

C H A P. XVII.

Introduction, explanatory of the advantages of an Abstract of the Regulations applicable to the River Thames:—1st. Legislative Rules respecting Pilots.—2nd. Revenue Officers.—3d. The Passage from Gravesend to London.—4th. Guns Shotted in the River.—5th. Gunpowder, and when and where to be Landed.—6th. Ships Mooring in St. Saviour's Dock.—7th. Vessels from Foreign parts.—8th. Ships Laden with Tobacco.—9th. Harbour Masters.—10th. Principal Regulations to be observed on the arrival of Ships at the Port of Discharge.—11th. By Vessels taking in Cargoes.—12th. Ships in Ballast.—13th. Ballast for Ships outward-bound.—14th. The Heating or Melting Pitch, or other Combustible Matter.—15th. Bumboats.—16th. Bye Laws of the Trinity Corporation, as they relate to the River Thames.—17th. Regulations of the General Meeting of the West-India Merchants, respecting Ships in that Trade.—18th. Legislative Regulations respecting Quays, Wharfs, and Wharfingers.—19th. Respecting the Hiring of Seamen.—20th. Incroachments and Nuisances on the River Thames.—And Lastly, General Observations on the Penal Statutes applicable to the River; the means of Prevention; and the mode of obtaining relief when Offences are committed.

AN ardent desire to convey that species of information, within the shortest possible compass, which may protect Ship-masters and others, trading to, or employed on the River Thames, against a variety of penalties, has produced the following Compendium, which may, in most respects, be considered as comprehending the principal Rules of the Port. If, by such a compilation, containing a concise Abstract of the Laws and Usages as they apply to the River Thames, good order should be promoted, in a greater degree than heretofore, and innocent and uninformed Ship-Masters and others instructed, with respect to the duties incumbent on them to perform, and the offences they ought to avoid, a considerable object will be gained in the improvement of the Police of the River Thames; as, by this species of knowledge, the unwary are forewarned, and a prospect opened, through the same medium, of lessening the demand for punishment, and diminishing the convictions on penal offences—while a greater degree of security is established with respect to the danger of conflagration.

Impelled by a strong sense of the importance of the object explained, and by an anxious wish, in some degree, to supply a deficiency, which has been long felt as a grievance, an attempt is now made to arrange, under the following Heads, a sketch of what may not improperly be denominated,

AN ABSTRACT OF THE LEGISLATIVE,
AND OTHER
RULES AND REGULATIONS
OF THE
PORT OF LONDON,

For the Information of Ship-Masters, and others frequenting the Port of London, or employed in different Pursuits on the River Thames, or the Wharfs, and Landing Places adjacent thereto.

SECT. I.—*Respecting Pilots.*

Every person taking upon himself the charge of any Ship or Vessel (*except Colliers and Coasters*) approaching the River Thames or Medway, or departing therefrom down the said Rivers, 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 Thames, or Medway, must be piloted only by persons duly licenced and authorized under the Seal of the Corporation of the Trinity-House of Deptford Strond. By the Act of 5 Geo. II. cap. 20. every Pilot taking charge of Vessels as aforesaid, without being duly licenced, forfeits 20l. The Rates of Pilotage are settled by the said Corporation of the Trinity-House, under the Authority of the above-mentioned Act.

Pilots for Ships *up* the River Thames, must be licenced by the Trinity-House at *Dover*.

SECT. II.—*Respecting Revenue Officers.*

Every Ship-Master * on approaching the Port of London, inward-bound, (or departing outward-bound,) is to bring to at the usual places to receive Revenue Officers on board, for the purpose of examining the Cargo, who are to have access to every part of the Ship; and if the keys of chests, &c. are not delivered to them, or the places where the goods are stowed are not opened, the Tidesmen are authorized to send for their Superior Officers, who may open them.—Penalty 100l.—By the Act 27 Geo. III. cap. 13.

By the Stat. 9 Geo. II. cap. 35, If any Officer of the Customs or Excise, being on board of any Vessel within the limits of any Port, be forcibly hindered or beaten in the execution of his Office, the party or parties offending shall, on conviction, be transported for seven years:—And by 19 Geo. II. cap. 34, If any person shall shoot, maim, or dangerously wound any Officer of the Revenue, on attempting to go on board of any Vessel within the

* On coming within Four Leagues of the Coast, every Ship-Master is bound by the Act of 27 Geo. III. cap. 13. under a penalty of 100l. to produce his Manifest to the First Custom-House Officer coming on board, who shall certify the production on the back thereof.—He shall also furnish the said Officer with a Copy, who shall transmit the same to the Collector of the Port where the Goods are consigned, under the like penalty of 100l.

limits of the Port of London, (or any other Port,) or after such Officer is on board in the execution of his office, such offender or offenders, on conviction, shall suffer death.—And further, by 24 Geo. III. stat. 2. cap. 47, If any person on shore, or on board of any Ship, Vessel, or Boat, shall maliciously shoot at any Ship, Vessel, or Boat, or maim or wound any Officer belonging to the Navy, or to the Customs or Exercise, within the limits of the Port of London, (or any other Port in Great Britain, or within four leagues of the Coast,) while such Officers are attempting to go on board—or while on board—or returning, or otherwise acting in the execution of their duty, every offender shall, on conviction, suffer death; and further, by the Act of 19 Geo. III. cap. 28, If any person shall assault, resist, oppose, molest, or hinder any Officers of Customs or Excise, in Seizing any Goods liable to be Seized, or shall by force or violence rescue, or cause to be rescued, any of the said Goods after being Seized, or shall attempt to do so; or after such Seizures made, shall break or damage any Casks or Packages, where the same are contained; the parties offending, on conviction, may be imprisoned, in the House of Correction, for three months.

SECT. III.—*Time allowed to pass from Gravesend to London.*

By 13 & 14 Car. II. cap. 11. No Ship arriving from beyond Sea, shall be above three days coming from

from Gravesend to her place of discharge, in the River Thames, without touching at any Wharf, Quay, or Place adjoining to either shore, between Gravesend and Chester's Quay, unless hindered by contrary winds, or other just impediment, to be allowed by the principal Officers of the Customs.

SECT. IV.—*Respecting Guns fired and shotted.*

By the Act of 5 Geo. II. cap. 20, No Commander, or other Officer of any Ship, (except his Majesty's Ships,) while in the River Thames, shall permit any Gun to be fired before sun-rising or after sun-setting, under the penalty of 10l. for every Gun so fired; nor shall any Gun be shotted after any Ship or Vessel shall be in the River Thames, between Blackwall and London Bridge, under the penalty of 5l. for each Gun so kept shotted.

SECT. V.—*Respecting Gun-powder, and when and where to be landed.*

By the Act of 5 Geo. II. cap. 20, and 12 Geo. III. cap. 61, The Commander of every Ship or Vessel arriving within the Port of London, (not being in his Majesty's Service,) is bound to Land all the Gun-powder on board, except 25lb. either before the arrival of such Ship or Vessel at Blackwall, or within twenty-four hours, (in case the weather will permit,) after coming to anchor there, or at the place of unloading.—Nor shall any Ship-Master, or other person on board, receive on board of any outward-bound

bound Vessel, more than 25lb. of Gun-powder, before such Vessel falls down to Blackwall, on pain of forfeiting, in both cases, all the Gun-powder found on Board above 25lb. and also, in either case, 2s. for every pound of Powder found on Board above the said 25lb. which is allowed,—and no Gun-powder, (exceeding 100 pounds,) shall be conveyed by water 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 going Coastwise,) that hath not a close deck, and which shall not be covered besides with Raw Hides or Tarpaulins; and all Gun-powder, water-borne as aforesaid, shall be in barrels closed, joined, or hooped, without any Iron about them; and each barrel shall contain no more than 100lb. of Gun-powder, and not more than 200 barrels shall be conveyed in any Boat or Barge at the same time. All Gun-powder carried or removed in any other manner than before prescribed, is liable to be seized, and forfeited to the use of the person seizing the same.

SECT. VI.—*Regulations respecting Ships mooring at St. Saviour's Dock.*

By the Act of 5 Geo. II. cap. 20, It is enacted, that in case any Ship or Vessel shall be laid up or moored in the mouth, or any part of St. Saviour's Dock, in the County of Surrey; (except such Vessels as shall be lading or taking in, or unlading or delivering their Cargoes respectively; and also except

cept such Vessels, not exceeding two in number, at any one time, as shall lie at the Yard called Shipwright Yard, at the North-West Corner of the said Dock, during the time such Ships and Vessels shall be repairing, and no longer,) the Master or Owner of every such Ship or Vessel so laid up or moored, shall forfeit and pay for every day, such Ship or Vessel shall so continue to be laid up and moored, (unless for the purposes aforesaid,) the sum of 20s. to the Poor of the Trinity Corporations.

SECT. VII.—*Vessels trading to Foreign Parts not to remove from the Stream, except to the Legal Quays.*

By the Act of 19 Geo. III. cap. 48, If any Vessel coming from foreign parts within the limits of the Port of London, shall be removed out of the Stream, except to the Lawful Quays, before all the Goods are discharged out of such Vessels, or of any Vessel outward-bound to foreign parts, having Goods on board, shall be removed out of the Stream, except to the said Lawful Quays, unless upon any accident or emergent occasion, to be made known to the Commissioners of the Customs, and obtaining their consent, the Master, or Person having charge such Vessel, shall forfeit 100*l.* for each offence.

SECT. VIII.—*Regulations with respect to Ships laden with Tobacco.*

By the Act of 29 Geo. III. cap. 68, All Vessels arriving with Tobacco, shall be moored in that part
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of the Pool appointed by the Commissioners of the Customs, and in no other place, and shall remain at such Moorings until the delivery of the Cargo, and until such Vessel shall have been cleared, under the penalty of 100*l.* unless, in the Judgment of the Commissioners, the Master, or Person having charge of such Vessel, shall have been prevented from complying with this Rule, by unavoidable accident.

SECT. IX.—*Regulations with respect to the Harbour-Master—His Powers explained.*

By the Act of 39 Geo. III. cap. lxix. The Lord Mayor of London is authorized to appoint a Harbour-Master, with power and authority, (attending to the Acts of 19 & 29 Geo. III. before mentioned,) to direct the entering, mooring, and unmooring, moving and removing all Ships, Vessels, Lighters and Craft, (except those of the Trinity Corporation,) coming into, lying, or being in the Port of London, and the Canal and Cuts, or any of them, (except the Docks and the entrance thereto,) and to regulate the times and manner of their entrance into and going out of the same; and their respective Births, Stations, Positions, Lading and Discharging thereon, and the time of opening and shutting the several Gates of the said Canal, in conformity to this Act, and to the Bye-Laws of the Corporation of London, which they are authorized to make for the good Government of the Harbour, Masters, and other Persons to be employed, for the
more

more safe and convenient Navigating, Placing, Mooring and Unmooring Ships and other Vessels in the River Thames.—And for the better governing and regulating all Masters of Vessels, Pilots, Lightermen, and others within the said Port and Canal; and for preventing damages to Vessels, Craft, and Merchandise, and in case the Owner, Master, or Pilot, &c. having charge or command of any Ship or Vessel, shall refuse, or neglect to Moor or Unmoor, or remove any Ship according to such directions, within twelve hours after notice, given in writing, or left with some person on board the Ship or Vessel for that purpose, then the said Harbour-Masters, and their assistants, are required to moor and unmoor, move and remove such Ship or Vessel, and the charge thereof shall be repaid, and a sum not exceeding 10*l.* nor less than 5*l.* for each offence, by the Owner, Master, or Person having charge of such Ship or Vessel; and in cases of obstruction or hindrance, the person offending shall forfeit and pay a sum not exceeding 10*l.* nor less than 5*l.* and such orders shall in no respect diminish the responsibility of the person having the charge of any Ship or Vessel.

SECT. X.—*Principal Revenue Regulations on a Ship's arrival at the Port of Discharge.*

By the Statute 1st of Elizabeth, cap. 11, Owners and Masters of Vessels, are prohibited from Lading or Unlading Ships, except in day-light; and at the

Legal

Legal Quays and places appointed in London and elsewhere ; and without due notice to the Custom-house Officer ; and by the 26th of Geo. III. cap. 40, the Master of every Vessel belonging to British Subjects, is bound to have on board a Manifest signed by himself, containing the names of all the Ports at which any of the Goods on board have been laden ; the name of the Built and Tonnage of the Ship ; the Master's name, and the Port to which the Ship belongs ; with a true account of the Cargo, whether Packed or Stowed loose ; and the exact number and marks of every Package in which the Cargo is contained, (which must be produced to the first Officer who comes on board within the limits of the Port.)—And Bulk must not be broken, nor any part of the Cargo Unladen, until the Vessel comes to her proper place of Discharge in the Port, and is authorised to Unlade by the proper Officer of the Customs, under a Penalty of 200*l.* except in cases of inevitable necessity, to be stated to the Commissioners of the Customs.—And within twenty-four hours after the Ship's arrival, the Master must make Oath before the Collector of the Ship's Built and Burden, and the contents of her Lading, and deliver his Manifest, under a Penalty of 200*l.**

SECT.

* By the Act of 13 and 14 Charles II. cap. 11, If after clearing any Ship, and discharging the Tidesmen, there shall be found on board any Goods concealed for which the Duties ought to have been paid,

SECT. XI.—*Principal Revenue Regulations, as they relate to Ships taking in Cargoes and departing.*

By the Statute 12 Geo. I. cap. 28, Goods received on board of any Ship on which Duties are payable,
or

paid, the Master or person having the charge of such Ship, shall forfeit 100*l.*—By 9 Geo. II. cap. 35, All Goods found concealed on board of any Ship after the Master shall have made his Report at the Custom-house, and not mentioned in said Report, shall be forfeited, and the said Master subject to a Penalty of treble the value.

By 5 Geo. III. All Goods found concealed in any Package, or among any other Goods contained therein, at any time after the same shall have been sent to the King's Stores, and which shall not have been within twenty days after the first Entry duly entered, and the Duties paid or secured; or which shall be found concealed in any Package, or inclosed in any of the Goods therein contained, which shall be brought on Shore by Special Sufferance, or order from the Customs on the application of the Proprietor, and shall not be specified in such application, the same shall be forfeited.

By 21 Geo. III. If the Master of any Vessel shall conceal or suffer to be concealed by his Mate, Seamen, or any of them in any part of such Vessel, or in any Chest, any Foreign Spirituous Liquors, over two Gallons for each Seaman on board; or any Tea above Six Pounds; or Coffee above Nineteen pounds; or if the Master shall clandestinely Import, or suffer to be clandestinely Imported, any such Foreign or Spirituous Liquors, or any other Uncustomed Goods whatsoever, whereby the Owners become liable to any Penalties, or the Vessel is liable to be forfeited; the Master shall not only forfeit to the Owners all Wages then due, but also treble the value of the Uncustomed Goods over the Penalties to which the Master shall be subject by any Laws now in force; which Penalties of treble the value shall go to the Owner. Mates or Seamen clandestinely concealing or importing any Foreign Spirituous Liquors, over Two Gallons for each Seaman, or Tea above Six Pounds, or Coffee above Nineteen Pounds, shall forfeit all Wages due by the Owners; and 10*s.* for every Gallon of Foreign Spirit;

or which are prohibited to be exported without a Warrant or without the presence of an Officer of the Customs appointed for that purpose, are liable to be seized and forfeited. And by 26 Geo. III. cap. 40, Masters of outward-bound Ships, are to deliver their Cocquets to all Custom-house Officers on demand for their inspection, on Penalty of 100*l.* and any Goods on board not corresponding with the Cocquets, may be seized. No Goods entitled to drawbacks are to be sent on board, unless accompanied by Revenue Officers, or persons licensed by the Commissioner of the Customs.

By the same Act, no Ship-Master can clear out until he has given Bond not to re-land Goods fraudulently, and not to oppose the Officers in the Customs in the execution of their duty.

SECT. XII.—*Ships in Ballast.*

By 24 Geo. III. Stat. 2, Cap. 47, § 26, The Master of every Vessel arriving in the Thames, or going outwards (or in any other Port in this Kingdom) in Ballast, shall, if called upon by the Collector or Comptroller, or other Officer of the Customs, make a true Report of such Vessel, both in Spirit; 1*6s.* for every Pound of Tea; and 1*0s.* for every Pound of Coffee.

¶ This last Act is to be Printed and put up in some conspicuous part of every British Vessel, Trading to or from the Kingdom; and the Master is liable to pay a Penalty of One Shilling a day, for every day the said Act shall not be Replaced after being Defaced or taken down.

wards

wards and outwards, and answer, upon Oath, such questions relative to the Voyage, as shall be put to him by the Officers of the Customs on his arrival or departure, under the penalty of 100l. But such Report is not to subject the Master of any Ship to Additional Fees.

SECT. XIII.—*Regulations respecting Ballast in the River Thames.*

All Ship-masters, or persons having the charge of Ships for the time being on the River Thames, having Ballast on board, are, by the Act of 6 Geo. II. cap. 39, prohibited, under the penalty of 5l. from throwing any such Ballast into the River. And the same Act directs, that such Ballast shall, at the expence of the Owner or Master, be laid or put on some Wharf or Quay near the River, or some ground or place above High Water mark; or that the said Ballast shall be discharged into the Lighters of the Trinity Corporation, who are to furnish the same, on demand being made (at their Office on Tower-hill), within three days, or forfeit 50l. for neglect or refusal, unless occasioned by Tempestuous Weather; for which service, 6d. for every Ton of Ballast received into the said Lighter shall be paid to the Corporation for the use of the Poor.

Ballast for Outward-bound Vessels.

And by the same Act, and the Act 32 Geo II. cap. 16, All Ship-masters and others, intending to ship,
as

as Ballast, Dung, Compost, Soil, Chalk, Rubbish, Soap-ashes, shall previously enter the same at the Ballast-office of the Trinity-house (Tower-hill), and shall pay a Licence Duty of 1d. per Ton, in terms of the said Act, subject to a penalty of 5l. in case such articles shall be put on board before the Entry is made and Licence Duty paid, or a greater quantity shipped than such Entry specifies; the said Acts having recognized the Sole Right of the Trinity Corporation, of supplying all Ships and Vessels with Ballast, that sail between London Bridge and the Main Sea, at the following rates, (specified in the Act of 6 Geo. II. cap. 29,) namely,

For every 20 Cwt. carried in Vessels in the Coal Trade	12d.
. British Vessels	15d.
. Foreign Vessels	19d.

without however, altering or affecting the price of *washed Ballast* delivered to any Ship.

For the purpose of preventing Frauds in the delivery of Ballast, the Ship-Masters applying for and taking the same, may appoint persons to inspect the Marks of the Lighters, and on discovery of 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 to forfeit 5l. if not, the person applying shall pay the expence of re-weighing the Lighter.

When Ballast Lighters are conveyed to Ships, the
Masters

Masters may appoint the Mate or any other person, to inspect the Lighter's depth in the water, for which purpose the Ballast-men are obliged to trim such suspected Lighter, and to pump all the water out, so as to swim at equal Marks at Stem and Stern : and in case of obstruction, the Ballast-men to forfeit 5*l*.

SECT. XIV.—*Regulations to be attended to while Ships are in the Port of London.—To prevent Fire and Conflagration by heating Pitch, &c.*

By the Act of 5 Geo. II. cap. 20, “ If any Master, Commander, or other Officer of any Ship or Vessel, or any other person on board the same, shall, while such Ship or Vessel shall lie or be in the River of Thames, between London Bridge and Blackwall,” *heat or melt*, or cause or permit to be heated or melted by Fire, Logger Heat, Shot, or any other thing on board any such Ship or Vessel ; any *Pitch*, Tar, Rosin, Grease, Tallow, Oil, or other Combustible Matter or Things : every person or persons so offending, shall for such Offence, on conviction before two Justices, forfeit *Five Pounds*.

¶ In this case the Law allows no power of Mitigation.

SECT. XV.—*Regulations to be attended to while Ships are in the Port of London, respecting Bumboats.*

By the act of 2d Geo. I. cap. 28, No Bumboats or other Boats are authorised to ply on the river for the purpose of selling Liquors, Slops,
Tobacco,

Tobacco, Brooms, Fruit, Greens, Gingerbread, and other such like Ware, unless such boats are duly licensed by the Trinity Corporation, and used in the day time, between Sun rising and Sun setting only.

Where persons navigating such Bumboats or other Boats, receive unlawfully any Ropes, or any part of the Tackle, Apparel, or Furniture of the Vessel, or any part of the Cargo by way of barter, exchange, or otherwise, such offender may be seized *by any Person*, and the Offender, together with the Boat and Articles, carried before a Magistrate.

SECT. XVI.—BYE-LAWS of the TRINITY-HOUSE.

Of the Bye-Laws of the Trinity Corporation as they apply to the River Thames, those following are not superseded by acts of Parliament, or rendered obsolete by the change which has taken place in the state of Society.

1. Ship-masters discharging Goods in the River who shall permit Bumboats to come on board their Ships at unseasonable Hours, or who shall suffer the dirt of their Ships to be put into their own Boats at unseasonable Hours, shall forfeit Twenty Shillings.

Respecting Bread Rooms.

2. Every Ship-master or Mate drying or permitting Bread Rooms to be dried in the Night, or keeping any Fire therein in the Night, to forfeit Five Pounds.

Rule

Rule to be observed in lading and discharging.

3. Every Ship-master, &c. who shall suffer Goods to be taken in or heaved out of his Ship without having a Sail nailed to the Sill of the Port, or, (if a small Vessel) to the Gunnel, to overhang the side of the Lighter, shall forfeit Twenty Shillings.

Obligations on Seamen respecting good Behaviour and moral Conduct.

4. Every Mariner who shall swear, curse, or blaspheme while on Ship board, shall forfeit One Shilling to the Poor's Box.—Every Mariner who shall get drunk shall in like Manner forfeit One Shilling to the Poor's Box.—Every Mariner who shall be obstinate and stubborn, and shall not obey the Master's lawful Cominands, or the Mate's or Boatswain's in his absence, shall forfeit Half his Month's Pay to the Poor of the Corporation.

General Obligations on all Seamen respecting good Behaviour and Moral Conduct, by the Statute Law.

5. And further by the Act of the 2d Geo. II. cap. 36.—If any Seamen shall desert or refuse to proceed on the Voyage, after having signed the contract directed by Law, he shall forfeit all the Wages due to him.—Extended to the West-India Trade by 37 Geo. III. cap. 73.

Any Seaman thus engaged by signing the Contract, who shall desert or absent himself, may be apprehended

prehended by the Warrant of a Justice of the Peace; and if he still refuses to proceed on the Voyage, he may be committed to the House of Correction, not exceeding 30 nor less than 15 Days.

Seamen who absent themselves from the Vessels to which they belong without leave of the Master, shall, for every day's absence, forfeit two days' pay, to be deducted by the Master at the time of paying the Seaman his wages.

Seamen (not entering into the King's Service) leaving the Vessel to which they belong before they shall have a Discharge in Writing from the Master, shall forfeit one Month's Pay.

Criminal Offences committed by Seamen.

By the Statute 22 Charles II. cap. 11. any Mariner or inferior Officer of any Merchant Ship who shall refuse to defend the Ship, or utter words to discourage others from doing so, forfeits all his wages and all the Goods he has in the Ship, and shall moreover suffer six months' imprisonment:—And every Mariner who shall lay violent hands on his Commander to hinder him from fighting in defence of his Ship and Goods, shall suffer Death.

Seamen concerned in burning, destroying, or casting away any Ship, shall in like manner suffer Death by the Act of the 1st of Anne, Stat. 2. cap. 9.

Seamen or others maliciously burning or setting fire to any Ship, Keel, or other Vessel, by the 33 Geo. III. cap. 67. shall suffer Death.

Seamen

Seamen or others wilfully damaging or destroying any Vessel, shall by the same Act suffer the Punishment of transportation.

Seamen or others who shall riotously prevent their fellows from working, or who shall obstruct the lading or unlading, or the sailing of any Ship, Keel, or Vessel, or forcibly board any Ship for that Purpose, shall suffer not less than six nor more than twelve Months' Imprisonment.—The second Offence is Transportation.

Embezzling Goods in Prize Vessels.

By the 33d Geo. III. cap. 66, Any Officer, Seaman, Mariner, or other Person who shall break bulk on board, or embezzle any Money, Jewels, Goods, Merchandise, Tackle, Apparel, or Furniture *belonging to any Prize*, shall forfeit his whole Share to Greenwich Hospital, and treble the value of the Property embezzled.

Stealing in General from Ships on navigable Rivers.

By the Act. of the 24th Geo. II. cap. 25, all Persons who shall feloniously steal any Goods or Merchandise from any Ship or Vessel, Craft or Boat, in any navigable River, or from any Wharf or Quay adjacent, above the Value of Forty Shillings, or shall be present and assisting therein, shall suffer Death.

For Goods of a less Value they will suffer as in Cases of single Felony and Larceny.

*Obligations on Ship-Masters respecting their Agreements
with Seamen.*

And further, by the Act of 2 Geo. II. cap. 36, every Seaman shipping himself on board any Merchant Vessel, in Foreign Trade, shall, within three days, (and in the Coasting Trade upon his entering,) sign an Agreement, declaring the wages and the voyage, (except Apprentices) or in default, the Master shall forfeit 5*l.* per man to Greenwich Hospital: and on the arrival of any Vessel from beyond Seas in the Thames, (or in any part of Great-Britain,) the Master shall pay the seamen their wages within thirty days (and within five days in the Coasting Trade,) after the Vessel is entered at the Custom-House, (excepting there is a previous Agreement to the contrary,) or at the time of the discharge, deducting all such penalties as may be due from them for breach of Laws.—Penalty to the Master Twenty Shillings above the wages.

By the Act of 37 Geo. III. cap. 37, for preventing desertion of Seamen in the West-India Trade: Ship-Masters hiring Seamen who have deserted from any other Ship, incur a penalty of 100*l.* They are also prohibited from hiring Seamen in the West-Indies, at more than double wages, unless by licence of the Governor of the place, under a like penalty of 100*l.* Every Trading Ship to the West-Indies is to have an Apprentice under 17 years of age, for every hundred tons burden, and such Apprentice to be in-
rolled

rolled at the Custom-house, where the Ship clears out, under a penalty of 10l.

Within ten days after her arrival out, and home, the Ship-Master is to deliver to the Collector of the Port, a List of the Crew on board at the time of clearing out from the Thames, or any Port in Great-Britain, and at the time of the Ship's arrival abroad, of all who have deserted or died, and the wages due at their death, under a penalty of 50l.—And Ship-Masters also incur a penalty of 10l. for refusing to grant a Seaman a Certificate of discharge.

For the purpose of inducing Sailors to return in Ships from Foreign Parts, and to prevent their turning Pirates, the Act of 8 Geo. I. cap. 24, prohibits Masters or Owners of Merchant Ships from paying to any Seamen beyond Seas, in money or effects, more than one moiety of the wages due at the time of such payment, till such Ship return to Great-Britain, or Ireland, on penalty of double the money paid.

SECT. XVII.—*Port Regulations respecting the West-India Trade, established by the Merchants.*

By the Regulation of the West-India Merchants trading to and from the Port of London, bearing date the 12th June, 1789, and finally confirmed, amended, and promulgated on the 27th April, 1790, the following, among other rules were unanimously agreed to, and established.

1st. That

- 1st. That it be recommended to Captains to be as much as possible on board their Ships while Un-lading, and that they see the Hatchways well secured after dark.
- 2d. That Persons who work the Ships be not permitted to go on Shore during the day, but be victualled on board, and searched when they go on shore at night.
- 3d. That the regulations prohibiting all perquisites arising from Sweepings of Sugar be confirmed and continued.
- 4th. That it be recommended where it is convenient, that only the working Hatchway or Hatchways to the between Decks and Hold be open, and also that the passage through the between decks and hold be closed at the sides.
- 5th. That no Boat, unless provided or permitted by the Captain, be allowed to be fastened to the Ship.
- 6th. That the Ship's Husband or Captain, do appoint Coopers to be Victualled and kept on board, and attended to in like manner as labourers above mentioned; to give substantial Cooperage to the Sugar casks on board the Ships, and do appoint Coopers to attend the casks in the Lighters, at the Wharf, and at their Landing, in order that the same may be delivered in good condition according to the Bill of Lading. That the Ship's Coopers, wherever necessary, attend below in the Ship, to give such Cooperage as may be requisite for bringing the casks upon deck with safety to their

their contents, and that they repair all damages done to the casks in the Lighters before the Lighters quit the Ship.

7th. That the Captain or Mate see that each Lighter has a sufficient number of good tarpaulins, for the purpose of covering the Sugar Casks.

Further Resolutions of the West-India Merchants Trading to the Port of London, entered into and promulgated on the Establishment of the Marine Police Institution, in June 1798.

*At a General Meeting of the West-India Merchants Trading to the Port of London, held at the Marine Society's Office, the 19th and 26th June, 1798.**

“RESOLVED UNANIMOUSLY, 19th June, 1798.

“That two Marine Police Constables be appointed to each Ship, (properly sworn and instructed,
in

* ABSTRACT of the principal Regulations of the West India Merchants, settled and approved by a General Meeting held at the Marine Society's Office, on the 19th June, 1798, specifying the Conditions under which the Constables and Lumpers, under the Marine Police Institution, should enrol themselves.

CONSTABLES.

I. That Marine Police Constables, properly sworn and instructed, shall Watch the West-India Ships under discharge:—That they shall attend the Lighters to the Quays, and continue to Watch the Property on board until delivered over to the Quay Guard:—That they search all Persons on leaving the Ship, and apprehend all delinquents, and bring them before the Magistrates, whose Instructions they are bound to obey.

LUMPERS.

in lieu of the watchmen incumbent on Ship-owners to employ,) and that the said Constables do watch the ships, stores, and cargo, and attend the Lighters
up

LUMPERS.

- II. That the Foremen Lumpers shall, under the direction of the Superintendent of Lumpers, see that the Gangs perform there duty with diligence and attention.
- III. That the Foreman and his Gang shall attend the Marine Police Office at Five o'Clock in the Summer, and not later than Six in the Winter, and repair immediately to such Ship as the Superintendent shall direct.
- IV. That the Lumpers shall submit to the orders of their Foreman while at Work.
- V. That, in conjunction with the Foreman, they shall strike Yards and Top-Masts, get up the Derick, and prepare every thing as heretofore done by Lumpers on the River Thames, and then proceed to the discharge.
- VI. That the Working Hours shall be from Six in the Morning till Six at Night in Summer, and from Sun-rise to Sun-set in Winter.
- VII. That no Lumper shall go on Shore during the Day, but shall eat their victuals on boards.—They shall be allowed Half an Hour to Breakfast, at Eight o'Clock in the Morning; and One Hour to Dinner, to commence at One o'Clock in the Afternoon.
- VIII. If for want of Entries, or other circumstances, a Gang cannot be employed, they must return to the Office for fresh Instructions.
- IX. The Gangs of Lumpers shall wear only Stockings and Breeches.—No Frocks, Trowsers, Jemmies, Pouches, or Bags, will be allowed.
- X. On quitting the Ship, every Lumper shall be searched by the Police Constables.
- XI. The whole Gang shall land in a Boat with their Foreman.
- XII.

up to the Quays until discharged, and carry all Offenders before the Magistrate at the Marine Police-Office."

"RESOLVED UNANIMOUSLY, 26th June, 1798.

"That it be recommended to all Owners and Husbands of West-India Ships and their Agents, to have their cargoes discharged at this Port by means of Lumpers, under the Regulations of the Marine Police-Office, No. 259, Wapping New-Stairs, and that the Captains of all West-India Ships be instructed by the Owners, &c. to grant an order on the Ship's Husband, or Agents, for the amount of the Dues for discharging their respective Cargoes, and such order to be given to the Clerk, authorized by the Marine Police to receive the said Dues, according to the Rates which have been settled by this Meeting, and which will be produced by the Clerk of the said Marine Police-Office. JAMES ALLEN, Secretary."

On the 2d July, 1798, a Circular Letter, in the following terms, with the subsequent Resolutions, was transmitted by the Committee of West-India Merchants, to all Importers and Ship-owners in the Port of London.

XII. While on Ship-board, the Constables and Lumpers shall be of good behaviour, and do their duty with civility, and shew all proper respect to the Captain, Officers, and Crew.—And if any Person quits his Duty or Work without leave, or shall break these Conditions, he shall forfeit the Wages which would be otherwise due to him.

"The

“ The excessive depredations which are committed
 “ on the Cargoes of West-India Ships, between the
 “ period of the Ships arrival in the River, and their
 “ discharge, have induced us to enter into the fol-
 “ lowing Resolutions, which we consider as neces-
 “ sary to promote the effect of the New Marine
 “ Police-Office, instituted for the purpose of pre-
 “ venting such depredations ; We therefore com-
 “ municate them to you thus early, in order that
 “ your determination may be understood and acted
 “ upon without delay.”

The Resolutions are as follow :

“ RESOLVED,

“ That every Captain of Our Ships, Homeward-
 bound, do Sleep on board his Ship from the time of
 her arrival until her Cargo be completely discharged.
 That he do constantly attend the discharge of the
 Ship's Cargo in person, excepting when it may be
 necessary for him to be at the Custom-house or the
 Counting-house on actual business.

“ That where it is convenient, only the Working
 Hatchways to the between Decks and Hold be
 open, and also that the Passage through the between
 Decks be closed on the sides.”

“ RESOLVED,

“ That such Captains do apply to the Marine
 Police-Office, No. 259, Wapping New-Stairs, for
 the hire of persons to be employed as Lumpers in
 discharging the Cargo, who are to be fed on board,
 and go on shore only after their work is finished in

the evening, at which time they do make a point of being present, and of seeing their dress carefully searched for concealed sugar."

Further Resolution of the West-India Merchants, of the 20th July, 1798.

"RESOLVED,

"That the Masters and Mates of West-India Ships be requested to give a Signed List of the number and marks of the Casks and their Contents, delivered from the ship into each Lighter to the Constable who attends the Lighter to the Quay, and that the said list be afterwards given to the Superintendant at the Quays, and that he be directed to enjoin the Quay Guards to attend the safe landing of the Casks from each Lighter."

SECT. XVIII.—*Regulations respecting Quays, Wharfs, and Wharfingers.*

By the Statute of 13 and 14 Charles II. cap. 11, It is enacted, that if any Keeper of any Wharf, Crane, or Quay, or their Servants, shall knowingly suffer to be taken up or landed, or shall ship off, or suffer to be water-borne, from their Wharfs, &c. any goods prohibited, or whereof any duties are payable, without the presence of the Officers of the Customs, or at times not appointed by Law, or Goods passing by Certificates, Waste, Coquet, or otherwise, without notice given to His Majesty's Officers, every such Wharfinger forfeits 100l. and if any Goods shall be taken from the

the

the Shore, to be carried on board any Ship outward-bound, or laden out of any Ship arriving from Foreign Ports, without a Warrant and Presence of an Officer of the Customs, such Boat shall be forfeited, and the Master, or any Mariner of any Ship, inward-bound, consenting thereto, shall Forfeit the value of the Goods.

And in case any Person shall assist in Shipping off or Carrying Away such Goods, he may be apprehended by the Warrant of a Justice of the Peace, and may be Committed till he find Surety for Good Behaviour, until discharged by the Barons of Exchequer.—On committing a Second Offence a penalty of 5l. or in default two Months' Imprisonment is inflicted.

By the Statute of 26 Geo. III. cap. 108, If any Wharfinger or Dealer in Coals, shall directly or indirectly give, to any Labouring Coal-Metre, any Reward or Gratuity besides 4d. per Chaldron, he shall forfeit 20l. in London, and 50l. in Westminster and Surrey. And by the same Act, if such Wharfingers or Dealers shall use any Sack less than Four Feet in Length and Two in Breadth, he shall Forfeit 5l. and Labouring Meters 40s.

Upper Thames.

Wharfingers on the Banks of the River above London Bridge are required, by 11 Geo. III. cap. 45. § 25—27, To keep Regular Entries of Goods brought to their Wharfs for Carriage, and to give
Receipts

Receipts for the same, if required ; and every Barge-Master is to lade and forward the same according to the Priority of the Entry in the Wharfinger's Book, without any undue Preference, except in case of Goods of a perishable Nature, under Penalties not exceeding 5l. or less than 20s.

SECT. XIX.—*Respecting the Hiring of Seamen.*

By the Statute 2 Geo. II. cap. 36, It is incumbent on every Ship-Master, or other Person hiring Seamen, that they require such Seamen, after they are entered Three Days, if in Foreign Trade, or *immediately*, in the Coasting Trade, to Sign an Agreement, declaring the Wages and the Voyage. Ship-Masters taking Mariners to Sea (except Apprentices) without such an Agreement, shall forfeit 5l. per Man to Greenwich Hospital.

And by the same Statute, Ship-Masters arriving in any Port of Great-Britain shall pay their Seamen, if in Foreign Trade, within 30 Days, and in Five Days if in the Country Trade, after the Vessels being entered at the Custom-house.

¶ See Section XVI. *respecting the Offences committed by Seamen*, pages 577, 578.

SECT. XX.—*Respecting Encroachments and Nuisances on the River Thames.*

The Water-Bailiff (for the time being), acting under the Authority of the Lord Mayor, as Conservator of the Rivers Thames and Medway, and of every

every *Bank, Shore and Wharf* thereto adjoining, enforces not only the Regulations and Bye Laws relative to the Fishery upon the River, but also takes Cognizance of all *Encroachments on the River or its Banks*, and of all *Nuisances and Annoyances* whereby the Navigation may be obstructed, or in any respect injured, namely—By *Pitching Poles—Erecting Wharfs—Making Canseways and Stairs—Continuing or Increasing Ayles—Making or Continuing Stages—Erecting Walls—Building Pot Galleries—Planting Oziers—Laying Mooring Chains—Injuring the River by throwing out Rubbish, Ballast, or any other Article—Or Obstructing the Navigation by laying Lighters and Craft in improper Situations.*—Every Person committing any of the Offences herein-before enumerated, or any other Offence, considered as an *Encroachment, Nuisance, or Annoyance*, is subject to a Prosecution by Indictment, before the Court of Conservancy, and to Fine or Imprisonment in case of Conviction.

The Act of 6 Geo. II. cap. 29, establishes an important Police Regulation, by prohibiting, under a penalty of 5*l.* any Ballast being thrown into the River, and directing that it shall, (as before stated, *vide* § XIII.) be landed above high water mark, or laden into the Lighters of the Trinity Corporation.

By the Act of 32 Geo. II. cap. 16, Any Person throwing *Rubbish, Ashes, Dirt, or Soil*, from any Wharf, Quay, or Bank adjoining, or near the River,

or

or out of any Barge or Lighter, forfeits, on conviction, 40s.

Under the foregoing heads will be found the leading features of the most prominent Rules and Regulations, which either apply locally or generally to the Port of London.

In cases where a more full explanation is found necessary, by a reference to Acts of Parliament, an Index is here furnished to such Statutes as relate immediately to the Penalties which ought to be avoided, and to Offences which are meant to be controlled.

If the Compendium thus offered to the attention of Commercial and Nautical People, and to the Public at large, shall prove useful as a Directory; whereby Penalties and Forfeitures may be avoided by a due attention to the Laws and Regulations made for the good Government and Security of the Trade of the River Thames, and for the general Benefit of the Navigation, Commerce, and Revenue of the Port of London, the object of the Author will be fully accomplished, and the time and pains he has bestowed in digesting and forming these Regulations, amply rewarded in the good effects they may produce.

CONCLUDING

CONCLUDING OBSERVATIONS.

In travelling over so wide a Field, embracing such a variety of Objects, the attentive Reader will easily perceive, that the leading object of the Author has been to impress upon the Public mind the necessity of a well-regulated Nautical Police, improved by a System of Legislation applicable to this Object.— And also by a more general promulgation of the existing penal Statutes relative to the River Thames in *particular*, and to nautical Affairs *in general*.

The last of these objects has been accomplished in the general and interesting view which is given of the most important Laws and Regulations, respecting penal Police, as they relate to Navigation, Commerce, and Revenue.

For the accomplishment of the great and immediate advantages which are to secure, and render permanent the system of Police which has been formed, and so successfully carried into execution, the Legislature must be resorted to.

Of the importance of the object the Public will form a true estimate. Next to the utility of good and appropriate Laws to promote the security and comfort of society, is the establishment of a well-regulated Police to carry such Laws into execution. Without this crimes can never be prevented, or even materially diminished.—Without such an Institution there can be no effectual mode of Relief where the Public suffer wrongs and are aggrieved.—In a commercial Port where Property in *Ships, Vessels, Craft,*

and *Merchandise* amounts to the enormous value of Seventy Millions Sterling,* floating *inwards* and *outwards* in the course of a Year.—Where 13,400 Ships and Vessels arrive and depart within the same period, while no less than 22,500 Vessels of all descriptions form the aggregate number in this Trade of unparalleled magnitude, employing above Fifty Thousand Individuals in various nautical pursuits, it would seem evident that a *permanent Police applicable to this object*, alone must be a desiderium, in the attainment of which is involved the security of Commercial Property, against Fraud and Depredation; the Improvement of the Public Revenue; the Preservation of the Privileges of Innocence; and the Renovation of the Morals and Habits of the present and future Generations engaged in nautical Pursuits on the River Thames.

* See Page 23.

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and Abbeville amount to the enormous value of
Several Million Sterling - being more than
any other in the world of a Year - While the
Ship and Vessel are not done within the
same period with no less than 1000 Tons of
all directions from the various nations in
the Trade of equalled magnitude, and
above 1000000 Individuals in the number
perhaps it would seem evident that a
large apparatus is required, alone must be a
man, in the attainment of which is involved the
security of Commerce, the safety of the
Republic; the Improvement of the Public
Health; the Preservation of the Liberties of the
Nation; and the Honour of the State and
the Honour of the human Race. The Commission engaged
in several Editions in the Year 1780.