conviction, forfeit 40s. (§ 11.)

By § 13 of this Act(g) it is recited "that great quantities of Rubbish, Earth, Sand, Ashes, Dirt, Filth, and Soil, are frequently thrown into the Streets, Lanes, and Common Passages, of the Cities of London and Westminster, and the Liberties and Suburbs thereof, and that Scavengers or Rakers, whose duty it is to cleanse such Streets, do frequently put Rubbish, Earth, Sand, Ashes, Dirt, Filth and Soil, into the Kennels, from whence it is carried or forced down into the River Thames, to the manifest prejudice of the Navigation thereof, as well as to the annoyance of the Docks and Wharfs, contiguous to the said River;" for remedy whereof it is enacted, that no Person shall lay, throw, or put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, in any Street, Lane, Common-way, or Passage, in London or Westminster; other

(g) This clause applies to every House-keeper in London, and ought to be more generally known and understood than it appears to be.

than such as are allowed by Law, to be laid and heaped up to drain, ready for the Scavengers to carry away: Nor sweep, throw, carry, or otherwise put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, into any Kennel, other than such as shall be swept away, by the respective Inhabitants before their Habitations; and if any one shall offend in the Premises, he, she, or they, shall forfeit and pay *Ten Shillings* on the conviction of any one Justice.—But not to extend to sweeping immediately after Snow, Thaw, or Rain, any Ice, Snow, Dirt, or Soil, which by means of such Snow, Thaw, or Rain, shall be before any House or Tenement, except Rubbish.

By § 15 and 16, Lessees and Occupiers of Lay-stalls, are authorised to inspect the Streets, and give information of Offenders; and on performing their duty therein, are allowed to ship as Ballast, the 2000 Tons of Dung, &c. under this Act.

Any Justice of Peace, within the limits of his Jurisdiction may, on his own view, convict any Person throwing Ballast into the River, out of any Ship or Vessel, or throwing into the said River, any Rubbish, Sand, Ashes, Soil, &c. from any Wharf, Quay, or Bank, adjoining the River, or out of any Barge or Lighter; or into any Street, Lane, or Passage, as aforesaid, and such Justice (not being a Member of the Trinity Corporation) is by the Act authorised and *required to convict* every such Offender on view as aforesaid, and also on complaint to issue Warrants
for

for apprehending Offenders ; which Warrants may be executed as well on the River as on Shore.

The Provisions of the Statute, 2 Geo. III. cap. 28. (generally called the Bumboat Act) as far as they relate to the criminal Police of the River, have been already shortly detailed (see Chap. II. p. 42 ; 44—46.)

By this Act the Trinity Corporation are authorised to license Bumboats used and navigated upon the River Thames, between London Bridge, and the Lower Hope Point, for the purpose of selling Greens, Liquors, Slops, Fruit, and other Articles among the Shipping, and it is enacted, that none should be permitted, except such as entered at the Office of the Trinity House, and which shall be navigated only between Sun-rise and Sun-set ; the said Boats having marked upon them, in legible characters, the Names and Places of Abode of the Owners, and such numbers as shall be ordered by the Corporation ; who shall cause all such Entries to be registered in a book to be provided for the purpose, and for which a fee of 5s. shall be paid and no more. (§ 1—4.)

The Act further authorises the Trinity Corporation, or such Persons as they shall depute and appoint under the Seal of their Corporation, to stop, search, and detain, in some Place of Safety, any Boat, which there shall be reason to suspect has any Ropes, Cordage, Tackle, or Apparel, Furniture, Stores, or Materials of any part of any Cargo or Lading of any Ship or Vessel in the Thames, and to carry the Person, suspected to be concerned, before

a Justice, to be dealt with as the Law directs—§ 5. One moiety of all Penalties to be paid to the Person apprehending the Offenders, or giving information, and the other to the Poor of the Trinity Corporation—§ 8.

The Powers of this Corporation, with respect to the General Police of the Thames, and the Port of London, are further enlarged by the *Wet-Dock Act*, 39 Geo. III. cap. lxix. already so often alluded to.

By § 79 of this Act, the Trinity Corporation are to examine and approve of Harbour-Masters, appointed by the Lord Mayor as Conservator of the River, and any three of the Elder Brethren may procure them to be removed on sufficient cause, for neglect of duty, or misconduct.

By § 112, the Bye-Laws, which are to be made by the Lord Mayor and Corporation of London, for regulating the Port and Canal, and the conduct of the Harbour-Masters, are to be sent to the Trinity Corporation, before the same can be allowed by the Judges, to whom they have a right to state their objections if not previously obviated by the City of London.

By § 37, the Mooring-Chains in the River Thames, which are now placed under the direction of the Lord Mayor and the Corporation of London, are to be placed, repaired, and maintained, under the inspection and approbation of the Trinity House.

By § 80, the Dock-Masters authorised to be appointed by the Directors of the London Dock Company,

pany, are not legally eligible until previously examined by the Trinity Corporation, and a Certificate obtained of their being properly qualified to execute the Office.

LIGHT-HOUSES.

The functions of this Corporation also extend to Light-houses; and they are entitled by various Charters and Acts of Parliament, to demand and receive by their Collectors, from every Ship or Vessel which has passed, or is about to pass by the several Lights undermentioned, the following Tolls and Duties :

Light-Houses.	From British Ships bound to Foreign Ports. per Ton.		From Stranger Ships. per Ton.		From Coasters. per Vessel.	
	Out	In	Out	In	Out	In
Edystone . .	<i>d.</i> 1	<i>d.</i> 1	<i>d.</i> 2	<i>d.</i> 2	<i>s. d.</i> 2	<i>s. d.</i> 2
Portland . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Caskets . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	0 6	0 6
Lizard . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	2	2
Scilly . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Milford . .	1	1	2	2	1	1
Needles . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1
Owers . .	$\frac{1}{2}$	$\frac{1}{2}$	1	1	1	1

N. B. All Ships are rated by Law, according to their full Tonnage, and are subject to the above Duties every time they pass the said Lights, whether laden or empty. But it has been determined, by the Court of King's bench, that under the Statutes 4 An. c. 20. and 8 An. c. 17, British Ships, sailing from Foreign Port to Foreign Port, and not touching at any place in Great Britain or Ireland, are not liable to pay the Duties for passing the Edystone Light.

Further

Further Light-House Dues payable to the Trinity House.

To the Floating Light, at Dudgeon's Shoal, near the Well, for every Vessel crossing or passing this Light .	}	British Ships $\frac{1}{2}d.$ per Ton. Foreign Ships $1d.$ do.
To the Floating Light Vessel in Haisbro' Gutt, and two Light Houses on the Shore at Haisbro'	}	Coal Vessels $1d.$ per Newcastle Chaldron. Coasters $\frac{1}{2}d.$ per Ton. Over-Sea Traders $1d.$ do.
To the Light at Foulness . .	}	For every Ship, British or Foreign, $\frac{1}{4}d.$ per Ton.
To the Lights at Lowestoft .	}	For every Vessel, British or Foreign, $1s.$ for every 100 Tons, and so proportionably according to her full Burden, and $4d.$ besides for each Vessel.
To the Buoys of the Cockle and St. Nicholas' Gutt . .	}	For every Ship or Vessel $\frac{1}{4}d.$ per Ton.

These Tolls are levied according to the full Burden of each Vessel. They are only payable once for the whole Voyage out and in: but a single passage subjects the Master to the full Duty. The Tonnage of Coal Ships is to be computed according to the number of Newcastle Chaldrons, expressed in the Cocket, each of which is to be accounted Two Tons.

The ancient Powers and Privileges of this respectable Corporation have already been detailed under eight Heads in the former pages of this Chapter. These have been enlarged and confirmed by the Statutes, of which Abstracts have been given; and the following summary View will shew the *additional* Powers which have been conferred by modern Acts of the Legislature.

- IX. Functions by Act of Parliament, to board and inspect Vessels in the Thames, between London Bridge and Blackwall, to search for Powder, Guns shotted, &c. and to detect and prevent the danger which arises from heating and melting Pitch, and other Combustible Matter.
- X. To license Bumboats for the sale of Liquors, Greens, &c. among the Shipping, from London Bridge to the Lower Hope Point.
- XI. To depute persons under the Seal of the Corporation, to act as River Officers in seizing and bringing to Justice, persons committing Offences against the Bumboat Act.
- XII. To examine and approve of Harbour-masters appointed by the Lord Mayor and Corporation of London, and to dismiss them in case of misconduct.
- XIII. To examine and approve of Dock-Masters appointed by the Directors of the West-India Dock Company, before they can be admitted to execute their Functions.
- XIV. To examine the Bye-Laws made by the Lord Mayor and City of London, and to state their objections, if any, in the first instance, to the Lord Mayor; and if not obviated, to submit such objections to the Judges, before they confirm, and allow such Bye-Laws.

XV. To

- XV. To inspect and direct the raising and replacing, repairing, and maintaining the Mooring-Chains, to be fixed in the River Thames, by the Lord Mayor and Corporation of London, for the accommodation of Shipping.
- XVI. To manage and conduct all matters and things relative to the Maintenance of certain Light-houses herein before mentioned, and to collect, receive, and appropriate the Rates, as directed by Act of Parliament.

From the foregoing Review it appears, that the Functions of this great and respectable Corporation, as regards what may be denominated the *Nautical Police* of the River Thames, are extremely extensive, and embrace almost every object which is connected with the Shipping Concerns, either directly or collaterally.

The Task is arduous, and the Duties are multifarious, imposing on those intrusted with the execution of them a considerable Responsibility, and requiring a firm uprightness of Character. The Public are satisfied, that this Task is now in the hands of Persons zealously disposed to repress the Disorders and Pillage which prevail upon the River, and to contribute to whatever shall have a tendency to diminish the Evils, which, as Nautical Men, possessing great local information, they have long known and felt as a serious grievance, requiring the aid of a vigorous and energetic Criminal Police. (*h*)

In

(*h*) The Author feels it his duty, to acknowledge the obligations which are due to the *Trinity Corporation*, for the very handsome and

In the performance of their duty, not only much Nautical Science is necessary, but no small degree of personal labour; and both are unquestionably manifested in the progress of the Business which occupies the attention of this Board. The Establishment forms an honourable retreat to able and respectable Mariners who, in fulfilling this important trust with zeal and talent, do real credit to themselves, and an essential service to their Country.

and effectual manner in which they have co-operated with the Magistrates of the *Marine Police*, and the candour with which (judging from what passed under their own view) they have expressed their sentiments of the Public Benefits derived from that Institution.