THE

# GRANTS, CHARTERS,

AND

# LETTERS PATENT,

OF THE

## CORPORATION of TRINITY-HOUSE,

Relative to Shewing,

Their AUTHORITY to ERECT, and MAINTAIN LIGHT-HOUSES, and SEA-MARKS,

Together with their Antient DUTY of

## BUOYAGE AND BEACONAGE,

For and towards the RELIEF of OLD DECAYED SEAMEN, their WIDOWS and ORPHANS.

To which is added,

An Account of the several LIGHT-HOUSES, BUOYS and BEACONS, &c. on the Coast, with a *curious Set of Tables* for Computing the Respective DUTIES on Ships INWARD and OUTWARD.

WITH

RULES for *Measuring of British* and *Foreign Ships*, in order to ascertain their true Tonnage for the KING and the MERCHANT, &c.

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MDCCLXVIII.

# PREFACE.

THE *Utility* of *Light-Houſes*, *Buoys*, *Beacons*, and *Sea-Marks*, is beyond all Diſpute, and as to the Power and Authority of the Corporation to erect and maintain them, I am perſuaded will ſufficiently appear in the Courſe of this Treatiſe; but how far juſtifiable is the Attempt to depreciate the Right of the Corporation, to their ancient Duty of Buoyage and Beaconage, I leave to the Corporation to take Notice of, and ſhall only obſerve, that as there are ſome Hundreds of decayed *Seamen*, their *Widows* and *Orphans*, who are relieved out of the Fund ariſing from the *Receipt* of the *Duties*, payable by all Maſters of Ships and Veſſels, if the Means of Supply is with-held, the Charity of courſe can no longer ſubſiſt, and muſt end in the taking away the ſeveral *Light-Houſes*, *Sea-Marks*, &c. whereby a great Number of *worthy Poor* will be deprived of a *comfortable Subſiſtence*, and

and the *Lives* and *Properties* of Thousands of *his Majesty*'s Subjects be endangered, as was noticed upon the erection of the *Scilly Light*, "That it is a most excellent Light, and before this Light-House was erected, there "was not a Winter but there were some "Ships cast away, but since the erecting of "it, there hath not a Ship been lost, but by "Ignorance, so that Navigation is much "obliged to the great Care of the Trinity-"House Masters."

## EXPLANATION of the TABLES.

I. When either of the Tables between Page 35, and 54, are made use of, it is to be remembered, that the Nore-Light is to be added, in order to make the Total Sum agree with the Head, Total Lights, &c. as may be seen by the Table Page 48, and Example I. Page 66, in a Ship from Gottenbro' of 100 Tons. Vide also Page 36 and 37; also Page 68, Example II.

II. Also in the Southern Light Table Page 44, of a Ship of 210 Tons, bound to a Port short of Scilly, as per Example:

| | | | |
|---|---|---|---|
| Tons 210 Trinity-House Duties — | 0 | 17 | 6 |
| Lights exclusive of Scilly —— | 3 | 18 | 9 |
| Nore Light —— —— —— | 0 | 3 | 0 |
| Ramsgate Harbour, exclusive of Nore, as per Table Page 36 | 2 | 12 | 6 |
| Total £ | 7 | 11 | 9 |

See also Page 68 inclusive of Scilly.

III. All the other Tables being distinct Duties, are to be taken as the Duties required.

THE

# CONTENTS.

Tables

THE

# GRANTS, CHARTERS

AND

# LETTERS PATENT

OF THE

## Corporation of TRINITY-HOUSE, &c.

THE Trinity House before Henry the VIIIth's Time was a Kind of Colledge at Deptford, belonging to a Company of Seamen only, with Authority by the King's Charter to take Knowledge of those that destroyed Sea Marks.

King Henry, in the 6th Year of his Reign, formed them into a perpetual Corporation, by the Stile and Title of the Master Wardens and

Assistants of the Guild or Fraternity of the most glorious and undivided Trinity, and of St. Clement in the Parish of Deptford Strond, in the County of Kent: And Queen Elizabeth finding that her Navy, Trade and Navigation began to flourish and encrease, and that it was necessary to take every possible Step for the Improvement and Encouragement thereof, not only with regard to the Preservation of her Ships, from the Insults and Depredations of Foreign Powers, but likewise from the Dangers of Shipwreck on her own Coasts, therefore in the 8th Year of her Reign, she granted the Corporation Power and Authority to erect Light-Houses and Sea-Marks, in order to warn Navigators to avoid the Dangers of Rocks and Sands, and thereby secure her Subjects in their Trade to and from the Kingdoms of England, Scotland and Ireland, and all Merchant Strangers and others, coming into her Ports or Roads. Accordingly it was enacted, That Whereas the Master, Wardens and Assistants of the Trinity-House of Deptford Strond, being a Company of the chiefest and most expert Masters and Governors of Ships, incorporate within themselves, charged with the Conduction of the Queen's Majesty's Navy Royal, 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 Marine Service: And forasmuch as by the destroying and taking away of certain Steeples,



Steeples, Wood and other Marks, standing upon the Main Shores adjoining to the Sea-waft of this Realm of England and Wales, being as Beacons, or Marks of antient Time accustomed, for seafaring Men to save and keep them and the Ships in their Charge from sundry Dangers thereto incident, divers Ships with their Goods and Merchandizes, in sailing from Foreign Parts towards this Realm of England and Wales, and especially to the Port and River of London, have, by the Lack of such Marks of late Years, been miscarried, perished and lost in the Sea, to the great Detriment and Hurt of the Commonwealth, and the perishing of no small Number of People. For Remedy wherein to be had, Be it enacted, established and ordained, by the Queen's Most Excellent Majesty, by the Consent of the Lords Spiritual and Temporal, and the Commons this present Parliament assembled and by Authority of the same, That the aforesaid Master, Wardens and Assistants of the Trinity-House of Deptford Strond aforesaid, being a Company incorporate as before, shall and may lawfully, by Virtue of this Act, from Time to Time hereafter at their Wills and Pleasure and at their Costs make erect and set up such and as many Beacons, Marks and Signs for the same, in such Place and Places of the Sea-shores and Up-land near the Sea-coast or Foreland of the Sea, only for Sea-marks, as to them shall seem most meet needful and requisite, whereby the Dangers may be avoided and escaped, and Ships

 come

come to their Port without Peril, and that all ſuch Beacons, Marks and Signs, ſo to be by them or their Aſſigns erected, made and ſet up, at the Coſts and Charges of the ſaid Maſter, Wardens and Aſſiſtants, ſhall and may be continued, renewed and maintained from Time to Time, at the Coſts and Charges of the ſaid Maſter, Wardens and Aſſiſtants, any thing to the contrary herein notwithſtanding.

And be it further ordained and enacted by the Authority aforeſaid, That no Steeples, Trees or other Things, now ſtanding as Beacons or Marks to the Sea, whereof to the Owner or Occupier of the Place (where the ſame do grow or ſtand before the firſt Day of March next coming) Notice ſhall be given by the Queen's Majeſty's Letters under her Signet, ſhall at any Time hereafter be taken down, felled, or otherwiſe cut down, upon pain that every Perſon by whoſe Procurement or Conſent ſuch Offence ſhall be committed, ſhall forfeit the Sum of One Hundred Pounds, whereof the one Moiety to go to the Queen's Majeſty, and the other Moiety to the Maſter, Wardens and Aſſiſtants of Trinity-Houſe, and if the ſaid Perſon or Perſons ſo offending be not of the Value of One Hundred Pounds, then the ſaid Perſon or Perſons to be deemed convict of Out-lawry, ipſo facto, to all Conſtructions and Purpoſes.

And further be it enacted by the Authority aforeſaid, That all Mariners and Seafaring Men dwelling about the ſaid River of Thames, being there-



thereunto licenced by the ſaid Maſter, Wardens and Aſſiſtants, and having ſufficient Certificate of ſuch Licence from the ſaid Maſter, Wardens and Aſſiſtants, as well between their Voyages, as at other Times, at their Wills and Pleaſures, by Force hereof, the better to keep and refrain themſelves from Folly, Idleneſs and Lewd Company, and for the Relief of them, their Wives and Children, ſhall and may freely and quietly exerciſe and row in their own Wherries, or other Men's Wherries by them to be hired, or wherein they ſhall be hired, to row up and down the ſaid River of Thames, to apply and follow the ordinary paſſing and carrying of the Queen's Majeſty's People to and fro as other Watermen commonly called Wherry-men of the ſame River uſe and accuſtome to do, without Impeachment, Let or Hindrance to the contrary, and that ſuch Seafaring-men ſhall not thereby be drawn under any other Government, than under the ſaid Maſter, Wardens and Aſſiſtants as they were before, any Act, Statute, Proviſion, Proclamation, Ordinance or Cuſtom heretofore againſt the Premiſes ordained or made, in any wiſe notwithſtanding.

Before this Act or Grant, the antient Duty of Buoyage and Beaconage was veſted in the Lord High Admirals of England, for the Time being, and upon Repreſentation to her Majeſty that the Corporation and the Admiral were continually diſputing about their Rights, in the 36th

36th Year of her Reign, ſhe took the ſaid Buoyage and Beaconage from Charles Lord Howard, then Lord High Admiral of England, with the Addition of Ballaſtage, Laſtage, Primage, &c. and all the Rights, Profits and Fees thereon, and gave it to the Corporation in Truſt for, and towards the Relief of old indigent Seamen, their Widows and Orphans, and to encourage and improve the Government and Encreaſe of the Navigation of this Kingdom.

In this Situation the Corporation continued till King James the IId taking into Conſideration the State of the Corporation, and finding the great Uſe of ſuch a Body of Men, and the Services they were capable to render the Navy and in regulating the Mariners, Seamen, &c. from their Knowledge and Experience in Maritime Affairs, was pleaſed to confirm their Charter for the Direction and Security of Navigation, and to aſk, demand, and receive certain Tolls and Duties in Lieu and Conſideration for their Charges and Expences in erecting and maintaining the ſeveral Light-Houſes, Seamarks, &c. as alſo the Ballaſtage, Laſtage, Primage, Buoyage and Beaconage, and to apply the ſame for and towards the Relief of old indigent Seamen, their Widows and Orphans, as before granted by divers Charters, Letters Patent, &c. of the ſeveral Kings and Queens of this Realm for that purpoſe.

His Majeſty King Charles the IId in the 17th Year of his Reign, alſo granted and confirmed the



the Ballaſtage and Laſtage to the Corporation for ever.

His late Majeſty King George the IId, in the 3d Year of his Reign, likewiſe recited, exemplified and confirmed the Charter of King Henry the VIIIth.

And in the 32d Year of his Reign, a further Continuance of the Ballaſtage and Laſtage was made and confirmed, for and towards the Relief of old decayed Seamen, their Wives, Widows and Orphans.

In Conſequence of all which Grants, Charters, Letters Patent and Confirmations, by the ſaid Kings and Queens, the Corporation has continued to be, and now is, a reſpectable and valuable Body of Men, and their Affairs are in a very proſperous and flouriſhing State, and to this Day there is ſcarce a Sea-port, or Town in the Kingdom, but where they have a Seaman and his Wife, Widow or Orphan, relieved by them: And though at firſt, they had no more than twenty-two Pounds per Annum in Lands, they have, from the encreaſe of their Fund, raiſed ſeveral comfortable beings for their Penſioners at their Colledge or Hoſpital at Deptford, and alſo at Mile-end, where they have erected an elegant and commodious Building and endowed the ſame, with Coals and Candles, together with a Chaplain to read Divine Service to the Inhabitants thereof on Sundays and other Days.

The

The Improvement of their antient Colledge or Hospital at Deptford, and the erecting and endowing that at Mile-end, with their present Intention of making some additional Edifices, has been promoted and forwarded over and above the Receipts of their Revenue, by the many noble and spirited Benefactions given and left by the several Dukes, Earls, Lords and brave Commanders, formerly Masters, Wardens, Assistants and Elder Brethren of the Corporation.

At the Time King James confirmed their Charter the undermentioned Noblemen, Captains, &c. were nominated, and elected Master, Wardens, Assistants and Elder Brethren, viz.

MASTER

Samuel Peppys, Esq;

WARDENS.

Captain John Nickols
Captain Henry Mudd
Captain Nicholas Kerrington
Captain William Green

ASSISTANTS.

Henry Duke of Grafton
William Earl Craven

George



George Earl Berkley
George Lord Dartmouth
Sir Thomas Allen, Knt. and Bart.
Captain Simon Nickols
Captain Isaac Woodgreen
Captain Thomas Brown

ELDER BRETHREN.

Sir Richard Haddock, Knt.
Sir John Berry, Knt.
Sir John Narborough, Knt.
Sir Matthew Andrews, Knt.
Sir Anthony Dean, Knt.
Captain Henry Sheere
Captain Hugh Till
Captain Samuel Chamblet
Captain Thomas Collier
Captain Anthony Young
Captain John Hill
Captain Francis Wilshaw
Captain Robert Fisher
Captain James Bonnell
Captain Ralph Sanderson
Captain Thomas Wilshaw
Captain Samuel Rutter
Captain Richard Goodlad

The Corporation having obtained the Confirmation and Extent of their Grant and Charter, and thereby the sole Direction and Management becoming vested in them in Perpetuity

 to

to erect and place Light Houſes, Sea-Marks, Buoys and Beacons, and to act and do ſuch Things as to them ſhould appear beſt for the good and preſervation of the Navy Royal, and the whole Navigation in general, and finding that private Perſons were inclined and deſirous of procuring Leaſes of the Duties for a Term of Years, or to erect Light-Houſes at their own Expence, the Corporation accordingly have granted ſuch Leaſes, and by Act of Parliament the Leſſees are impowered to aſk, demand, collect or receive of and from all Maſters of Ships and Veſſels, Britiſh and Foreign, that ſhall paſs or ſail by thoſe Light-Houſes, certain Rates, Tolls, or Duties, as in and by thoſe Acts are mentioned, and more fully appears, ſubject to the Inſpection, and under the Direction of the Corporation, who are Impowered to claim a Seat for, nominate and appoint at the ſeveral Cuſtom-Houſes, Collectors or Receivers for themſelves and private Proprietors; as more fully appears by the ſeveral Grants, Charters, and Letters Patent before mentioned: As alſo that of her late Majeſty Queen Ann, to Robert Oſbolſton, Eſq; for and towards the erecting and maintaining two Light-Houſes on the North and South Forelands, and an Act of Parliament in the 8th Year of her Reign, Ch. 17. S. 1, 2, 3. viz.

"And to the Intent the ſaid Duties may be truly anſwered and paid, be it further enacted by the Authority aforeſaid, that no Cuſtomer



Cuſtomer, Collector of her Majeſty's Cuſtoms, Comptroller, Receivers of Entries of Ships, Surveyor or Searcher, Waiter, or other Officer whatever, of or concerning the ſaid Cuſtoms, at any Port within the ſaid Kingdoms of Great Britain and Ireland, ſhall hereafter give or make out any Cocket, or other Diſcharge, or take any Receipt outwards, for any Ship, Hoy, or Barque as aforeſaid, untill the Duties granted by the ſaid recited Act, and payable by the Maſter of ſuch Ship, Hoy or Barque, according to the Tenor and true Meaning of the ſaid former Act, ſhall be paid unto the reſpective Collectors appointed by the ſaid Maſter, Wardens, and Aſſiſtants to receive the ſame, as aforeſaid; and that ſuch Maſter of ſuch Ship, Hoy or Barque, do produce and ſhew forth an Acquitance, or Light-Bill, under the Hand of ſuch Collector, teſtifying the Receipt thereof: And it ſhall be lawful for every Perſon authorized by the Trinity-Houſe to go on board any Foreign Ship, to receive the Duties, and for Non-payment to deſtrain any Tackle belonging to ſuch Ships, and in Caſe of any Delay in Payment for three Days after Diſtreſs, it ſhall be lawful for the Receiver of the ſaid Duties, to cauſe the ſame to be appraiſed by two Perſons, and to ſell the ſaid Diſtreſs."

But before I proceed to give an Account of, or ſhew the reſpective Duties payable to the ſeveral Light-Houſes (in the Corporation's

 Hands

Hands, and thoſe that are upon Leaſe to private Perſons) as alſo for Buoyage and Beaconage, &c. it will not be improper to ſay a few Words on the original Inſtitution of Light-Houſes.

## LIGHT-HOUSES.

" Light-Houſes, with regard to Maritime Affairs, are Houſes advantageouſly ſituated on an Eminence, near the Sea-Coaſt, or at the Entrance of ſome Port or River, for the Guidance of Ships in dark Nights, by the Illumination of a Fire or Candle burnt on the top of them.

The firſt we read of in Hiſtory, was that called *Pharos*, and this was ſo ſuperb a Fabrick, as to be reckoned one of the Seven Wonders of the World, and to give a general Name to all ſucceſſive ones: It was built by Ptolemy Philadelphus, on a ſmall Iſland in the Nile's Mouth, near Alexandria in Egypt, and is ſaid to have coſt Eight Hundred Talents, it is recorded to have been built upon four Pillars of Glaſs, reſembling Crabs, three hundred Cubits high, on which a Fire was nightly burnt to warn approaching Pilots of thoſe dangerous Coaſts, and by this Means ſhow the riſks they were expoſed to; Notwithſtanding this Light-Houſe was ſo juſtly



juſtly celebrated for its Uſe and Magnificence, it was equalled, if not exceeded, in Fame by the renowned *Coloſſus* at *Rhodes*.

" The *Tower* of *Cordon* in the river Bourdeaux and the *Lanthorns* at *Genoa*, *Barcelona*, &c. and the *Phare* of *Meſſina* no leſs Merit our Admiration, as doth ſeveral on our own Coaſts, eſpecially that built on the *Edyſtone Rock*, near Plymouth, by Mr. Henry Winſtanley of Littlebury, in the County of Eſſex, in the Year 1696, which was blown down in the great Storm in 1703, and unfortunately Mr. Winſtanley was buried in its ruins:" This Houſe was afterwards rebuilt by Mr. John Rudyerd, but in the Year 1755, was by Accident burnt down, and notwithſtanding the Rock was greatly damaged, and the almoſt inſuperable difficulties, it was replaced by the unparalelled Fortitude, Patience and Perſeverance of that excellent Engineer, Mr. *John Smeaton*, and from the Elegance of its Conſtruction, the Nature and Compoſition of its Cement, uſed with the Stone, the Compaſs of its Lanthorn, and noble Light exhibited therein, is not to be equalled in the known World, and according to all moral appearance, the Foundation is ſo well laid and ſecured, that it will ſtand the ſhock of Time, Storms and Tempeſt, Fire and Water for Ages yet to come, and amply repay the preſent Leſſees, their Charges and Expences attending the rebuilding thereof, and tranſmit to Poſterity the Name and Memory of its ingenious Founder.

BUOYAGE

## Buoyage and Beaconage.

Buoyage and Beaconage is a Right of the Corporation to make, erect, set up, place and lay out, continue, renew and maintain from Time to Time, at their Cost and Charges, all and every whatsoever, Buoy and Buoys, Beacon and Beacons, Mark and Marks, Sign and Signs for the sea, in any whatever Place and Places in or upon the Sea, Places Navigable, and Channels for passing into or out of Havens, or Rivers, or Sea-shores, Coasts near the Sea, Uplands or Forelands, or other Places of the Realm of England, near unto the Sea, or Seas of the same, as they shall, from Time to Time, seem meet, good, necessary, or convenient, whereby Dangers may be avoided and escaped, and Ships the better to come to their Ports without Peril.

## Ballastage and Lastage.

Ballastage and Lastage is a Right of the Corporation for taking up Gravel, Sand or Soil out of the River of Thames, for the furnishing of Ships



Ships and Vessels with Ballast, the Duty of which is also to be applied for the Use of the Poor of the Corporation, as more fully appears by the Act of 17 Cha. IId. & 32 Geo. II.

## Loadsmanage, Locmen, Pilots or Guides.

Loadsmanage, &c. is a Right of the Corporation to appoint men, as Pilots or Guides for the safe conducting into the River of Thames, or bringing out Strangers, &c. Ships, Hoys, Fly-Boats, Barks or other Vessels, and to prevent the Annoyance and Decay of the Channel, and the Loss and Hindrance both of Merchants and others going ordinarily to sea, and the Slander and evil Report of the more skilful and better sort of our Seamen and Mariners amongst foreign Nations, useing the Traffick hither.

## P R I M A G E.

Primage is a Right or Duty due to the Corporation from the Master, Loadsman or Pilot of

of every Ship returning into the River of Thames.

## Piers and Harbours.

As the Duties payable for and towards the Maintenance of Piers and Harbours, do not ſo immediately concern the Corporation, I ſhall take no further Notice than to obſerve that Piers and Harbours are Places ſo contrived or taken in from the Sea, as to make a ſort of Baſon in which Ships and Veſſels are ſecured from Danger in Time of Storms, that otherwiſe it would be impoſſible for them to ride it out in the open Sea.





## An Account of the Names of each reſpective Light-Houſe, and the Number of Lights, Buoys and Beacons, &c.

| Names of Light-Houſes, &c. | Number of Lights. |
|---|---|
| Tinmouth Caſtle - - - - | 1 |
| North-Shields, called the Lower Light or New-Caſtle Trinity-Houſe Light - - - | 2 |
| Spurn - - - - - | 2 |
| Well - - - - - | 1 |
| Foulneſs - - - - | 1 |
| Winterton and Orford - - - | 5 |
| Winterton ſmall Light - - - | 1 |
| Caſtor and Loweſtoff - - - | 3 |
| Harwich - - - - - - | 2 |
| Nore - - - - - - - | 1 |
| North and South Forelands - - | 3 |
| Dungeneſs - - - - - - - | 1 |
| Portland - - - - - - | 2 |
| Caſketts - - - - - - - | 3 |
| Edyſtone - - - - - - | 1 |

| Names of Light-Houſes, &c. | Number of Lights. |
|---|---|
| Lizard — — — | 2 |
| Scilly — — — | 1 |
| Milford — — — | 2 |
| Skerries — — — | 1 |
| St. Beeſhead — — — | 1 |
| Flatholm — — — | 1 |
| **Floating-Lights.** | |
| Well or Dudgeon-Shoal | |
| Dungeneſs | |
| Nore | |
| **BUOYS.** | |
| Nore | |
| Middle | |
| Gunfleet | |
| Spitts | |
| Red Sand | |
| Narrows | |
| Spaniard | |
| Cockle or St. Nicholas Gatt | |
| Spill | |
| Tees, &c. | |
| Tees | |



## BEACONS.

Tees
Blacktill
Shoe
Whitaker
Woodbridge, &c.

N. B. Sir Thomas Spert, Knt. Comptroller of the Navy to King Henry VIII. was the firſt Founder and Maſter of the Society or Corporation of Trinity-Houſe.

## Light-Houſe Duties, Buoyage, and Beaconage, &c. payable by all Ships loading Coals at New-Caſtle and Sunderland, Bound for the Port of London, or any Port between them and the Lands End.

| Names of Light-Houſes, &c. | per Chalder | | | per Ship. | | |
|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| Tinmouth Light —— | 0 | 0 | 0 | 0 | 1 | 0 |
| Trinity-Houſe Light — | 0 | 0 | 0 | 0 | 0 | 8 |
| Tees, Buoys and Beacons— | | | | | | |
| —If above 20 Chalders— | 0 | 0 | 0 | 0 | 0 | 6 |
| —Under 20 Chalders — | 0 | 0 | 0 | 0 | 0 | 4 |
| Spurn Light —— —— | 0 | 0 | 1 | 0 | 0 | 0 |
| Well Light —— —— | 0 | 0 | 1 | 0 | 0 | 0 |
| Winterton and Orford — Lights —— —— | 0 | 0 | 2 | 0 | 0 | 0 |
| Foulneſs Light | 0 | 0 | 0½ | 0 | 0 | 0 |
| Caſtor and Loweſtoff Light for every 100 Tons, Twelve Pence, | | | | | | |

and



| Names of Light-Houſes, &c. | per Chalder. | | | per Ship. | | |
|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| and Four Pence beſides, for every Ship or Veſſel. | 0 | 0 | 0 | 0 | 1 | 4 |
| N.B. But Colliers and Coaſters not paying Caſtor and Loweſtoff Lights at New Caſtle, Sunderland, &c. and coming to London, the Duty then is 1s. for every ſcore Tons, and 4d. per Ship. Vide Page 54. | | | | | | |
| Note alſo, that every New Caſtle or Sunderland Chalder to be reckoned Two Tons. | | | | | | |
| Winterton ſmall Light, for every ſhip under 100 Tons | 0 | 0 | 0 | 0 | 0 | 6 |
| Above 100 —— —— | 0 | 0 | 0 | 0 | 1 | 0 |
| Harwich Lights —— | 0 | 0 | 1 | 0 | 0 | 0 |
| Nore Light under 100 Tons | 0 | 0 | 0 | 0 | 1 | 0 |
| —above 100 | 0 | 0 | 0 | 0 | 2 | 0 |
| —200 | 0 | 0 | 0 | 0 | 3 | 0 |
| —300 | 0 | 0 | 0 | 0 | 4 | 0 |
| —400 | 0 | 0 | 0 | 0 | 5 | 0 |
| North and South Foreland Lights —— —— | 0 | 0 | 2 | 0 | 0 | 0 |
| Dungeneſs Light —— | 0 | 0 | 2 | 0 | 0 | 0 |
| Portland Lights—Overſea | 0 | 0 | 1 | 0 | 0 | 0 |
| Coaſters | 0 | 0 | 0 | 0 | 1 | 0 |
| Caſket Lights Overſea | 0 | 0 | 1 | 0 | 0 | 0 |
| Coaſters | 0 | 0 | 0 | 0 | 1 | 0 |

Edy-

| Names of Light Houses, &c. | | per Chalder. | | | per Ship. | | |
|---|---|---|---|---|---|---|---|
| | | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| Edyſtone Light — | Overſea | 0 | 0 | 2 | 0 | 0 | 0 |
| | Coaſters | 0 | 0 | 0 | 0 | 2 | 0 |
| Scilly Lights — | Overſea | 0 | 0 | 1 | 0 | 0 | 0 |
| | Coaſters | 0 | 0 | 0 | 0 | 1 | 0 |
| Buoyage and Beaconage — | | 0 | 0 | 0½ | 0 | 0 | 0 |
| St. Nicholas Gatt — | | 0 | 0 | 0¼ | 0 | 0 | 0 |

## Duties payable to the reſpective Light-Houſes.

| Names of Lights, &c. | | From Britiſh Ships bound to, or from foreign Parts, per Ton. | From Strangers Ships per Ton or Ship. | From Coaſters per Ship or Veſſel. |
|---|---|---|---|---|
| Tynmouth Light - - - | | 1s per Ship | 3s per Ship | 1s per Ship |
| Trinity-Houſe Light, North Shields - - | | 8d per Ship | 1s 4d per ditto | 8d per ditto |
| Spurn - - | | ½ per Ton | 2d per Ton | ½ per Ton |
| Well Light - | | ½ per Ton | 1d per Ton | ½ per Ton |
| Winterton and Orford Lights - | | 1d per Ton | 2d per Ton | 1d per Ton |

Foul-



| Names of Lights, &c. | | From Britiſh Ships bound to, or from foreign Parts, per Ton. | From Strangers Ships per Ton or Ship. | From Coaſters per Ship or Veſſel. |
|---|---|---|---|---|
| Foulneſs Light Caſtor and Loweſtoff Lights - - - | | ¼ per Ton | ¼ per Ton | ¼ per Ton |
| | | 1s per every 100 Ton, and 4d per Ship | 1s per every 100 Tons and 4d per Ship | 1s per every 100 Tons and 4d per Ship |
| Winterton ſmall Light - - | | 6d under 100 Tons, 1s above 100 | 1s under 100 Tons 2s above 100 | 6d under 100 Tons, 1s above 100 Tons |
| Harwich Light | | ½ per Ton | 1d per Ton | ½ per Ton |
| Nore Light under 100 Tons - | | 1s per Ship | 2s per Ship, | 1s per Ship |
| 100 - - | | 2 ditto - - | 4s ditto | 2 ditto |
| 200 - - | | 3 ditto - - | 6s ditto | 3 ditto |
| 300 - - | | 4 ditto - - | 8s ditto | 4 ditto |
| 400 - - | | 5 ditto - - | 10s ditto | 5 ditto |
| North and South Forelands - | out | 1d per Ton | 2d per Ton | 1d per Ton |
| | in | 1d per Ton | 2d per Ton | 1d per Ton |
| Dungeneſs - | out | 1d per Ton | 2d per Ton | 1d per Ton |
| | in | 1d per Ton | 2d per Ton | 1d per Ton |
| Portland - | out | ½ per Ton | 1d per Ton | 1s per Ship |
| | in | ½ per Ton | 1d per Ton | 1s per Ship |
| Caſketts - | out | ditto - - - | ditto - - | 6d per Ship |
| | in | ditto - - - | ditto - - | 6d per Ship |
| Edyſtone - | out | 1d per Ton - | 2d per Ton | 2s per Ship |
| | in | 1d per Ton - | 2d per Ton | 2s per Ship |
| Lizard - | out | ½ per Ton - | 1d per Ton | 2s per Ship |
| | in | ditto - - - | ditto - - | ditto |
| Scilly - | out | ditto - - | ditto - - | 1s per Ship |
| | in | ditto - - | ditto - - | ditto |
| Milford - | out | 1d ditto - - | 2d ditto - - | ditto |
| | in | 1d ditto - | ditto - - | ditto |

Sker-

| Names of Lights, &c. | From British Ships bound to, or from foreign Parts per Ton. | From Strangers Ships per Ton or Ship. | From Coasters per Ship or Vessel. |
|---|---|---|---|
| Skerries — | 1d per Ton | 2d per Ton | 1d per Ton |
| St. Beeshead — | 2d per Ton per ann. | | 2d per Ton per ann. |
| Flatholm — | 1d per Ton | | 1d per Ton |
| Buoyage and Beaconage | 3s per every 100 Tons | ☞ | ½ per Ton |
| St. Nicholas Gatt —— | ⅛ per Ton or half a Farthing per Ton | | ⅛ per Ton or half a Farthing per Ton |

☞ Buoyage and Beaconage 7d per Ton, according to the Measurement of each Ship or Vessel, to be measured from Outside to outside: And 8d for every Foot of Water such Ship or Vessel draws, allowing every Master 20 per Cent. upon the whole.





# TABLES

FOR

COMPUTING the DUTIES

PAYABLE BY SHIPS,

PASSING

THE RESPECTIVE

LIGHT-HOUSES, &c.

Buoy of the Cockle or *St. Nicholas Gatt*, at one Eighth, or half a Farthing per Ton.

| Tons | At $\frac{1}{8}$ or half a Farthing | | | Tons | At $\frac{1}{8}$ or half a Farthing | | | Tons | At $\frac{1}{8}$ or half a Farthing | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 2 | 0 | 0 | $0\frac{1}{4}$ | 62 | 0 | 0 | $7\frac{3}{4}$ | 122 | 0 | 1 | $3\frac{1}{4}$ |
| 4 | 0 | 0 | $0\frac{1}{2}$ | 64 | 0 | 0 | 8 | 124 | 0 | 1 | $3\frac{1}{2}$ |
| 6 | 0 | 0 | $0\frac{3}{4}$ | 66 | 0 | 0 | $8\frac{1}{4}$ | 126 | 0 | 1 | $3\frac{3}{4}$ |
| 8 | 0 | 0 | 1 | 68 | 0 | 0 | $8\frac{1}{2}$ | 128 | 0 | 1 | 4 |
| 10 | 0 | 0 | $1\frac{1}{4}$ | 70 | 0 | 0 | $8\frac{3}{4}$ | 130 | 0 | 1 | $4\frac{1}{4}$ |
| 12 | 0 | 0 | $1\frac{1}{2}$ | 72 | 0 | 0 | 9 | 132 | 0 | 1 | $4\frac{1}{2}$ |
| 14 | 0 | 0 | $1\frac{3}{4}$ | 74 | 0 | 0 | $9\frac{1}{4}$ | 134 | 0 | 1 | $4\frac{3}{4}$ |
| 16 | 0 | 0 | 2 | 76 | 0 | 0 | $9\frac{1}{2}$ | 136 | 0 | 1 | 5 |
| 18 | 0 | 0 | $2\frac{1}{4}$ | 78 | 0 | 0 | $9\frac{3}{4}$ | 138 | 0 | 1 | $5\frac{1}{4}$ |
| 20 | 0 | 0 | $2\frac{1}{2}$ | 80 | 0 | 0 | 10 | 140 | 0 | 1 | $5\frac{1}{2}$ |
| 22 | 0 | 0 | $2\frac{3}{4}$ | 82 | 0 | 0 | $10\frac{1}{4}$ | 142 | 0 | 1 | $5\frac{3}{4}$ |
| 24 | 0 | 0 | 3 | 84 | 0 | 0 | $10\frac{1}{2}$ | 144 | 0 | 1 | 6 |
| 26 | 0 | 0 | $3\frac{1}{4}$ | 86 | 0 | 0 | $10\frac{3}{4}$ | 146 | 0 | 1 | $6\frac{1}{4}$ |
| 28 | 0 | 0 | $3\frac{1}{2}$ | 88 | 0 | 0 | 11 | 148 | 0 | 1 | $6\frac{1}{2}$ |
| 30 | 0 | 0 | $3\frac{3}{4}$ | 90 | 0 | 0 | $11\frac{1}{4}$ | 150 | 0 | 1 | $6\frac{3}{4}$ |
| 32 | 0 | 0 | 4 | 92 | 0 | 0 | $11\frac{1}{2}$ | 152 | 0 | 1 | 7 |
| 34 | 0 | 0 | $4\frac{1}{4}$ | 94 | 0 | 0 | $11\frac{3}{4}$ | 154 | 0 | 1 | $7\frac{1}{4}$ |
| 36 | 0 | 0 | $4\frac{1}{2}$ | 96 | 0 | 1 | 0 | 156 | 0 | 1 | $7\frac{1}{2}$ |
| 38 | 0 | 0 | $4\frac{3}{4}$ | 98 | 0 | 1 | $0\frac{1}{4}$ | 158 | 0 | 1 | $7\frac{3}{4}$ |
| 40 | 0 | 0 | 5 | 100 | 0 | 1 | $0\frac{1}{2}$ | 160 | 0 | 1 | 8 |
| 42 | 0 | 0 | $5\frac{1}{4}$ | 102 | 0 | 1 | $0\frac{3}{4}$ | 162 | 0 | 1 | $8\frac{1}{4}$ |
| 44 | 0 | 0 | $5\frac{1}{2}$ | 104 | 0 | 1 | 1 | 164 | 0 | 1 | $8\frac{1}{2}$ |
| 46 | 0 | 0 | $5\frac{3}{4}$ | 106 | 0 | 1 | $1\frac{1}{4}$ | 166 | 0 | 1 | $8\frac{3}{4}$ |
| 48 | 0 | 0 | 6 | 108 | 0 | 1 | $1\frac{1}{2}$ | 168 | 0 | 1 | 9 |
| 50 | 0 | 0 | $6\frac{1}{4}$ | 110 | 0 | 1 | $1\frac{3}{4}$ | 170 | 0 | 1 | $9\frac{1}{4}$ |
| 52 | 0 | 0 | $6\frac{1}{2}$ | 112 | 0 | 1 | 2 | 172 | 0 | 1 | $9\frac{1}{2}$ |
| 54 | 0 | 0 | $6\frac{3}{4}$ | 114 | 0 | 1 | $2\frac{1}{4}$ | 174 | 0 | 1 | $9\frac{3}{4}$ |
| 56 | 0 | 0 | 7 | 116 | 0 | 1 | $2\frac{1}{2}$ | 176 | 0 | 1 | 10 |
| 58 | 0 | 0 | $7\frac{1}{4}$ | 118 | 0 | 1 | $2\frac{3}{4}$ | 178 | 0 | 1 | $10\frac{1}{4}$ |
| 60 | 0 | 0 | $7\frac{1}{2}$ | 120 | 0 | 1 | 3 | 180 | 0 | 1 | $10\frac{1}{2}$ |



| Tons | At $\frac{1}{8}$ or half a Farthing | | | Tons | At $\frac{1}{8}$ or half a Farthing | | | Tons | At $\frac{1}{8}$ or half a Farthing | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | | | |
| 182 | 0 | 1 | $10\frac{3}{4}$ | 242 | 0 | 2 | $6\frac{1}{4}$ | 302 | 0 | 3 | $1\frac{3}{4}$ |
| 184 | 0 | 1 | 11 | 244 | 0 | 2 | $6\frac{1}{2}$ | 304 | 0 | 3 | 2 |
| 186 | 0 | 1 | $11\frac{1}{4}$ | 246 | 0 | 2 | $6\frac{3}{4}$ | 306 | 0 | 3 | $2\frac{1}{4}$ |
| 188 | 0 | 1 | $11\frac{1}{2}$ | 248 | 0 | 2 | 7 | 308 | 0 | 3 | $2\frac{1}{2}$ |
| 190 | 0 | 1 | $11\frac{3}{4}$ | 250 | 0 | 2 | $7\frac{1}{4}$ | 310 | 0 | 3 | $2\frac{3}{4}$ |
| 192 | 0 | 2 | 0 | 252 | 0 | 2 | $7\frac{1}{2}$ | 312 | 0 | 3 | 3 |
| 194 | 0 | 2 | $0\frac{1}{4}$ | 254 | 0 | 2 | $7\frac{3}{4}$ | 314 | 0 | 3 | $3\frac{1}{4}$ |
| 196 | 0 | 2 | $0\frac{1}{2}$ | 256 | 0 | 2 | 8 | 316 | 0 | 3 | $3\frac{1}{2}$ |
| 198 | 0 | 2 | $0\frac{3}{4}$ | 258 | 0 | 2 | $8\frac{1}{4}$ | 318 | 0 | 3 | $3\frac{3}{4}$ |
| 200 | 0 | 2 | 1 | 260 | 0 | 2 | $8\frac{1}{2}$ | 320 | 0 | 3 | 4 |
| 202 | 0 | 2 | $1\frac{3}{4}$ | 262 | 0 | 2 | $8\frac{3}{4}$ | 322 | 0 | 3 | $4\frac{1}{4}$ |
| 204 | 0 | 2 | $1\frac{1}{2}$ | 264 | 0 | 2 | 9 | 324 | 0 | 3 | $4\frac{1}{2}$ |
| 206 | 0 | 2 | $1\frac{3}{4}$ | 266 | 0 | 2 | $9\frac{1}{4}$ | 326 | 0 | 3 | $4\frac{3}{4}$ |
| 208 | 0 | 2 | 2 | 268 | 0 | 2 | $9\frac{1}{2}$ | 328 | 0 | 3 | 5 |
| 210 | 0 | 2 | $2\frac{1}{4}$ | 270 | 0 | 2 | $9\frac{3}{4}$ | 330 | 0 | 3 | $5\frac{1}{4}$ |
| 212 | 0 | 2 | $2\frac{1}{2}$ | 272 | 0 | 2 | 10 | 332 | 0 | 3 | $5\frac{1}{2}$ |
| 214 | 0 | 2 | $2\frac{3}{4}$ | 274 | 0 | 2 | $10\frac{1}{4}$ | 334 | 0 | 3 | $5\frac{3}{4}$ |
| 216 | 0 | 2 | 3 | 276 | 0 | 2 | $10\frac{1}{2}$ | 336 | 0 | 3 | 6 |
| 218 | 0 | 2 | $3\frac{1}{4}$ | 278 | 0 | 2 | $10\frac{3}{4}$ | 338 | 0 | 3 | $6\frac{1}{4}$ |
| 220 | 0 | 2 | $3\frac{1}{2}$ | 280 | 0 | 2 | 11 | 340 | 0 | 3 | $6\frac{1}{2}$ |
| 222 | 0 | 2 | $3\frac{3}{4}$ | 282 | 0 | 2 | $11\frac{1}{4}$ | 342 | 0 | 3 | $6\frac{3}{4}$ |
| 224 | 0 | 2 | 4 | 284 | 0 | 2 | $11\frac{1}{2}$ | 344 | 0 | 3 | 7 |
| 226 | 0 | 2 | $4\frac{1}{4}$ | 286 | 0 | 2 | $11\frac{3}{4}$ | 346 | 0 | 3 | $7\frac{1}{4}$ |
| 228 | 0 | 2 | $4\frac{1}{2}$ | 288 | 0 | 3 | 0 | 348 | 0 | 3 | $7\frac{1}{2}$ |
| 230 | 0 | 2 | $4\frac{3}{4}$ | 290 | 0 | 3 | $0\frac{1}{4}$ | 350 | 0 | 3 | $7\frac{3}{4}$ |
| 232 | 0 | 2 | 5 | 292 | 0 | 3 | $0\frac{1}{2}$ | 352 | 0 | 3 | 8 |
| 234 | 0 | 2 | $5\frac{1}{4}$ | 294 | 0 | 3 | $0\frac{3}{4}$ | 354 | 0 | 3 | $8\frac{1}{4}$ |
| 236 | 0 | 2 | $5\frac{1}{2}$ | 296 | 0 | 3 | 1 | 356 | 0 | 3 | $8\frac{1}{2}$ |
| 238 | 0 | 2 | $5\frac{3}{4}$ | 298 | 0 | 3 | $1\frac{1}{4}$ | 358 | 0 | 3 | $8\frac{3}{4}$ |
| 240 | 0 | 2 | 6 | 300 | 0 | 3 | $1\frac{1}{2}$ | 360 | 0 | 3 | 9 |

*Foulness* and Buoy of the Cockle or *St.* or Ton.

| Tons | At one Farthing | | | Tons | At one Farthing | | | Tons | At one Farthing | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 20 | 0 | 0 | 5 | 80 | 0 | 1 | 8 | 140 | 0 | 2 | 11 |
| 22 | 0 | 0 | 5 | 82 | 0 | 1 | 8 | 142 | 0 | 2 | 11 |
| 24 | 0 | 0 | 6 | 84 | 0 | 1 | 9 | 144 | 0 | 3 | 0 |
| 26 | 0 | 0 | 6 | 86 | 0 | 1 | 9 | 146 | 0 | 3 | 0 |
| 28 | 0 | 0 | 7 | 88 | 0 | 1 | 10 | 148 | 0 | 3 | 1 |
| 30 | 0 | 0 | 7 | 90 | 0 | 1 | 10 | 150 | 0 | 3 | 1 |
| 32 | 0 | 0 | 8 | 92 | 0 | 1 | 11 | 152 | 0 | 3 | 2 |
| 34 | 0 | 0 | 8 | 94 | 0 | 1 | 11 | 154 | 0 | 3 | 2 |
| 36 | 0 | 0 | 9 | 96 | 0 | 2 | 0 | 156 | 0 | 3 | 3 |
| 38 | 0 | 0 | 9 | 98 | 0 | 2 | 0 | 158 | 0 | 3 | 3 |
| 40 | 0 | 0 | 10 | 100 | 0 | 2 | 1 | 160 | 0 | 3 | 4 |
| 42 | 0 | 0 | 10 | 102 | 0 | 2 | 1 | 162 | 0 | 3 | 4 |
| 44 | 0 | 0 | 11 | 104 | 0 | 2 | 2 | 164 | 0 | 3 | 5 |
| 46 | 0 | 0 | 11 | 106 | 0 | 2 | 2 | 166 | 0 | 3 | 5 |
| 48 | 0 | 1 | 0 | 108 | 0 | 2 | 3 | 168 | 0 | 3 | 6 |
| 50 | 0 | 1 | 0 | 110 | 0 | 2 | 3 | 170 | 0 | 3 | 6 |
| 52 | 0 | 1 | 1 | 112 | 0 | 2 | 4 | 172 | 0 | 3 | 7 |
| 54 | 0 | 1 | 1 | 114 | 0 | 2 | 4 | 174 | 0 | 3 | 7 |
| 56 | 0 | 1 | 2 | 116 | 0 | 2 | 5 | 176 | 0 | 3 | 8 |
| 58 | 0 | 1 | 2 | 118 | 0 | 2 | 5 | 178 | 0 | 3 | 8 |
| 60 | 0 | 1 | 3 | 120 | 0 | 2 | 6 | 180 | 0 | 3 | 9 |
| 62 | 0 | 1 | 3 | 122 | 0 | 2 | 6 | 182 | 0 | 3 | 9 |
| 64 | 0 | 1 | 4 | 124 | 0 | 2 | 7 | 184 | 0 | 3 | 10 |
| 66 | 0 | 1 | 4 | 126 | 0 | 2 | 7 | 186 | 0 | 3 | 10 |
| 68 | 0 | 1 | 5 | 128 | 0 | 2 | 8 | 188 | 0 | 3 | 11 |
| 70 | 0 | 1 | 5 | 130 | 0 | 2 | 8 | 190 | 0 | 3 | 11 |
| 72 | 0 | 1 | 6 | 132 | 0 | 2 | 9 | 192 | 0 | 4 | 0 |
| 74 | 0 | 1 | 6 | 134 | 0 | 2 | 9 | 194 | 0 | 4 | 0 |
| 76 | 0 | 1 | 7 | 136 | 0 | 2 | 10 | 196 | 0 | 4 | 1 |
| 78 | 0 | 1 | 7 | 138 | 0 | 2 | 10 | 198 | 0 | 4 | 1 |



*Nicholas Gatt*, at one Farthing per Chalder

| Tons | At one Farthing | | | Tons | At one Farthing | | | Tons | At one Farthing | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 200 | 0 | 4 | 2 | 260 | 0 | 5 | 5 | 320 | 0 | 6 | 8 |
| 202 | 0 | 4 | 2 | 262 | 0 | 5 | 5 | 322 | 0 | 6 | 8 |
| 204 | 0 | 4 | 3 | 264 | 0 | 5 | 6 | 324 | 0 | 6 | 9 |
| 206 | 0 | 4 | 3 | 266 | 0 | 5 | 6 | 326 | 0 | 6 | 9 |
| 208 | 0 | 4 | 4 | 268 | 0 | 5 | 7 | 328 | 0 | 6 | 10 |
| 210 | 0 | 4 | 4 | 270 | 0 | 5 | 7 | 330 | 0 | 6 | 10 |
| 212 | 0 | 4 | 5 | 272 | 0 | 5 | 8 | 332 | 0 | 6 | 11 |
| 214 | 0 | 4 | 5 | 274 | 0 | 5 | 8 | 334 | 0 | 6 | 11 |
| 216 | 0 | 4 | 6 | 276 | 0 | 5 | 9 | 336 | 0 | 7 | 0 |
| 218 | 0 | 4 | 6 | 278 | 0 | 5 | 9 | 338 | 0 | 7 | 0 |
| 220 | 0 | 4 | 7 | 280 | 0 | 5 | 10 | 340 | 0 | 7 | 1 |
| 222 | 0 | 4 | 7 | 282 | 0 | 5 | 10 | 342 | 0 | 7 | 1 |
| 224 | 0 | 4 | 8 | 284 | 0 | 5 | 11 | 344 | 0 | 7 | 2 |
| 226 | 0 | 4 | 8 | 286 | 0 | 5 | 11 | 346 | 0 | 7 | 2 |
| 228 | 0 | 4 | 9 | 288 | 0 | 6 | 0 | 348 | 0 | 7 | 3 |
| 230 | 0 | 4 | 9 | 290 | 0 | 6 | 0 | 350 | 0 | 7 | 3 |
| 232 | 0 | 4 | 10 | 292 | 0 | 6 | 1 | 352 | 0 | 7 | 4 |
| 234 | 0 | 4 | 10 | 294 | 0 | 6 | 1 | 354 | 0 | 7 | 4 |
| 236 | 0 | 4 | 11 | 296 | 0 | 6 | 2 | 356 | 0 | 7 | 5 |
| 238 | 0 | 4 | 11 | 298 | 0 | 6 | 2 | 358 | 0 | 7 | 5 |
| 240 | 0 | 5 | 0 | 300 | 0 | 6 | 3 | 360 | 0 | 7 | 6 |
| 242 | 0 | 5 | 0 | 302 | 0 | 6 | 3 | 362 | 0 | 7 | 6 |
| 244 | 0 | 5 | 1 | 304 | 0 | 6 | 4 | 364 | 0 | 7 | 7 |
| 246 | 0 | 5 | 1 | 306 | 0 | 6 | 4 | 366 | 0 | 7 | 7 |
| 248 | 0 | 5 | 2 | 308 | 0 | 6 | 5 | 368 | 0 | 7 | 8 |
| 250 | 0 | 5 | 2 | 310 | 0 | 6 | 5 | 370 | 0 | 7 | 8 |
| 252 | 0 | 5 | 3 | 312 | 0 | 6 | 6 | 372 | 0 | 7 | 9 |
| 254 | 0 | 5 | 3 | 314 | 0 | 6 | 6 | 374 | 0 | 7 | 9 |
| 256 | 0 | 5 | 4 | 316 | 0 | 6 | 7 | 376 | 0 | 7 | 10 |
| 258 | 0 | 5 | 4 | 318 | 0 | 6 | 7 | 378 | 0 | 7 | 10 |

*Buoyage* and *Beaconage*, *Spurn*, *Well*, *Lizard* and *Scilly Lights* at one Half-

| Tons | At one Halfpenny | | | Tons | At one Halfpenny | | | Tons | At one Halfpenny | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 20 | 0 | 0 | 10 | 80 | 0 | 3 | 4 | 140 | 0 | 5 | 10 |
| 22 | 0 | 0 | 11 | 82 | 0 | 3 | 5 | 142 | 0 | 5 | 11 |
| 24 | 0 | 1 | 0 | 84 | 0 | 3 | 6 | 144 | 0 | 6 | 0 |
| 26 | 0 | 1 | 1 | 86 | 0 | 3 | 7 | 146 | 0 | 6 | 1 |
| 28 | 0 | 1 | 2 | 88 | 0 | 3 | 8 | 148 | 0 | 6 | 2 |
| 30 | 0 | 1 | 3 | 90 | 0 | 3 | 9 | 150 | 0 | 6 | 3 |
| 32 | 0 | 1 | 4 | 92 | 0 | 3 | 10 | 152 | 0 | 6 | 4 |
| 34 | 0 | 1 | 5 | 94 | 0 | 3 | 11 | 154 | 0 | 6 | 5 |
| 36 | 0 | 1 | 6 | 96 | 0 | 4 | 0 | 156 | 0 | 6 | 6 |
| 38 | 0 | 1 | 7 | 98 | 0 | 4 | 1 | 158 | 0 | 6 | 7 |
| 40 | 0 | 1 | 8 | 100 | 0 | 4 | 2 | 160 | 0 | 6 | 8 |
| 42 | 0 | 1 | 9 | 102 | 0 | 4 | 3 | 162 | 0 | 6 | 9 |
| 44 | 0 | 1 | 10 | 104 | 0 | 4 | 4 | 164 | 0 | 6 | 10 |
| 46 | 0 | 1 | 11 | 106 | 0 | 4 | 5 | 166 | 0 | 6 | 11 |
| 48 | 0 | 2 | 0 | 108 | 0 | 4 | 6 | 168 | 0 | 7 | 0 |
| 50 | 0 | 2 | 1 | 110 | 0 | 4 | 7 | 170 | 0 | 7 | 1 |
| 52 | 0 | 2 | 2 | 112 | 0 | 4 | 8 | 172 | 0 | 7 | 2 |
| 54 | 0 | 2 | 3 | 114 | 0 | 4 | 9 | 174 | 0 | 7 | 3 |
| 56 | 0 | 2 | 4 | 116 | 0 | 4 | 10 | 176 | 0 | 7 | 4 |
| 58 | 0 | 2 | 5 | 118 | 0 | 4 | 11 | 178 | 0 | 7 | 5 |
| 60 | 0 | 2 | 6 | 120 | 0 | 5 | 0 | 180 | 0 | 7 | 6 |
| 62 | 0 | 2 | 7 | 122 | 0 | 5 | 1 | 182 | 0 | 7 | 7 |
| 64 | 0 | 2 | 8 | 124 | 0 | 5 | 2 | 184 | 0 | 7 | 8 |
| 66 | 0 | 2 | 9 | 126 | 0 | 5 | 3 | 186 | 0 | 7 | 9 |
| 68 | 0 | 2 | 10 | 128 | 0 | 5 | 4 | 188 | 0 | 7 | 10 |
| 70 | 0 | 2 | 11 | 130 | 0 | 5 | 5 | 190 | 0 | 7 | 11 |
| 72 | 0 | 3 | 0 | 132 | 0 | 5 | 6 | 192 | 0 | 8 | 0 |
| 74 | 0 | 3 | 1 | 134 | 0 | 5 | 7 | 194 | 0 | 8 | 1 |
| 76 | 0 | 3 | 2 | 136 | 0 | 5 | 8 | 196 | 0 | 8 | 2 |
| 78 | 0 | 3 | 3 | 138 | 0 | 5 | 9 | 198 | 0 | 8 | 3 |



*Foulness*, *Harwich*, *Portland*, *Casketts*, penny per Chalder or Ton.

| Tons | At one Halfpenny | | | Tons | At one Halfpenny | | | Tons | At one Halfpenny | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 200 | 0 | 8 | 4 | 260 | 0 | 10 | 10 | 320 | 0 | 13 | 4 |
| 202 | 0 | 8 | 5 | 262 | 0 | 10 | 11 | 322 | 0 | 13 | 5 |
| 204 | 0 | 8 | 6 | 264 | 0 | 11 | 0 | 324 | 0 | 13 | 6 |
| 206 | 0 | 8 | 7 | 266 | 0 | 11 | 1 | 326 | 0 | 13 | 7 |
| 208 | 0 | 8 | 8 | 268 | 0 | 11 | 2 | 328 | 0 | 13 | 8 |
| 210 | 0 | 8 | 9 | 270 | 0 | 11 | 3 | 330 | 0 | 13 | 9 |
| 212 | 0 | 8 | 10 | 272 | 0 | 11 | 4 | 332 | 0 | 13 | 10 |
| 214 | 0 | 8 | 11 | 274 | 0 | 11 | 5 | 334 | 0 | 13 | 11 |
| 216 | 0 | 9 | 0 | 276 | 0 | 11 | 6 | 336 | 0 | 14 | 0 |
| 218 | 0 | 9 | 1 | 278 | 0 | 11 | 7 | 338 | 0 | 14 | 1 |
| 220 | 0 | 9 | 2 | 280 | 0 | 11 | 8 | 340 | 0 | 14 | 2 |
| 222 | 0 | 9 | 3 | 282 | 0 | 11 | 9 | 342 | 0 | 14 | 3 |
| 224 | 0 | 9 | 4 | 284 | 0 | 11 | 10 | 344 | 0 | 14 | 4 |
| 226 | 0 | 9 | 5 | 286 | 0 | 11 | 11 | 346 | 0 | 14 | 5 |
| 228 | 0 | 9 | 6 | 288 | 0 | 12 | 0 | 348 | 0 | 14 | 6 |
| 230 | 0 | 9 | 7 | 290 | 0 | 12 | 1 | 350 | 0 | 14 | 7 |
| 232 | 0 | 9 | 8 | 292 | 0 | 12 | 2 | 352 | 0 | 14 | 8 |
| 234 | 0 | 9 | 9 | 294 | 0 | 12 | 3 | 354 | 0 | 14 | 9 |
| 236 | 0 | 9 | 10 | 296 | 0 | 12 | 4 | 356 | 0 | 14 | 10 |
| 238 | 0 | 9 | 11 | 298 | 0 | 12 | 5 | 358 | 0 | 14 | 11 |
| 240 | 0 | 10 | 0 | 300 | 0 | 12 | 6 | 360 | 0 | 15 | 0 |
| 242 | 0 | 10 | 1 | 302 | 0 | 12 | 7 | 362 | 0 | 15 | 1 |
| 244 | 0 | 10 | 2 | 304 | 0 | 12 | 8 | 364 | 0 | 15 | 2 |
| 246 | 0 | 10 | 3 | 306 | 0 | 12 | 9 | 366 | 0 | 15 | 3 |
| 248 | 0 | 10 | 4 | 308 | 0 | 12 | 10 | 368 | 0 | 15 | 4 |
| 250 | 0 | 10 | 5 | 310 | 0 | 12 | 11 | 370 | 0 | 15 | 5 |
| 252 | 0 | 10 | 6 | 312 | 0 | 13 | 0 | 372 | 0 | 15 | 6 |
| 254 | 0 | 10 | 7 | 314 | 0 | 13 | 1 | 374 | 0 | 15 | 7 |
| 256 | 0 | 10 | 8 | 316 | 0 | 13 | 2 | 376 | 0 | 15 | 8 |
| 258 | 0 | 10 | 9 | 318 | 0 | 13 | 3 | 378 | 0 | 15 | 9 |

*Spurn*, *Well*, *Winterton* and *Orford*, *land*, *Caſkets*, *Edyſtone*, *Lizard*, *Scilly*, at 1 d per Chalder or Ton.

| Tons | At one Penny | | | Tons | At one Penny | | | Tons | At one Penny | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 20 | 0 | 1 | 8 | 50 | 0 | 4 | 2 | 80 | 0 | 6 | 8 |
| 21 | 0 | 1 | 9 | 51 | 0 | 4 | 3 | 81 | 0 | 6 | 9 |
| 22 | 0 | 1 | 10 | 52 | 0 | 4 | 4 | 82 | 0 | 6 | 10 |
| 23 | 0 | 1 | 11 | 53 | 0 | 4 | 5 | 83 | 0 | 6 | 11 |
| 24 | 0 | 2 | 0 | 54 | 0 | 4 | 6 | 84 | 0 | 7 | 0 |
| 25 | 0 | 2 | 1 | 55 | 0 | 4 | 7 | 85 | 0 | 7 | 1 |
| 26 | 0 | 2 | 2 | 56 | 0 | 4 | 8 | 86 | 0 | 7 | 2 |
| 27 | 0 | 2 | 3 | 57 | 0 | 4 | 9 | 87 | 0 | 7 | 3 |
| 28 | 0 | 2 | 4 | 58 | 0 | 4 | 10 | 88 | 0 | 7 | 4 |
| 29 | 0 | 2 | 5 | 59 | 0 | 4 | 11 | 89 | 0 | 7 | 5 |
| 30 | 0 | 2 | 6 | 60 | 0 | 5 | 0 | 90 | 0 | 7 | 6 |
| 31 | 0 | 2 | 7 | 61 | 0 | 5 | 1 | 91 | 0 | 7 | 7 |
| 32 | 0 | 2 | 8 | 62 | 0 | 5 | 2 | 92 | 0 | 7 | 8 |
| 33 | 0 | 2 | 9 | 63 | 0 | 5 | 3 | 93 | 0 | 7 | 9 |
| 34 | 0 | 2 | 10 | 64 | 0 | 5 | 4 | 94 | 0 | 7 | 10 |
| 35 | 0 | 2 | 11 | 65 | 0 | 5 | 5 | 95 | 0 | 7 | 11 |
| 36 | 0 | 3 | 0 | 66 | 0 | 5 | 6 | 96 | 0 | 8 | 0 |
| 37 | 0 | 3 | 1 | 67 | 0 | 5 | 7 | 97 | 0 | 8 | 1 |
| 38 | 0 | 3 | 2 | 68 | 0 | 5 | 8 | 98 | 0 | 8 | 2 |
| 39 | 0 | 3 | 3 | 69 | 0 | 5 | 9 | 99 | 0 | 8 | 3 |
| 40 | 0 | 3 | 4 | 70 | 0 | 5 | 10 | 100 | 0 | 8 | 4 |
| 41 | 0 | 3 | 5 | 71 | 0 | 5 | 11 | 101 | 0 | 8 | 5 |
| 42 | 0 | 3 | 6 | 72 | 0 | 6 | 0 | 102 | 0 | 8 | 6 |
| 43 | 0 | 3 | 7 | 73 | 0 | 6 | 1 | 103 | 0 | 8 | 7 |
| 44 | 0 | 3 | 8 | 74 | 0 | 6 | 2 | 104 | 0 | 8 | 8 |
| 45 | 0 | 3 | 9 | 75 | 0 | 6 | 3 | 105 | 0 | 8 | 9 |
| 46 | 0 | 3 | 10 | 76 | 0 | 6 | 4 | 106 | 0 | 8 | 10 |
| 47 | 0 | 3 | 11 | 77 | 0 | 6 | 5 | 107 | 0 | 8 | 11 |
| 48 | 0 | 4 | 0 | 78 | 0 | 6 | 6 | 108 | 0 | 9 | 0 |
| 49 | 0 | 4 | 1 | 79 | 0 | 6 | 7 | 109 | 0 | 9 | 1 |



*Harwich*, *Forelands*, *Dungeneſs*, *Port-Skerries*, *Flatholm* and *Milford* Lights.

| Tons | At one Penny | | | Tons | At one Penny | | | Tons | At one Penny | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | 170 | 0 | 14 | 2 |
| 110 | 0 | 9 | 2 | 140 | 0 | 11 | 8 | 171 | 0 | 14 | 3 |
| 111 | 0 | 9 | 3 | 141 | 0 | 11 | 9 | 172 | 0 | 14 | 4 |
| 112 | 0 | 9 | 4 | 142 | 0 | 11 | 10 | 173 | 0 | 14 | 5 |
| 113 | 0 | 9 | 5 | 143 | 0 | 11 | 11 | 174 | 0 | 14 | 6 |
| 114 | 0 | 9 | 6 | 144 | 0 | 12 | 0 | 175 | 0 | 14 | 7 |
| 115 | 0 | 9 | 7 | 145 | 0 | 12 | 1 | 176 | 0 | 14 | 8 |
| 116 | 0 | 9 | 8 | 146 | 0 | 12 | 2 | 177 | 0 | 14 | 9 |
| 117 | 0 | 9 | 9 | 147 | 0 | 12 | 3 | 178 | 0 | 14 | 10 |
| 118 | 0 | 9 | 10 | 148 | 0 | 12 | 4 | 179 | 0 | 14 | 11 |
| 119 | 0 | 9 | 11 | 149 | 0 | 12 | 5 | 180 | 0 | 15 | 0 |
| 120 | 0 | 10 | 0 | 150 | 0 | 12 | 6 | 181 | 0 | 15 | 1 |
| 121 | 0 | 10 | 1 | 151 | 0 | 12 | 7 | 182 | 0 | 15 | 2 |
| 122 | 0 | 10 | 2 | 152 | 0 | 12 | 8 | 183 | 0 | 15 | 3 |
| 123 | 0 | 10 | 3 | 153 | 0 | 12 | 9 | 184 | 0 | 15 | 4 |
| 124 | 0 | 10 | 4 | 154 | 0 | 12 | 10 | 185 | 0 | 15 | 5 |
| 125 | 0 | 10 | 5 | 155 | 0 | 12 | 11 | 186 | 0 | 15 | 6 |
| 126 | 0 | 10 | 6 | 156 | 0 | 13 | 0 | 187 | 0 | 15 | 7 |
| 127 | 0 | 10 | 7 | 157 | 0 | 13 | 1 | 188 | 0 | 15 | 8 |
| 128 | 0 | 10 | 8 | 158 | 0 | 13 | 2 | 189 | 0 | 15 | 9 |
| 129 | 0 | 10 | 9 | 159 | 0 | 13 | 3 | 190 | 0 | 15 | 10 |
| 130 | 0 | 10 | 10 | 160 | 0 | 13 | 4 | 191 | 0 | 15 | 11 |
| 131 | 0 | 10 | 11 | 161 | 0 | 13 | 5 | 192 | 0 | 16 | 0 |
| 132 | 0 | 11 | 0 | 162 | 0 | 13 | 6 | 193 | 0 | 16 | 1 |
| 133 | 0 | 11 | 1 | 163 | 0 | 13 | 7 | 194 | 0 | 16 | 2 |
| 134 | 0 | 11 | 2 | 164 | 0 | 13 | 8 | 195 | 0 | 16 | 3 |
| 135 | 0 | 11 | 3 | 165 | 0 | 13 | 9 | 196 | 0 | 16 | 4 |
| 136 | 0 | 11 | 4 | 166 | 0 | 13 | 10 | 197 | 0 | 16 | 5 |
| 137 | 0 | 11 | 5 | 167 | 0 | 13 | 11 | 198 | 0 | 16 | 6 |
| 138 | 0 | 11 | 6 | 168 | 0 | 14 | 0 | 199 | 0 | 16 | 7 |
| 139 | 0 | 11 | 7 | 169 | 0 | 14 | 1 | 200 | 0 | 16 | 8 |

*Spurn*, *Winterton* and *Orford*, *Forelands*, and *St. Beeſhead*, at two Pence per

| Tons | At two Pence | | | Tons | At two Pence | | | Tons | At two Pence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 20 | 0 | 3 | 4 | 50 | 0 | 8 | 4 | 80 | 0 | 13 | 4 |
| 21 | 0 | 3 | 6 | 51 | 0 | 8 | 6 | 81 | 0 | 13 | 6 |
| 22 | 0 | 3 | 8 | 52 | 0 | 8 | 8 | 82 | 0 | 13 | 8 |
| 23 | 0 | 3 | 10 | 53 | 0 | 8 | 10 | 83 | 0 | 13 | 10 |
| 24 | 0 | 4 | 0 | 54 | 0 | 9 | 0 | 84 | 0 | 14 | 0 |
| 25 | 0 | 4 | 2 | 55 | 0 | 9 | 2 | 85 | 0 | 14 | 2 |
| 26 | 0 | 4 | 4 | 56 | 0 | 9 | 4 | 86 | 0 | 14 | 4 |
| 27 | 0 | 4 | 6 | 57 | 0 | 9 | 6 | 87 | 0 | 14 | 6 |
| 28 | 0 | 4 | 8 | 58 | 0 | 9 | 8 | 88 | 0 | 14 | 8 |
| 29 | 0 | 4 | 10 | 59 | 0 | 9 | 10 | 89 | 0 | 14 | 10 |
| 30 | 0 | 5 | 0 | 60 | 0 | 10 | 0 | 90 | 0 | 15 | 0 |
| 31 | 0 | 5 | 2 | 61 | 0 | 10 | 2 | 91 | 0 | 15 | 2 |
| 32 | 0 | 5 | 4 | 62 | 0 | 10 | 4 | 92 | 0 | 15 | 4 |
| 33 | 0 | 5 | 6 | 63 | 0 | 10 | 6 | 93 | 0 | 15 | 6 |
| 34 | 0 | 5 | 8 | 64 | 0 | 10 | 8 | 94 | 0 | 15 | 8 |
| 35 | 0 | 5 | 10 | 65 | 0 | 10 | 10 | 95 | 0 | 15 | 10 |
| 36 | 0 | 6 | 0 | 66 | 0 | 11 | 0 | 96 | 0 | 16 | 0 |
| 37 | 0 | 6 | 2 | 67 | 0 | 11 | 2 | 97 | 0 | 16 | 2 |
| 38 | 0 | 6 | 4 | 68 | 0 | 11 | 4 | 98 | 0 | 16 | 4 |
| 39 | 0 | 6 | 6 | 69 | 0 | 11 | 6 | 99 | 0 | 16 | 6 |
| 40 | 0 | 6 | 8 | 70 | 0 | 11 | 8 | 100 | 0 | 16 | 8 |
| 41 | 0 | 6 | 10 | 71 | 0 | 11 | 10 | 101 | 0 | 16 | 10 |
| 42 | 0 | 7 | 0 | 72 | 0 | 12 | 0 | 102 | 0 | 17 | 0 |
| 43 | 0 | 7 | 2 | 73 | 0 | 12 | 2 | 103 | 0 | 17 | 2 |
| 44 | 0 | 7 | 4 | 74 | 0 | 12 | 4 | 104 | 0 | 17 | 4 |
| 45 | 0 | 7 | 6 | 75 | 0 | 12 | 6 | 105 | 0 | 17 | 6 |
| 46 | 0 | 7 | 8 | 76 | 0 | 12 | 8 | 106 | 0 | 17 | 8 |
| 47 | 0 | 7 | 10 | 77 | 0 | 12 | 10 | 107 | 0 | 17 | 10 |
| 48 | 0 | 8 | 0 | 78 | 0 | 13 | 0 | 108 | 0 | 18 | 0 |
| 49 | 0 | 8 | 2 | 79 | 0 | 13 | 2 | 109 | 0 | 18 | 2 |



*Dungeneſs*, *Edyſtone*, *Milford*, *Skerries*, Chalder or Ton.

| Tons | At two Pence | | | Tons | At two Pence | | | Tons | At two Pence | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 110 | 0 | 18 | 4 | 140 | 1 | 3 | 4 | 170 | 1 | 8 | 4 |
| 111 | 0 | 18 | 6 | 141 | 1 | 3 | 6 | 171 | 1 | 8 | 6 |
| 112 | 0 | 18 | 8 | 142 | 1 | 3 | 8 | 172 | 1 | 8 | 8 |
| 113 | 0 | 18 | 10 | 143 | 1 | 3 | 10 | 173 | 1 | 8 | 10 |
| 114 | 0 | 19 | 0 | 144 | 1 | 4 | 0 | 174 | 1 | 9 | 0 |
| 115 | 0 | 19 | 2 | 145 | 1 | 4 | 2 | 175 | 1 | 9 | 2 |
| 116 | 0 | 19 | 4 | 146 | 1 | 4 | 4 | 176 | 1 | 9 | 4 |
| 117 | 0 | 19 | 6 | 147 | 1 | 4 | 6 | 177 | 1 | 9 | 6 |
| 118 | 0 | 19 | 8 | 148 | 1 | 4 | 8 | 178 | 1 | 9 | 8 |
| 119 | 0 | 19 | 10 | 149 | 1 | 4 | 10 | 179 | 1 | 9 | 10 |
| 120 | 1 | 0 | 0 | 150 | 1 | 5 | 0 | 180 | 1 | 10 | 0 |
| 121 | 1 | 0 | 2 | 151 | 1 | 5 | 2 | 181 | 1 | 10 | 2 |
| 122 | 1 | 0 | 4 | 152 | 1 | 5 | 4 | 182 | 1 | 10 | 4 |
| 123 | 1 | 0 | 6 | 153 | 1 | 5 | 6 | 183 | 1 | 10 | 6 |
| 124 | 1 | 0 | 8 | 154 | 1 | 5 | 8 | 184 | 1 | 10 | 8 |
| 125 | 1 | 0 | 10 | 155 | 1 | 5 | 10 | 185 | 1 | 10 | 10 |
| 126 | 1 | 1 | 0 | 156 | 1 | 6 | 0 | 186 | 1 | 11 | 0 |
| 127 | 1 | 1 | 2 | 157 | 1 | 6 | 2 | 187 | 1 | 11 | 2 |
| 128 | 1 | 1 | 4 | 158 | 1 | 6 | 4 | 188 | 1 | 11 | 4 |
| 129 | 1 | 1 | 6 | 159 | 1 | 6 | 6 | 189 | 1 | 11 | 6 |
| 130 | 1 | 1 | 8 | 160 | 1 | 6 | 8 | 190 | 1 | 11 | 8 |
| 131 | 1 | 1 | 10 | 161 | 1 | 6 | 10 | 191 | 1 | 11 | 10 |
| 132 | 1 | 2 | 0 | 162 | 1 | 7 | 0 | 192 | 1 | 12 | 0 |
| 133 | 1 | 2 | 2 | 163 | 1 | 7 | 2 | 193 | 1 | 12 | 2 |
| 134 | 1 | 2 | 4 | 164 | 1 | 7 | 4 | 194 | 1 | 12 | 4 |
| 135 | 1 | 2 | 6 | 165 | 1 | 7 | 6 | 195 | 1 | 12 | 6 |
| 136 | 1 | 2 | 8 | 166 | 1 | 7 | 8 | 196 | 1 | 12 | 8 |
| 137 | 1 | 2 | 10 | 167 | 1 | 7 | 10 | 197 | 1 | 12 | 10 |
| 138 | 1 | 3 | 0 | 168 | 1 | 8 | 0 | 198 | 1 | 13 | 0 |
| 139 | 1 | 3 | 2 | 169 | 1 | 8 | 2 | 199 | 1 | 13 | 2 |
| | | | | | | | | 200 | 1 | 13 | 4 |

*Southern Lights*, &c. including

| Tons | Trinity Dues | | | Lights, &c. | | |
|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 4 | 0 | 0 | 16 | 8 |
| 50 | 0 | 4 | 6 | 1 | 0 | 10 |
| 60 | 0 | 5 | 6 | 1 | 5 | 0 |
| 70 | 0 | 6 | 0 | 1 | 9 | 2 |
| 80 | 0 | 7 | 0 | 1 | 13 | 4 |
| 90 | 0 | 7 | 6 | 1 | 17 | 6 |
| 100 | 0 | 8 | 6 | 2 | 1 | 8 |
| 110 | 0 | 9 | 6 | 2 | 5 | 10 |
| 120 | 0 | 10 | 6 | 2 | 10 | 0 |
| 130 | 0 | 11 | 0 | 2 | 14 | 2 |
| 140 | 0 | 12 | 0 | 2 | 18 | 4 |
| 150 | 0 | 12 | 6 | 3 | 2 | 6 |
| 160 | 0 | 14 | 0 | 3 | 6 | 8 |
| 170 | 0 | 14 | 6 | 3 | 10 | 10 |
| 180 | 0 | 15 | 6 | 3 | 15 | 0 |
| 190 | 0 | 16 | 6 | 3 | 19 | 2 |
| 200 | 0 | 17 | 0 | 4 | 3 | 4 |
| 210 | 0 | 17 | 6 | 4 | 7 | 6 |
| 220 | 0 | 18 | 6 | 4 | 11 | 8 |
| 230 | 0 | 19 | 0 | 4 | 15 | 10 |
| 240 | 1 | 0 | 0 | 5 | 0 | 0 |
| 250 | 1 | 0 | 6 | 5 | 4 | 2 |
| 260 | 1 | 1 | 6 | 5 | 8 | 4 |
| 270 | 1 | 2 | 6 | 5 | 12 | 6 |
| 280 | 1 | 3 | 0 | 5 | 16 | 8 |
| 290 | 1 | 4 | 0 | 6 | 0 | 10 |
| 300 | 1 | 4 | 6 | 6 | 5 | 0 |
| 310 | 1 | 5 | 0 | 6 | 9 | 2 |
| 320 | 1 | 5 | 6 | 6 | 13 | 4 |
| 330 | 1 | 6 | 6 | 6 | 17 | 6 |



*Ramsgate Harbour*, inwards.

| Total | | | Ramsgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|
| *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 1 | 1 | 8 | 0 | 10 | 0 | 1 | 11 | 8 |
| 1 | 6 | 4 | 0 | 12 | 6 | 1 | 18 | 10 |
| 1 | 11 | 6 | 0 | 15 | 0 | 2 | 6 | 6 |
| 1 | 16 | 2 | 0 | 17 | 6 | 2 | 13 | 8 |
| 2 | 1 | 4 | 1 | 0 | 0 | 3 | 1 | 4 |
| 2 | 6 | 0 | 1 | 2 | 6 | 3 | 8 | 6 |
| 2 | 12 | 2 | 1 | 5 | 0 | 3 | 17 | 2 |
| 2 | 17 | 4 | 1 | 7 | 6 | 4 | 4 | 10 |
| 3 | 2 | 6 | 1 | 10 | 0 | 4 | 12 | 6 |
| 3 | 7 | 2 | 1 | 12 | 6 | 4 | 19 | 8 |
| 3 | 12 | 4 | 1 | 15 | 0 | 5 | 7 | 4 |
| 3 | 17 | 0 | 1 | 17 | 6 | 5 | 14 | 6 |
| 4 | 2 | 8 | 2 | 0 | 0 | 6 | 2 | 8 |
| 4 | 7 | 4 | 2 | 2 | 6 | 6 | 9 | 10 |
| 4 | 12 | 6 | 2 | 5 | 0 | 6 | 17 | 6 |
| 4 | 17 | 8 | 2 | 7 | 6 | 7 | 5 | 2 |
| 5 | 3 | 4 | 2 | 10 | 0 | 7 | 13 | 4 |
| 5 | 8 | 0 | 2 | 12 | 6 | 8 | 0 | 6 |
| 5 | 13 | 2 | 2 | 15 | 0 | 8 | 8 | 2 |
| 5 | 17 | 10 | 2 | 17 | 6 | 8 | 15 | 4 |
| 6 | 3 | 0 | 3 | 0 | 0 | 9 | 3 | 0 |
| 6 | 7 | 8 | 3 | 2 | 6 | 9 | 10 | 2 |
| 6 | 12 | 10 | 3 | 5 | 0 | 9 | 17 | 10 |
| 6 | 18 | 0 | 3 | 7 | 6 | 10 | 5 | 6 |
| 7 | 2 | 8 | 3 | 10 | 0 | 10 | 12 | 8 |
| 7 | 7 | 10 | 3 | 12 | 6 | 11 | 0 | 4 |
| 7 | 13 | 6 | 1 | 5 | 0 | 8 | 18 | 6 |
| 7 | 18 | 2 | 1 | 5 | 10 | 9 | 4 | 0 |
| 8 | 2 | 10 | 1 | 6 | 8 | 9 | 9 | 6 |
| 8 | 8 | 0 | 1 | 7 | 6 | 9 | 15 | 6 |

*Southern Lights*, &c. including

| Tons | Trinity Dues | | | Lights, &c. | | |
|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 340 | 1 | 7 | 0 | 7 | 1 | 8 |
| 350 | 1 | 8 | 6 | 7 | 5 | 10 |
| 360 | 1 | 10 | 0 | 7 | 10 | 0 |
| 370 | 1 | 10 | 6 | 7 | 14 | 2 |
| 380 | 1 | 11 | 6 | 7 | 18 | 4 |
| 390 | 1 | 12 | 6 | 8 | 2 | 6 |
| 400 | 1 | 13 | 6 | 8 | 6 | 8 |



*Ramsgate Harbour*, inwards.

| Total | | | Ramsgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|
| *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 8 | 12 | 8 | 1 | 8 | 4 | 10 | 1 | 0 |
| 8 | 18 | 4 | 1 | 9 | 2 | 10 | 7 | 6 |
| 9 | 4 | 0 | 1 | 10 | 0 | 10 | 14 | 0 |
| 9 | 8 | 8 | 1 | 10 | 10 | 10 | 19 | 6 |
| 9 | 13 | 10 | 1 | 11 | 8 | 11 | 5 | 6 |
| 9 | 19 | 0 | 1 | 12 | 6 | 11 | 11 | 6 |
| 10 | 5 | 2 | 1 | 13 | 4 | 11 | 18 | 0 |

*Southern Lights*, including *Ramſ-*

| Tons | Lights, &c. | | | Ramſgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 16 | 8 | 0 | 10 | 0 | 1 | 6 | 8 |
| 50 | 1 | 0 | 10 | 0 | 12 | 6 | 1 | 13 | 4 |
| 60 | 1 | 5 | 0 | 0 | 15 | 0 | 2 | 0 | 0 |
| 70 | 1 | 9 | 2 | 0 | 17 | 6 | 2 | 6 | 8 |
| 80 | 1 | 13 | 4 | 1 | 0 | 0 | 2 | 13 | 4 |
| 90 | 1 | 17 | 6 | 1 | 2 | 6 | 3 | 0 | 0 |
| 100 | 2 | 1 | 8 | 1 | 5 | 0 | 3 | 6 | 8 |
| 110 | 2 | 5 | 10 | 1 | 7 | 6 | 3 | 13 | 4 |
| 120 | 2 | 10 | 0 | 1 | 10 | 0 | 4 | 0 | 0 |
| 130 | 2 | 14 | 2 | 1 | 12 | 6 | 4 | 6 | 8 |
| 140 | 2 | 18 | 4 | 1 | 15 | 0 | 4 | 13 | 4 |
| 150 | 3 | 2 | 6 | 1 | 17 | 6 | 5 | 0 | 0 |
| 160 | 3 | 6 | 8 | 2 | 0 | 0 | 5 | 6 | 8 |
| 170 | 3 | 10 | 10 | 2 | 2 | 6 | 5 | 13 | 4 |
| 180 | 3 | 15 | 0 | 2 | 5 | 0 | 6 | 0 | 0 |
| 190 | 3 | 19 | 2 | 2 | 7 | 6 | 6 | 6 | 8 |
| 200 | 4 | 3 | 4 | 2 | 10 | 0 | 6 | 13 | 4 |
| 210 | 4 | 7 | 6 | 2 | 12 | 6 | 7 | 0 | 0 |
| 220 | 4 | 11 | 8 | 2 | 15 | 0 | 7 | 6 | 8 |
| 230 | 4 | 15 | 10 | 2 | 17 | 6 | 7 | 13 | 4 |
| 240 | 5 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 0 |
| 250 | 5 | 4 | 2 | 3 | 2 | 6 | 8 | 6 | 8 |
| 260 | 5 | 8 | 4 | 3 | 5 | 0 | 8 | 13 | 4 |
| 270 | 5 | 12 | 6 | 3 | 7 | 6 | 9 | 0 | 0 |
| 280 | 5 | 16 | 8 | 3 | 10 | 0 | 9 | 6 | 8 |
| 290 | 6 | 0 | 10 | 3 | 12 | 6 | 9 | 13 | 4 |
| 300 | 6 | 5 | 0 | 3 | 15 | 0 | 10 | 0 | 0 |
| 310 | 6 | 9 | 2 | 1 | 5 | 10 | 7 | 15 | 0 |
| 320 | 6 | 13 | 4 | 1 | 6 | 8 | 8 | 0 | 0 |
| 330 | 6 | 17 | 6 | 1 | 7 | 6 | 8 | 5 | 0 |



*gate Harbour*, outwards.

| Tons | Lights, &c. | | | Ramſgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 340 | 7 | 1 | 8 | 1 | 8 | 4 | 8 | 10 | 0 |
| 350 | 7 | 5 | 10 | 1 | 9 | 2 | 8 | 15 | 0 |
| 360 | 7 | 10 | 0 | 1 | 10 | 0 | 9 | 0 | 0 |
| 370 | 7 | 14 | 2 | 1 | 10 | 10 | 9 | 5 | 0 |
| 380 | 7 | 18 | 4 | 1 | 11 | 8 | 9 | 10 | 0 |
| 390 | 8 | 2 | 6 | 1 | 12 | 6 | 9 | 15 | 0 |
| 400 | 8 | 6 | 8 | 1 | 13 | 4 | 10 | 0 | 0 |

## Inwards.

| Tons | Lights, &c. | | | Ramſgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 1 | 0 | 0 | 0 | 10 | 0 | 1 | 10 | 0 |
| 50 | 1 | 4 | 3 | 0 | 12 | 6 | 1 | 16 | 9 |
| 60 | 1 | 9 | 0 | 0 | 15 | 0 | 2 | 4 | 0 |
| 70 | 1 | 13 | 3 | 0 | 17 | 6 | 2 | 10 | 9 |
| 80 | 1 | 18 | 0 | 1 | 0 | 0 | 2 | 18 | 0 |
| 90 | 2 | 2 | 3 | 1 | 2 | 6 | 3 | 4 | 9 |
| 100 | 2 | 8 | 0 | 1 | 5 | 0 | 3 | 13 | 0 |
| 110 | 2 | 12 | 9 | 1 | 7 | 6 | 4 | 0 | 3 |
| 120 | 2 | 17 | 6 | 1 | 10 | 0 | 4 | 7 | 6 |
| 130 | 3 | 1 | 9 | 1 | 12 | 6 | 4 | 14 | 3 |
| 140 | 3 | 6 | 6 | 1 | 15 | 0 | 5 | 1 | 6 |
| 150 | 3 | 10 | 9 | 1 | 17 | 6 | 5 | 8 | 3 |
| 160 | 3 | 16 | 0 | 2 | 0 | 0 | 5 | 16 | 0 |
| 170 | 4 | 0 | 3 | 2 | 2 | 6 | 6 | 2 | 9 |
| 180 | 4 | 5 | 0 | 2 | 5 | 0 | 6 | 10 | 0 |
| 190 | 4 | 9 | 9 | 2 | 7 | 6 | 6 | 17 | 3 |
| 200 | 4 | 15 | 0 | 2 | 10 | 0 | 7 | 5 | 0 |
| 210 | 4 | 19 | 3 | 2 | 12 | 6 | 7 | 11 | 9 |
| 220 | 5 | 4 | 0 | 2 | 15 | 0 | 7 | 19 | 0 |
| 230 | 5 | 8 | 3 | 2 | 17 | 6 | 8 | 5 | 9 |
| 240 | 5 | 13 | 0 | 3 | 0 | 0 | 8 | 13 | 0 |
| 250 | 5 | 17 | 3 | 3 | 2 | 6 | 8 | 19 | 9 |
| 260 | 6 | 2 | 0 | 3 | 5 | 0 | 9 | 7 | 0 |
| 270 | 6 | 6 | 9 | 3 | 7 | 6 | 9 | 14 | 3 |
| 280 | 6 | 11 | 0 | 3 | 10 | 0 | 10 | 1 | 0 |
| 290 | 6 | 15 | 9 | 3 | 12 | 6 | 10 | 8 | 3 |
| 300 | 7 | 1 | 0 | 1 | 5 | 0 | 8 | 6 | 0 |



## Outwards.

| Tons | Lights, &c. | | | Ramſgate | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 15 | 0 | 0 | 10 | 0 | 1 | 5 | 0 |
| 50 | 0 | 18 | 9 | 0 | 12 | 6 | 1 | 11 | 3 |
| 60 | 1 | 2 | 6 | 0 | 15 | 0 | 1 | 17 | 6 |
| 70 | 1 | 6 | 3 | 0 | 17 | 6 | 2 | 3 | 9 |
| 80 | 1 | 10 | 0 | 1 | 0 | 0 | 2 | 10 | 0 |
| 90 | 1 | 13 | 9 | 1 | 2 | 6 | 2 | 16 | 3 |
| 100 | 1 | 17 | 6 | 1 | 5 | 0 | 3 | 2 | 6 |
| 110 | 2 | 1 | 3 | 1 | 7 | 6 | 3 | 8 | 9 |
| 120 | 2 | 5 | 0 | 1 | 10 | 0 | 3 | 15 | 0 |
| 130 | 2 | 8 | 9 | 1 | 12 | 6 | 4 | 1 | 3 |
| 140 | 2 | 12 | 6 | 1 | 15 | 0 | 4 | 7 | 6 |
| 150 | 2 | 16 | 3 | 1 | 17 | 6 | 4 | 13 | 9 |
| 160 | 3 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 |
| 170 | 3 | 3 | 9 | 2 | 2 | 6 | 5 | 6 | 3 |
| 180 | 3 | 7 | 6 | 2 | 5 | 0 | 5 | 12 | 6 |
| 190 | 3 | 11 | 3 | 2 | 7 | 6 | 5 | 18 | 9 |
| 200 | 3 | 15 | 0 | 2 | 10 | 0 | 6 | 5 | 0 |
| 210 | 3 | 18 | 9 | 2 | 12 | 6 | 6 | 11 | 3 |
| 220 | 4 | 2 | 6 | 2 | 15 | 0 | 6 | 17 | 6 |
| 230 | 4 | 6 | 3 | 2 | 17 | 6 | 7 | 3 | 9 |
| 240 | 4 | 10 | 0 | 3 | 0 | 0 | 7 | 10 | 0 |
| 250 | 4 | 13 | 9 | 3 | 2 | 6 | 7 | 16 | 3 |
| 260 | 4 | 17 | 6 | 3 | 5 | 0 | 8 | 2 | 6 |
| 270 | 5 | 1 | 3 | 3 | 7 | 6 | 8 | 8 | 9 |
| 280 | 5 | 5 | 0 | 3 | 10 | 0 | 8 | 15 | 0 |
| 290 | 5 | 8 | 9 | 3 | 12 | 6 | 9 | 1 | 3 |
| 300 | 5 | 12 | 6 | 1 | 5 | 0 | 6 | 17 | 6 |

## *Southern Lights*, and *Trinity Dues*, inwards.

| Tons | Nore Light. | | | Trinity Dues | | | Lights, &c. | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 15 | 0 | 1 | 0 | 0 |
| 50 | 0 | 1 | 0 | 0 | 4 | 6 | 0 | 18 | 9 | 1 | 4 | 3 |
| 60 | 0 | 1 | 0 | 0 | 5 | 6 | 1 | 2 | 6 | 1 | 9 | 0 |
| 70 | 0 | 1 | 0 | 0 | 6 | 0 | 1 | 6 | 3 | 1 | 13 | 3 |
| 80 | 0 | 1 | 0 | 0 | 7 | 0 | 1 | 10 | 0 | 1 | 18 | 0 |
| 90 | 0 | 1 | 0 | 0 | 7 | 6 | 1 | 13 | 9 | 2 | 2 | 3 |
| 100 | 0 | 2 | 0 | 0 | 8 | 6 | 1 | 17 | 6 | 2 | 8 | 0 |
| 110 | 0 | 2 | 0 | 0 | 9 | 6 | 2 | 1 | 3 | 2 | 12 | 9 |
| 120 | 0 | 2 | 0 | 0 | 10 | 6 | 2 | 5 | 0 | 2 | 17 | 6 |
| 130 | 0 | 2 | 0 | 0 | 11 | 0 | 2 | 8 | 9 | 3 | 1 | 9 |
| 140 | 0 | 2 | 0 | 0 | 12 | 0 | 2 | 12 | 6 | 3 | 6 | 6 |
| 150 | 0 | 2 | 0 | 0 | 12 | 6 | 2 | 16 | 3 | 3 | 10 | 9 |
| 160 | 0 | 2 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 3 | 16 | 0 |
| 170 | 0 | 2 | 0 | 0 | 14 | 6 | 3 | 3 | 9 | 4 | 0 | 3 |
| 180 | 0 | 2 | 0 | 0 | 15 | 6 | 3 | 7 | 6 | 4 | 5 | 0 |
| 190 | 0 | 2 | 0 | 0 | 16 | 6 | 3 | 11 | 3 | 4 | 9 | 9 |
| 200 | 0 | 3 | 0 | 0 | 17 | 0 | 3 | 15 | 0 | 4 | 15 | 0 |
| 210 | 0 | 3 | 0 | 0 | 17 | 6 | 3 | 18 | 9 | 4 | 19 | 3 |
| 220 | 0 | 3 | 0 | 0 | 18 | 6 | 4 | 2 | 6 | 5 | 4 | 0 |
| 230 | 0 | 3 | 0 | 0 | 19 | 0 | 4 | 6 | 3 | 5 | 8 | 3 |
| 240 | 0 | 3 | 0 | 1 | 0 | 0 | 4 | 10 | 0 | 5 | 13 | 0 |
| 250 | 0 | 3 | 0 | 1 | 0 | 6 | 4 | 13 | 9 | 5 | 17 | 3 |
| 260 | 0 | 3 | 0 | 1 | 1 | 6 | 4 | 17 | 6 | 6 | 2 | 0 |
| 270 | 0 | 3 | 0 | 1 | 2 | 6 | 5 | 1 | 3 | 6 | 6 | 9 |
| 280 | 0 | 3 | 0 | 1 | 3 | 0 | 5 | 5 | 0 | 6 | 11 | 0 |
| 290 | 0 | 3 | 0 | 1 | 4 | 0 | 5 | 8 | 9 | 6 | 15 | 9 |
| 300 | 0 | 4 | 0 | 1 | 4 | 6 | 5 | 12 | 6 | 7 | 1 | 0 |



## *India* Ships *Trinity Duties*.

| Tons | | | | | *l.* | *s.* | *d.* |
|---|---|---|---|---|---|---|---|
| 300 | — | — | — | — | 1 | 6 | 0 |
| 340 | — | — | — | — | 1 | 10 | 0 |
| 350 | — | — | — | — | 1 | 10 | 6 |
| 360 | — | — | — | — | 1 | 11 | 6 |
| 370 | — | — | — | — | 1 | 13 | 6 |
| 380 | — | — | — | — | 1 | 14 | 0 |
| 390 | — | — | — | — | 1 | 15 | 0 |
| 400 | — | — | — | — | 1 | 18 | 0 |
| 410 | — | — | — | — | 1 | 18 | 0 |
| 420 | — | — | — | — | 1 | 18 | 6 |
| 430 | — | — | — | — | 1 | 19 | 0 |
| 440 | — | — | — | — | 2 | 0 | 0 |
| 450 | — | — | — | — | 2 | 1 | 0 |
| 460 | — | — | — | — | 2 | 2 | 0 |
| 470 | — | — | — | — | 2 | 3 | 0 |
| 480 | — | — | — | — | 2 | 4 | 0 |
| 490 | — | — | — | — | 2 | 5 | 0 |
| 500 | — | — | — | — | 2 | 6 | 6 |
| 510 | — | — | — | — | 2 | 7 | 6 |
| 520 | — | — | — | — | 2 | 8 | 6 |
| 530 | — | — | — | — | 2 | 9 | 6 |
| 540 | — | — | — | — | 2 | 11 | 0 |
| 550 | — | — | — | — | 2 | 12 | 0 |
| 560 | — | — | — | — | 2 | 13 | 6 |
| 570 | — | — | — | — | 2 | 14 | 6 |
| 580 | — | — | — | — | 2 | 15 | 0 |
| 590 | — | — | — | — | 2 | 16 | 0 |
| 600 | — | — | — | — | 2 | 17 | 0 |
| 620 | — | — | — | — | 2 | 18 | 0 |
| 630 | — | — | — | — | 2 | 19 | 0 |
| 650 | — | — | — | — | 3 | 1 | 6 |

*Northern Lights*, including *St. Spurn.*

| Tons | Trinity Dues | | | Lights, &c. | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 4 | 6 | 0 | 7 | 11 | 0 | 13 | 11 |
| 50 | 0 | 5 | 6 | 0 | 9 | 10 | 0 | 16 | 10 |
| 60 | 0 | 6 | 6 | 0 | 11 | 10 | 0 | 19 | 10 |
| 70 | 0 | 7 | 6 | 0 | 13 | 9 | 1 | 2 | 9 |
| 80 | 0 | 8 | 6 | 0 | 15 | 10 | 1 | 5 | 10 |
| 90 | 0 | 9 | 6 | 0 | 17 | 10 | 1 | 8 | 9 |
| 100 | 0 | 10 | 6 | 0 | 19 | 9 | 1 | 13 | 3 |
| 110 | 0 | 11 | 6 | 1 | 1 | 8 | 1 | 16 | 2 |
| 120 | 0 | 12 | 6 | 1 | 3 | 9 | 1 | 19 | 3 |
| 130 | 0 | 13 | 6 | 1 | 5 | 8 | 2 | 2 | 2 |
| 140 | 0 | 14 | 6 | 1 | 7 | 8 | 2 | 5 | 2 |
| 150 | 0 | 15 | 6 | 1 | 9 | 7 | 2 | 8 | 1 |
| 160 | 0 | 16 | 6 | 1 | 11 | 8 | 2 | 11 | 2 |
| 170 | 0 | 17 | 6 | 1 | 13 | 7 | 2 | 14 | 1 |
| 180 | 0 | 18 | 6 | 1 | 15 | 7 | 2 | 17 | 1 |
| 190 | 0 | 19 | 6 | 1 | 17 | 6 | 3 | 0 | 0 |
| 200 | 1 | 0 | 0 | 1 | 19 | 7 | 3 | 3 | 7 |
| 210 | 1 | 1 | 0 | 2 | 1 | 6 | 3 | 6 | 6 |
| 220 | 1 | 2 | 0 | 2 | 3 | 6 | 3 | 9 | 6 |
| 230 | 1 | 2 | 6 | 2 | 5 | 5 | 3 | 11 | 11 |
| 240 | 1 | 4 | 0 | 2 | 7 | 6 | 3 | 15 | 6 |
| 250 | 1 | 4 | 6 | 2 | 9 | 5 | 3 | 17 | 11 |
| 260 | 1 | 5 | 0 | 2 | 11 | 5 | 4 | 0 | 5 |
| 270 | 1 | 6 | 0 | 2 | 13 | 4 | 4 | 3 | 4 |
| 280 | 1 | 6 | 6 | 2 | 15 | 5 | 4 | 5 | 11 |
| 290 | 1 | 7 | 6 | 2 | 17 | 4 | 4 | 8 | 10 |
| 300 | 1 | 8 | 6 | 2 | 19 | 4 | 4 | 12 | 10 |
| 310 | 1 | 9 | 0 | 3 | 1 | 3 | 4 | 15 | 3 |
| 320 | 1 | 10 | 0 | 3 | 3 | 4 | 4 | 18 | 4 |
| 330 | 1 | 10 | 6 | 3 | 5 | 3 | 5 | 0 | 9 |



*Nicholas Gatt*, and exclusive of

| Tons | Trinity Dues | | | Lights, &c. | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 340 | 1 | 13 | 0 | 3 | 7 | 3 | 5 | 5 | 3 |
| 350 | 1 | 13 | 6 | 3 | 9 | 2 | 5 | 7 | 8 |
| 360 | 1 | 14 | 6 | 3 | 11 | 3 | 5 | 10 | 9 |
| 370 | 1 | 15 | 0 | 3 | 13 | 2 | 5 | 13 | 2 |
| 380 | 1 | 15 | 6 | 3 | 15 | 2 | 5 | 15 | 8 |
| 390 | 1 | 16 | 0 | 3 | 17 | 1 | 5 | 18 | 1 |
| 400 | 1 | 18 | 0 | 3 | 19 | 2 | 6 | 3 | 2 |
| 410 | 1 | 18 | 6 | 4 | 1 | 1 | 6 | 5 | 7 |
| 420 | 1 | 19 | 6 | 4 | 3 | 1 | 6 | 8 | 7 |
| 430 | 2 | 0 | 0 | 4 | 5 | 0 | 6 | 11 | 7 |
| 460 | 2 | 4 | 0 | 4 | 11 | 0 | 7 | 1 | 0 |

*Northern Lights*, including inwards.

| Tons | Trinity Dues | | | Lights, &c. | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 40 | 0 | 4 | 6 | 0 | 9 | 7 | 0 | 15 | 7 |
| 50 | 0 | 5 | 6 | 0 | 11 | 11 | 0 | 18 | 11 |
| 60 | 0 | 6 | 6 | 0 | 14 | 4 | 1 | 2 | 4 |
| 70 | 0 | 7 | 6 | 0 | 16 | 8 | 1 | 5 | 8 |
| 80 | 0 | 8 | 6 | 0 | 19 | 2 | 1 | 9 | 2 |
| 90 | 0 | 9 | 6 | 1 | 1 | 6 | 1 | 12 | 6 |
| 100 | 0 | 10 | 6 | 1 | 3 | 11 | 1 | 17 | 5 |
| 110 | 0 | 11 | 6 | 1 | 6 | 3 | 2 | 0 | 9 |
| 120 | 0 | 12 | 6 | 1 | 8 | 9 | 2 | 4 | 3 |
| 130 | 0 | 13 | 6 | 1 | 11 | 1 | 2 | 7 | 7 |
| 140 | 0 | 14 | 6 | 1 | 13 | 6 | 2 | 11 | 0 |
| 150 | 0 | 15 | 6 | 1 | 15 | 10 | 2 | 14 | 4 |
| 160 | 0 | 16 | 6 | 1 | 18 | 4 | 2 | 17 | 10 |
| 170 | 0 | 17 | 6 | 2 | 0 | 8 | 3 | 1 | 2 |
| 180 | 0 | 18 | 6 | 2 | 3 | 1 | 3 | 4 | 7 |
| 190 | 0 | 19 | 6 | 2 | 5 | 5 | 3 | 7 | 11 |
| 200 | 1 | 0 | 0 | 2 | 7 | 11 | 3 | 11 | 11 |
| 210 | 1 | 1 | 0 | 2 | 10 | 3 | 3 | 15 | 3 |
| 220 | 1 | 2 | 0 | 2 | 12 | 8 | 3 | 18 | 8 |
| 230 | 1 | 2 | 6 | 2 | 15 | 0 | 4 | 1 | 6 |
| 240 | 1 | 4 | 0 | 2 | 17 | 6 | 4 | 5 | 6 |
| 250 | 1 | 4 | 6 | 2 | 19 | 10 | 4 | 8 | 4 |
| 260 | 1 | 5 | 0 | 3 | 2 | 3 | 4 | 11 | 3 |
| 270 | 1 | 6 | 0 | 3 | 4 | 7 | 4 | 14 | 7 |
| 280 | 1 | 6 | 6 | 3 | 7 | 1 | 4 | 17 | 7 |
| 290 | 1 | 7 | 6 | 3 | 9 | 5 | 5 | 0 | 11 |
| 300 | 1 | 8 | 6 | 3 | 11 | 10 | 5 | 5 | 4 |
| 310 | 1 | 9 | 0 | 3 | 14 | 2 | 5 | 8 | 2 |
| 320 | 1 | 10 | 0 | 3 | 16 | 8 | 5 | 11 | 8 |
| 330 | 1 | 10 | 6 | 3 | 19 | 0 | 5 | 14 | 6 |



*Spurn* and *St. Nicholas Gatt*,

| Tons | Trinity Dues | | | Lights, &c. | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 340 | 1 | 13 | 0 | 4 | 1 | 5 | 5 | 19 | 5 |
| 350 | 1 | 13 | 6 | 4 | 3 | 9 | 6 | 2 | 3 |
| 360 | 1 | 14 | 6 | 4 | 6 | 3 | 6 | 5 | 9 |
| 370 | 1 | 15 | 0 | 4 | 8 | 7 | 6 | 8 | 7 |
| 380 | 1 | 15 | 6 | 4 | 11 | 0 | 6 | 11 | 6 |
| 390 | 1 | 16 | 0 | 4 | 13 | 4 | 6 | 14 | 4 |
| 400 | 1 | 18 | 0 | 4 | 15 | 10 | 6 | 19 | 10 |
| 410 | 1 | 18 | 6 | 4 | 18 | 2 | 7 | 2 | 8 |

A Table of the *Trinity House Duties* for

## Southward.

| Tons | Loadſmen | | | Men | | | Buoyage & Beaconage | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 1 | 6 |
| 20 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 1 | 6 |
| 24 | 0 | 0 | 10 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 2 | 6 |
| 30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 |
| 40 | 0 | 1 | 4 | 0 | 1 | 2 | 0 | 1 | 6 | 0 | 4 | 0 |
| 50 | 0 | 1 | 8 | 0 | 1 | 4 | 0 | 1 | 6 | 0 | 4 | 6 |
| 60 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 5 | 6 |
| 70 | 0 | 2 | 4 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 6 | 0 |
| 80 | 0 | 2 | 8 | 0 | 1 | 10 | 0 | 2 | 6 | 0 | 7 | 0 |
| 90 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 6 | 0 | 7 | 6 |
| 100 | 0 | 3 | 4 | 0 | 2 | 2 | 0 | 3 | 0 | 0 | 8 | 6 |
| 110 | 0 | 3 | 8 | 0 | 2 | 4 | 0 | 3 | 6 | 0 | 9 | 6 |
| 120 | 0 | 4 | 0 | 0 | 2 | 6 | 0 | 4 | 0 | 0 | 10 | 6 |
| 130 | 0 | 4 | 4 | 0 | 2 | 8 | 0 | 4 | 0 | 0 | 11 | 0 |
| 140 | 0 | 4 | 8 | 0 | 2 | 10 | 0 | 4 | 6 | 0 | 12 | 0 |
| 150 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 4 | 6 | 0 | 12 | 6 |
| 160 | 0 | 5 | 4 | 0 | 3 | 8 | 0 | 5 | 0 | 0 | 14 | 0 |
| 170 | 0 | 5 | 8 | 0 | 3 | 4 | 0 | 5 | 6 | 0 | 14 | 6 |
| 180 | 0 | 6 | 0 | 0 | 4 | 0 | 0 | 5 | 6 | 0 | 15 | 6 |
| 190 | 0 | 6 | 4 | 0 | 4 | 6 | 0 | 5 | 8 | 0 | 16 | 6 |
| 200 | 0 | 6 | 8 | 0 | 4 | 4 | 0 | 6 | 0 | 0 | 17 | 0 |
| 210 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 6 | 6 | 0 | 17 | 6 |



*Engliſh Entries.*

## Northward.

| Tons | Loadſmen | | | Men | | | Buoyage & Beaconage | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 1 | 6 |
| 20 | 0 | 0 | 8 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 2 | 0 |
| 24 | 0 | 0 | 10 | 0 | 0 | 6 | 0 | 1 | 8 | 0 | 3 | 0 |
| 30 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | 10 | 0 | 3 | 6 |
| 40 | 0 | 1 | 4 | 0 | 0 | 10 | 0 | 2 | 4 | 0 | 4 | 6 |
| 50 | 0 | 1 | 8 | 0 | 1 | 2 | 0 | 2 | 8 | 0 | 5 | 6 |
| 60 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 3 | 4 | 0 | 6 | 6 |
| 70 | 0 | 2 | 4 | 0 | 1 | 4 | 0 | 3 | 10 | 0 | 7 | 6 |
| 80 | 0 | 2 | 8 | 0 | 1 | 6 | 0 | 4 | 4 | 0 | 8 | 6 |
| 90 | 0 | 3 | 0 | 0 | 1 | 8 | 0 | 4 | 10 | 0 | 9 | 6 |
| 100 | 0 | 3 | 4 | 0 | 1 | 10 | 0 | 5 | 4 | 0 | 10 | 6 |
| 110 | 0 | 3 | 8 | 0 | 1 | 10 | 0 | 6 | 0 | 0 | 11 | 6 |
| 120 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 6 | 6 | 0 | 12 | 6 |
| 130 | 0 | 4 | 4 | 0 | 2 | 2 | 0 | 7 | 0 | 0 | 13 | 6 |
| 140 | 0 | 4 | 8 | 0 | 2 | 4 | 0 | 7 | 6 | 0 | 14 | 6 |
| 150 | 0 | 5 | 0 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 15 | 6 |
| 160 | 0 | 5 | 4 | 0 | 2 | 8 | 0 | 8 | 6 | 0 | 16 | 6 |
| 170 | 0 | 5 | 8 | 0 | 2 | 10 | 0 | 9 | 0 | 0 | 17 | 6 |
| 180 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 9 | 6 | 0 | 18 | 0 |
| 190 | 0 | 6 | 4 | 0 | 3 | 2 | 0 | 10 | 0 | 0 | 19 | 6 |
| 200 | 0 | 6 | 8 | 0 | 2 | 8 | 0 | 10 | 8 | 1 | 0 | 0 |
| 210 | 0 | 7 | 0 | 0 | 2 | 10 | 0 | 11 | 2 | 1 | 1 | 0 |

A Table of the *Trinity House Duties* for

## Southward.

| Tons | Loadſmen | | | Men | | | Buoyage & Beaconage | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 220 | 0 | 7 | 4 | 0 | 4 | 2 | 0 | 7 | 0 | 0 | 18 | 6 |
| 230 | 0 | 7 | 8 | 0 | 4 | 4 | 0 | 7 | 0 | 0 | 19 | 0 |
| 240 | 0 | 8 | 0 | 0 | 4 | 6 | 0 | 7 | 6 | 1 | 0 | 0 |
| 250 | 0 | 8 | 4 | 0 | 4 | 8 | 0 | 7 | 6 | 1 | 0 | 6 |
| 260 | 0 | 8 | 8 | 0 | 4 | 10 | 0 | 8 | 0 | 1 | 1 | 6 |
| 270 | 0 | 9 | 0 | 0 | 5 | 2 | 0 | 8 | 4 | 1 | 2 | 6 |
| 280 | 0 | 9 | 4 | 0 | 5 | 2 | 0 | 8 | 6 | 1 | 3 | 0 |
| 290 | 0 | 9 | 8 | 0 | 5 | 4 | 0 | 9 | 0 | 1 | 4 | 0 |
| 300 | 0 | 10 | 0 | 0 | 5 | 6 | 0 | 9 | 0 | 1 | 4 | 6 |
| 320 | 0 | 10 | 8 | 0 | 5 | 4 | 0 | 9 | 6 | 1 | 5 | 6 |
| 340 | 0 | 11 | 4 | 0 | 5 | 8 | 0 | 10 | 0 | 1 | 7 | 0 |
| 350 | 0 | 11 | 8 | 0 | 6 | 4 | 0 | 10 | 6 | 1 | 8 | 6 |
| 360 | 0 | 12 | 0 | 0 | 7 | 0 | 0 | 11 | 0 | 1 | 10 | 0 |
| 380 | 0 | 12 | 8 | 0 | 7 | 4 | 0 | 11 | 6 | 1 | 11 | 6 |
| 400 | 0 | 13 | 4 | 0 | 8 | 2 | 0 | 12 | 0 | 1 | 13 | 6 |
| 420 | 0 | 14 | 0 | 0 | 8 | 6 | 0 | 12 | 6 | 1 | 15 | 0 |
| 440 | 0 | 14 | 8 | 0 | 8 | 10 | 0 | 13 | 0 | 1 | 16 | 6 |
| 450 | 0 | 15 | 0 | 0 | 9 | 6 | 0 | 13 | 6 | 1 | 18 | 0 |
| 460 | 0 | 15 | 4 | 0 | 9 | 8 | 0 | 14 | 0 | 1 | 19 | 0 |
| 480 | 0 | 16 | 0 | 0 | 10 | 0 | 0 | 15 | 0 | 2 | 1 | 0 |
| 500 | 0 | 16 | 8 | 0 | 10 | 4 | 0 | 15 | 0 | 2 | 2 | 0 |
| 550 | 0 | 18 | 4 | 0 | 10 | 8 | 0 | 16 | 6 | 2 | 5 | 6 |
| 600 | 1 | 0 | 0 | 0 | 13 | 6 | 0 | 18 | 0 | 2 | 11 | 6 |
| 750 | 1 | 5 | 0 | 0 | 12 | 6 | 1 | 2 | 6 | 3 | 0 | 0 |



*Engliſh Entries.*

## Northward.

| Tons | Loadſmen | | | Men | | | Buoyage & Beaconage | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
| 220 | 0 | 7 | 4 | 0 | 2 | 8 | 0 | 12 | 0 | 1 | 2 | 0 |
| 230 | 0 | 7 | 8 | 0 | 2 | 6 | 0 | 12 | 4 | 1 | 2 | 6 |
| 240 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 13 | 0 | 1 | 4 | 0 |
| 250 | 0 | 8 | 4 | 0 | 2 | 8 | 0 | 13 | 6 | 1 | 4 | 6 |
| 260 | 0 | 8 | 8 | 0 | 2 | 4 | 0 | 14 | 0 | 1 | 5 | 0 |
| 270 | 0 | 9 | 0 | 0 | 2 | 6 | 0 | 14 | 6 | 1 | 6 | 0 |
| 280 | 0 | 9 | 4 | 0 | 2 | 2 | 0 | 15 | 0 | 1 | 6 | 6 |
| 290 | 0 | 9 | 8 | 0 | 2 | 4 | 0 | 15 | 6 | 1 | 7 | 6 |
| 300 | 0 | 10 | 0 | 0 | 2 | 6 | 0 | 16 | 0 | 1 | 8 | 6 |
| 320 | 0 | 10 | 8 | 0 | 2 | 4 | 0 | 17 | 0 | 1 | 10 | 0 |
| 340 | 0 | 11 | 4 | 0 | 3 | 4 | 0 | 18 | 4 | 1 | 13 | 0 |
| 350 | 0 | 11 | 8 | 0 | 3 | 0 | 0 | 18 | 10 | 1 | 13 | 6 |
| 360 | 0 | 12 | 0 | 0 | 3 | 6 | 0 | 19 | 0 | 1 | 14 | 6 |
| 380 | 0 | 12 | 8 | 0 | 2 | 10 | 1 | 0 | 0 | 1 | 15 | 6 |
| 400 | 0 | 13 | 4 | 0 | 3 | 4 | 1 | 1 | 4 | 1 | 18 | 0 |
| 420 | 0 | 14 | 0 | 0 | 3 | 6 | 1 | 2 | 0 | 1 | 19 | 6 |
| 440 | 0 | 14 | 8 | 0 | 3 | 8 | 1 | 2 | 8 | 2 | 1 | 0 |
| 450 | 0 | 15 | 0 | 0 | 4 | 0 | 1 | 4 | 0 | 2 | 3 | 0 |
| 460 | 0 | 15 | 4 | 0 | 4 | 2 | 1 | 4 | 6 | 2 | 4 | 0 |
| 480 | 0 | 16 | 0 | 0 | 4 | 6 | 1 | 5 | 6 | 2 | 6 | 0 |
| 500 | 0 | 16 | 8 | 0 | 4 | 8 | 1 | 6 | 8 | 2 | 8 | 0 |
| 550 | 0 | 18 | 4 | 0 | 4 | 10 | 1 | 9 | 4 | 2 | 12 | 6 |
| 600 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | 12 | 0 | 3 | 0 | 0 |

Ships and Veſſels, Colliers or Coaſters, that clear ſhort of *Yarmouth*, and do not pay *Caſtor* and *Loweſtoff* Lights, if they come to the Port of *London*, the Buoyage and Beaconage is to be taken by the following Table.

A Table of Buoyage and Beaconage, including *Caſtor* and *Loweſtoff* Lights.

| Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 20 | 0 | 2 | 2 | 50 | 0 | 4 | 11 | 80 | 0 | 7 | 8 |
| 21 | 0 | 2 | 3 | 51 | 0 | 5 | 0 | 81 | 0 | 7 | 9 |
| 22 | 0 | 2 | 4 | 52 | 0 | 5 | 1 | 82 | 0 | 7 | 10 |
| 23 | 0 | 2 | 5 | 53 | 0 | 5 | 2 | 83 | 0 | 7 | 11 |
| 24 | 0 | 2 | 6 | 54 | 0 | 5 | 3 | 84 | 0 | 8 | 0 |
| 25 | 0 | 2 | 7 | 55 | 0 | 5 | 4 | 85 | 0 | 8 | 1 |
| 26 | 0 | 2 | 8 | 56 | 0 | 5 | 5 | 86 | 0 | 8 | 2 |
| 27 | 0 | 2 | 9 | 57 | 0 | 5 | 6 | 87 | 0 | 8 | 3 |
| 28 | 0 | 2 | 10 | 58 | 0 | 5 | 7 | 88 | 0 | 8 | 4 |
| 29 | 0 | 2 | 11 | 59 | 0 | 5 | 8 | 89 | 0 | 8 | 5 |
| 30 | 0 | 3 | 1 | 60 | 0 | 5 | 10 | 90 | 0 | 8 | 7 |
| 31 | 0 | 3 | 2 | 61 | 0 | 5 | 11 | 91 | 0 | 8 | 8 |
| 32 | 0 | 3 | 3 | 62 | 0 | 6 | 0 | 92 | 0 | 8 | 9 |
| 33 | 0 | 3 | 4 | 63 | 0 | 6 | 1 | 93 | 0 | 8 | 10 |
| 34 | 0 | 3 | 5 | 64 | 0 | 6 | 2 | 94 | 0 | 8 | 11 |
| 35 | 0 | 3 | 6 | 65 | 0 | 6 | 3 | 95 | 0 | 9 | 0 |
| 36 | 0 | 3 | 7 | 66 | 0 | 6 | 4 | 96 | 0 | 9 | 1 |
| 37 | 0 | 3 | 8 | 67 | 0 | 6 | 5 | 97 | 0 | 9 | 2 |
| 38 | 0 | 3 | 9 | 68 | 0 | 6 | 6 | 98 | 0 | 9 | 3 |
| 39 | 0 | 3 | 10 | 69 | 0 | 6 | 7 | 99 | 0 | 9 | 4 |
| 40 | 0 | 4 | 0 | 70 | 0 | 6 | 9 | 100 | 0 | 9 | 6 |
| 41 | 0 | 4 | 1 | 71 | 0 | 6 | 10 | 101 | 0 | 9 | 7 |
| 42 | 0 | 4 | 2 | 72 | 0 | 6 | 11 | 102 | 0 | 9 | 8 |
| 43 | 0 | 4 | 3 | 73 | 0 | 7 | 0 | 103 | 0 | 9 | 9 |
| 44 | 0 | 4 | 4 | 74 | 0 | 7 | 1 | 104 | 0 | 9 | 10 |
| 45 | 0 | 4 | 5 | 75 | 0 | 7 | 2 | 105 | 0 | 9 | 11 |
| 46 | 0 | 4 | 6 | 76 | 0 | 7 | 3 | 106 | 0 | 10 | 0 |
| 47 | 0 | 4 | 7 | 77 | 0 | 7 | 4 | 107 | 0 | 10 | 1 |
| 48 | 0 | 4 | 8 | 78 | 0 | 7 | 5 | 108 | 0 | 10 | 2 |
| 49 | 0 | 4 | 9 | 79 | 0 | 7 | 6 | 109 | 0 | 10 | 3 |



| Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 110 | 0 | 10 | 5 | 140 | 0 | 13 | 2 | 170 | 0 | 15 | 11 |
| 111 | 0 | 10 | 6 | 141 | 0 | 13 | 3 | 171 | 0 | 16 | 0 |
| 112 | 0 | 10 | 7 | 142 | 0 | 13 | 4 | 172 | 0 | 16 | 1 |
| 113 | 0 | 10 | 8 | 143 | 0 | 13 | 5 | 173 | 0 | 16 | 2 |
| 114 | 0 | 10 | 9 | 144 | 0 | 13 | 6 | 174 | 0 | 16 | 3 |
| 115 | 0 | 10 | 10 | 145 | 0 | 13 | 7 | 175 | 0 | 16 | 4 |
| 116 | 0 | 10 | 11 | 146 | 0 | 13 | 8 | 176 | 0 | 16 | 5 |
| 117 | 0 | 11 | 0 | 147 | 0 | 13 | 9 | 177 | 0 | 16 | 6 |
| 118 | 0 | 11 | 1 | 148 | 0 | 13 | 10 | 178 | 0 | 16 | 7 |
| 119 | 0 | 11 | 2 | 149 | 0 | 13 | 11 | 179 | 0 | 16 | 8 |
| 120 | 0 | 11 | 4 | 150 | 0 | 14 | 1 | 180 | 0 | 16 | 10 |
| 121 | 0 | 11 | 5 | 151 | 0 | 14 | 2 | 181 | 0 | 16 | 11 |
| 122 | 0 | 11 | 6 | 152 | 0 | 14 | 3 | 182 | 0 | 17 | 0 |
| 123 | 0 | 11 | 7 | 153 | 0 | 14 | 4 | 183 | 0 | 17 | 1 |
| 124 | 0 | 11 | 8 | 154 | 0 | 14 | 5 | 184 | 0 | 17 | 2 |
| 125 | 0 | 11 | 9 | 155 | 0 | 14 | 6 | 185 | 0 | 17 | 3 |
| 126 | 0 | 11 | 10 | 156 | 0 | 14 | 7 | 186 | 0 | 17 | 4 |
| 127 | 0 | 11 | 11 | 157 | 0 | 14 | 8 | 187 | 0 | 17 | 5 |
| 128 | 0 | 12 | 0 | 158 | 0 | 14 | 9 | 188 | 0 | 17 | 6 |
| 129 | 0 | 12 | 1 | 159 | 0 | 14 | 10 | 189 | 0 | 17 | 7 |
| 130 | 0 | 12 | 3 | 160 | 0 | 15 | 0 | 190 | 0 | 17 | 9 |
| 131 | 0 | 12 | 4 | 161 | 0 | 15 | 1 | 191 | 0 | 17 | 10 |
| 132 | 0 | 12 | 5 | 162 | 0 | 15 | 2 | 192 | 0 | 17 | 11 |
| 133 | 0 | 12 | 6 | 163 | 0 | 15 | 3 | 193 | 0 | 18 | 0 |
| 134 | 0 | 12 | 7 | 164 | 0 | 15 | 4 | 194 | 0 | 18 | 1 |
| 135 | 0 | 12 | 8 | 165 | 0 | 15 | 5 | 195 | 0 | 18 | 2 |
| 136 | 0 | 12 | 9 | 166 | 0 | 15 | 6 | 196 | 0 | 18 | 3 |
| 137 | 0 | 12 | 10 | 167 | 0 | 15 | 7 | 197 | 0 | 18 | 4 |
| 138 | 0 | 12 | 11 | 168 | 0 | 15 | 8 | 198 | 0 | 18 | 5 |
| 139 | 0 | 13 | 0 | 169 | 0 | 15 | 9 | 199 | 0 | 18 | 6 |

## The Table of Buoyage and Beaconage, &c. continued.

| Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | | Chalders or Tons | Buoyage and Beaconage | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* | | *l.* | *s.* | *d.* |
| 200 | 0 | 18 | 8 | 220 | 1 | 0 | 6 | 240 | 1 | 2 | 4 |
| 201 | 0 | 18 | 9 | 221 | 1 | 0 | 7 | 241 | 1 | 2 | 5 |
| 202 | 0 | 18 | 10 | 222 | 1 | 0 | 8 | 242 | 1 | 2 | 6 |
| 203 | 0 | 18 | 11 | 223 | 1 | 0 | 9 | 243 | 1 | 2 | 7 |
| 204 | 0 | 19 | 0 | 224 | 1 | 0 | 10 | 244 | 1 | 2 | 8 |
| 205 | 0 | 19 | 1 | 225 | 1 | 0 | 11 | 245 | 1 | 2 | 9 |
| 206 | 0 | 19 | 2 | 226 | 1 | 1 | 0 | 246 | 1 | 2 | 10 |
| 207 | 0 | 19 | 3 | 227 | 1 | 1 | 1 | 247 | 1 | 2 | 11 |
| 208 | 0 | 19 | 4 | 228 | 1 | 1 | 2 | 248 | 1 | 3 | 0 |
| 209 | 0 | 19 | 5 | 229 | 1 | 1 | 3 | 249 | 1 | 3 | 1 |
| 210 | 0 | 19 | 7 | 230 | 1 | 1 | 5 | 250 | 1 | 3 | 3 |
| 211 | 0 | 19 | 8 | 231 | 1 | 1 | 6 | 251 | 1 | 3 | 4 |
| 212 | 0 | 19 | 9 | 232 | 1 | 1 | 7 | 252 | 1 | 3 | 5 |
| 213 | 0 | 19 | 10 | 233 | 1 | 1 | 8 | 253 | 1 | 3 | 6 |
| 214 | 0 | 19 | 11 | 234 | 1 | 1 | 9 | 254 | 1 | 3 | 7 |
| 215 | 1 | 0 | 0 | 235 | 1 | 1 | 10 | 255 | 1 | 3 | 8 |
| 216 | 1 | 0 | 1 | 236 | 1 | 1 | 11 | 256 | 1 | 3 | 9 |
| 217 | 1 | 0 | 2 | 237 | 1 | 2 | 0 | 257 | 1 | 3 | 10 |
| 218 | 1 | 0 | 3 | 238 | 1 | 2 | 1 | 258 | 1 | 3 | 11 |
| 219 | 1 | 0 | 4 | 239 | 1 | 2 | 2 | 259 | 1 | 4 | 0 |

N. B. But as before observed on Page 21, when Colliers and Coasters clear at any Port, either to the Northward or Westward, if they have paid Castor and Lowestoff Lights, and come to London, the Buoyage and Beaconage is to be received by the Table on Page 30.

Note also, That when Ships pay their Castor and Lowestoff Lights at the clearing Port, the Castor and Lowestoff Lights are taken by the following Table.

The



## The Table for *Castor* and *Lowestoff* Lights, at 1s. per every 100 Tons, and 4d. per Ship.

| Tons | *l.* | *s.* | *d.* | Tons | *l.* | *s.* | *d.* |
|---|---|---|---|---|---|---|---|
| 20 | 0 | 0 | $6\frac{2}{5}$ | 270 | 0 | 3 | $0\frac{2}{5}$ |
| 25 | 0 | 0 | 7 | 280 | 0 | 3 | $1\frac{3}{5}$ |
| 30 | 0 | 0 | $7\frac{3}{5}$ | 290 | 0 | 3 | $2\frac{4}{5}$ |
| 40 | 0 | 0 | $8\frac{4}{5}$ | 300 | 0 | 3 | 4 |
| 50 | 0 | 0 | 10 | 310 | 0 | 3 | $5\frac{1}{5}$ |
| 60 | 0 | 0 | $11\frac{1}{5}$ | 320 | 0 | 3 | $6\frac{2}{5}$ |
| 70 | 0 | 1 | $0\frac{2}{5}$ | 330 | 0 | 3 | $7\frac{3}{5}$ |
| 80 | 0 | 1 | $1\frac{3}{5}$ | 340 | 0 | 3 | $8\frac{4}{5}$ |
| 90 | 0 | 1 | $2\frac{4}{5}$ | 350 | 0 | 3 | 10 |
| 100 | 0 | 1 | 4 | 360 | 0 | 3 | $11\frac{1}{5}$ |
| 110 | 0 | 1 | $5\frac{1}{5}$ | 370 | 0 | 4 | $0\frac{2}{5}$ |
| 120 | 0 | 1 | $6\frac{2}{5}$ | 380 | 0 | 4 | $1\frac{3}{5}$ |
| 130 | 0 | 1 | $7\frac{3}{5}$ | 390 | 0 | 4 | $2\frac{4}{5}$ |
| 140 | 0 | 1 | $8\frac{4}{5}$ | 400 | 0 | 4 | 4 |
| 150 | 0 | 1 | 10 | 420 | 0 | 4 | $6\frac{2}{5}$ |
| 160 | 0 | 1 | $11\frac{1}{5}$ | 440 | 0 | 4 | $8\frac{4}{5}$ |
| 170 | 0 | 2 | 0 | 450 | 0 | 4 | 10 |
| 180 | 0 | 2 | 1 | 460 | 0 | 4 | $11\frac{1}{5}$ |
| 190 | 0 | 2 | $2\frac{3}{5}$ | 480 | 0 | 5 | $1\frac{3}{5}$ |
| 200 | 0 | 2 | 4 | 500 | 0 | 5 | 4 |
| 210 | 0 | 2 | $5\frac{1}{5}$ | 520 | 0 | 5 | $6\frac{2}{5}$ |
| 220 | 0 | 2 | $6\frac{2}{5}$ | 540 | 0 | 5 | $8\frac{4}{5}$ |
| 230 | 0 | 2 | $7\frac{3}{5}$ | 550 | 0 | 5 | 10 |
| 240 | 0 | 2 | $8\frac{4}{5}$ | 560 | 0 | 5 | $11\frac{1}{5}$ |
| 250 | 0 | 2 | 10 | 580 | 0 | 6 | $1\frac{3}{5}$ |
| 260 | 0 | 2 | $11\frac{1}{5}$ | 600 | 0 | 6 | 4 |

I

The following Account being given me by a Gentleman converſant in the Sunderland Trade, I thought it might not be unacceptable, to inſert it, as it may be of uſe to ſome, and help to explain the foregoing Tables.

## An Account of Light-Houſe Duties, Pier Dues, Beaconage, &c. received at the Cuſtom-Houſe, Sunderland, for a Ship clearing from thence to the Land's End of England

| Names of the Lights, &c. | How much receiv- per Chalder or Ship. |
|---|---|
| | s. d. |
| Cocket and Bond — — | — — 6 0 |
| Tynmouth Light — | — — 1 0 |
| New Caſtle Trinity-Houſe Light | — — 0 8 |
| Sund: Anchorage and Beaconage | — — 1 2 |
| Tees Buoys and Beacons — | 20 Cha. or above 0 6<br>If under --- 0 4 |
| Whitby Piers — — | ½ d per Chald. |
| Scarborough Old Pier — | 20 Cha. or above 0 8<br>If under --- 0 4 |
| Scarborough Piers Duty — | ½ d per Chald. Sunderland Ships are exempted from this ½ d per Chald. |
| Bridlington Piers — | ¼ d per Chald. |
| Spurn Light — — | 1 d per Chald. |
| Well Light — — | 1 d per Chald. |
| Winterton and Orford Lights — | 2 d per Chald. |



## An Account of Light Duties, &c. continued.

| Names of the Lights, &c. | How much receiv- ed per Chalder or Ship. |
|---|---|
| Foulneſs Lights — | ½ d per Chald. |
| Caſtor Loweſtoff and little Winterton Lights — | According to the Table ☞ |
| St. Nicholas Gatt — | ¼ d per Chald. |
| Harwich Lights — — | 1 d per Chald. |
| Foreland Lights | 2 d per Chald. |
| Dover, Rye and Ramſgate Harbour Dues — | 3 d per Chald. |
| Dungeneſs Light — — | 2 d per Chald. |
| Portland Light — | 1 d per Cha. over-ſea<br>1 s per Ship coaſtways |
| Caſket Light — — | 1 d per Cha. over-ſea<br>1 s per Ship coaſtways |
| Edyſtone Light — | 2 d per Cha. over ſea<br>2 s per Ship coaſtways |
| Scilly Lights — — | 1 d per Cha. over-ſea<br>1 s per Ship coaſtways |
| Lizard Light — — | Coaſting Veſſels under 30 Tons 1 s 30 and upwards 2 s. Ships in the Foreign Trade ½ d per Ton, or 1 d per Chald. |

Monthly Bill or Greenwich Hoſpital, 6 d per Month for each Sailor.

For disabled Seamen in the Merchants Service, 6 d per Month for each Sailor.

This latter Article viz. for disabled Seamen, is what they call the Muster-Roll, and is not received every Voyage but at certain Times, it is not 6 d for every Month in the Year, but only for the Time the Ship is upon her Voyage; which the Master makes a Memorandum of, upon the back of his Monthly Bill.

According to Mr. Daniel's Book, Ships belonging to the Inhabitants of Yarmouth, were exempt from Whitby and Scarborough Pier Duties, which was ¾ per Chalder; and since that there is ¼ per Chalder laid on for Whitby. Vide also Page (20.)



☞ *Castor*, *Lowestoff*, and *Little Winterton* Lights, according to the following Table. Vide Page 59.

| Chalders. | s. | d. | Chalders. | s. | d. |
|---|---|---|---|---|---|
| 6, 7, 8, 9, | 1 | 0 | 112, 113, 114, 115, | 4 | 2 |
| 10, 11, 12, 13, | 1 | 1 | 116, 117, 118, 119, | 4 | 3 |
| 14, 15, 16, 17, | 1 | 2 | 120, 121, 122, 123, | 4 | 4 |
| 18, 19, 20, 21, | 1 | 3 | 124, 125, 126, } | 4 | 5 |
| 22, 23, 24, 25, | 1 | 4 | 127, 128, } | | |
| 26, 27, 28, 29, | 1 | 5 | 129, 130, 131, 132, | 4 | 6 |
| 30, 31, 32, 33, | 1 | 6 | 133, 134, 135, 136, | 4 | 7 |
| 34, 35, 36, 37, | 1 | 7 | 137, 138, 139, | 4 | 8 |
| 38, 39, 40, 41, | 1 | 8 | 140, 141, 142, 143, | 4 | 9 |
| 42, 43, 44, 45, | 1 | 9 | 144, 145, 146, } | 4 | 10 |
| 46, 47, 48, 49, | 1 | 10 | 147, 148, 149, } | | |
| 50, 51, 52, 53, | 2 | 5 | 150, 151, 152, 153, | 5 | 5 |
| 54, 55, 56, 57, | 2 | 6 | 154, 155, 156, 157, | 5 | 6 |
| 58, 59, 60, 61, | 2 | 7 | 158, 159, 160, 161, | 5 | 7 |
| 62, 63, 64, 65, | 2 | 8 | 162, 163, 164, 165, | 5 | 8 |
| 66, 67, 68, 69, | 2 | 9 | 166, 167, 168, 169, | 5 | 9 |
| 70, 71, 72, 73, | 2 | 10 | 170, 171, 172, 173, | 5 | 10 |
| 74, 75, 76, 77, | 2 | 11 | 174, 175, 176, 177, | 5 | 11 |
| 78, 79, 80, 81, | 3 | 0 | 178, 179, 180, 181, | 6 | 0 |
| 82, 83, 84, 85, | 3 | 1 | 182, 183, 184, 185, | 6 | 1 |
| 86, 87, 88, 89, | 3 | 2 | 186, 187, 188, 189, | 6 | 2 |
| 90, 91, 92, 93, | 3 | 3 | 190, 191, 192, 193, | 6 | 3 |
| 94, 95, 96, 97, | 3 | 4 | 194, 195, 196, 197, | 6 | 4 |
| 98, 99, | 3 | 5 | 198, 199, | 6 | 5 |
| 100, 101, 102, 103, | 3 | 11 | 200, 201, 202, 203, | 7 | 0 |
| 104, 105, 106, 107, | 4 | 0 | And so on for any greater Number of Chalders. | | |
| 108, 109, 110, 111, | 4 | 1 | | | |

## *Nore* Light Table for Colliers.

| Chalders | *l.* | *s.* | *d.* |
|---|---|---|---|
| 49 | 0 | 1 | 0 |
| 50 | 0 | 2 | 0 |
| 99 | 0 | 2 | 0 |
| 100 | 0 | 3 | 0 |
| 149 | 0 | 3 | 0 |
| 150 | 0 | 4 | 0 |
| 199 | 0 | 4 | 0 |
| 200 | 0 | 5 | 0 |
| 249 | 0 | 5 | 0 |
| 250 | 0 | 6 | 0 |



## Directions relative to Ships paſſing the ſeveral Lights, and the Duties due thereon.

1. Ships from Foreign Ports; care ſhould be taken upon arrival, to note when and where they make the Land, in order to be certain what Lights are paſſed; as alſo to give Account of the courſe of the Voyage both *out* and *in*.

2. The Duties due to the

Edyſtone
Portland
Caſkets
Lizard
Scilly
Milford
Dudgeon Shoal or Well
Foulneſs
Winterton Small
Caſtor and Loweſtoff } Lights

Buoyage and Beaconage
St. Nicholas Gatt

are payable only once for each reſpective Voyage *Out* and *In*, but a ſingle Paſſage ſubjects every Maſter to the Payment of the full Duties before-mentioned

3. All Ships are to be rated, *Britiſh* and *Foreign*, according to their full Burthen, and the Maſters thereof to pay for every time they paſs by the above Lights whether laden or empty.

4. In

4. In order to obviate any Doubt that may arise with respect to the Circumstances of a Ships stretching off from, or coming in with the Land, and to form an Idea of the Duties due from Ships passing each Light, according to the respective Voyage. It is to be observed that Ships bound to *Hambro*, *Bremen*, *Embden*, *Amsterdam*, pay to

Harwich
Orford
St. Nicholas Gatt
Trinity Dues } Lights

*Rotterdam* Ships the same, except St. Nicholas Gatt.

---

Ships bound to *Norway*, *Dantzick*, *Petersburgh* and *Gottenbro*, pay to

Winterton and Orford
Harwich
Well
Foulness
St. Nicholas Gatt } Lights

---

Ships bound to *Hudsons Bay*, pay to

Spurn
Tinmouth } Lights

Ships



Ships bound to *Greenland*, pay to

Spurn
Tinmouth } Lights

---

Ships bound to *Ostend*, *Calais*, *Dunkirk*, and *Midlebro'* pay

Foreland Light

---

Ships bound to *Caen*, *Rouen*, *Dieppe*, *St. Vallery*, and all *Normandy* pay

Foreland and
Dungeness
Haver d'Grace the same } Lights

---

Ships bound to *Guernsey*, *Jersey*, and *Alderney*, pay

Foreland
Dungeness
Casket } Lights

---

Ships bound to *Dublin*, *Drogheda*, *Londonderry*, *Carlingford*, *Colerain*, *Belfast*, *Newry*, and *Larone* pay

Milford
Skerries } Lights



Ships

Ships bound to *Zealand* pay

Foreland Light

Ships bound to *Oſtend* and *Dunkirk* do not pay
Ramſgate Harbour

EXAMPLE I.

The *Good Intent*, John Williams, from *Gottenburg*, Burthen 100 Tons.

| | | *l.* | *s.* | *d.* |
|---|---|---|---|---|
| Trinity-Houſe Duties | | 0 | 10 | 6 |
| St. Nicholas Gatt | | ½ 0 | 1 | 0 |
| Spurn | | ½ 0 | 4 | 2 |
| Foulneſs | | ¼ 0 | 2 | 1 |
| Well | | ½ 0 | 4 | 2 |
| Winterton and Orford | 1 d | 0 | 8 | 4 |
| Winterton ſmall | | 0 | 1 | 0 |
| Harwich | | ½ 0 | 4 | 2 |
| Nore | | 0 | 2 | 0 |
| | | £ 1 | 17 | 5 |

Total as by Table Page 48.

The



The Particulars of which are viz.

| | | | | |
|---|---|---|---|---|
| Loadſmanage | 0 | 3 | 4 | |
| Primage for Men | 0 | 1 | 10 | |
| Buoyage and Beaconage, including Caſtor and Loweſtoff Lights. | 0 | 5 | 4 | |
| Total—Trinity Dues | | | | 0 10 6 |
| St. Nicholas Gatt | | | | ½ 0 1 0 |
| Spurn | ½ 0 | 4 | 2 | |
| Foulneſs | ¼ 0 | 2 | 1 | |
| Well | ½ 0 | 4 | 2 | |
| Winterton and Orford | 1 d 0 | 8 | 4 | |
| Harwich | ½ 0 | 4 | 2 | |
| Total—Lights per Ton | | | | 1 2 11 |
| Winterton ſmall per Ship | 0 | 1 | 0 | |
| Nore ditto | 0 | 2 | 0 | |
| Total Light per Ship | | | | 0 3 0 |
| Total as before | | | | £ 1 17 5 |

EXAMPLE

EXAMPLE II.

The *Unity*, Capt. Ogilvie a *Jamaica*, 210 Tons.

| Lights, | per Ton | *l.* | *s.* | *d.* | *l.* | *s.* | *d.* |
|---|---|---|---|---|---|---|---|
| Edyſtone — | 1d | 0 | 17 | 6 | | | |
| Scilly — | ½ | 0 | 8 | 9 | | | |
| Lizard — | ½ | 0 | 8 | 9 | | | |
| Portland — | ½ | 0 | 8 | 9 | | | |
| Caſketts — | ½ | 0 | 8 | 9 | | | |
| Dungeneſs — | 1d | 0 | 17 | 6 | | | |
| Forelands — | 1d | 0 | 17 | 6 | | | |
| | | | | | 4 | 7 | 6 |

| Trinity Dues — | *l.* | *s.* | *d.* | | | |
|---|---|---|---|---|---|---|
| Loadſmanage — | 0 | 7 | 0 | | | |
| Primage for Men | 0 | 4 | 0 | | | |
| Buoys and Beacons | 0 | 6 | 6 | | | |
| | | | | 0 | 17 | 6 |
| Nore Light — — | | | | 0 | 3 | 0 |
| Ramſgate Harbour, 3d per Ton | | | | 2 | 12 | 6 |
| Total as per Light Bill, &c. | | | | £ 8 | 0 | 6 |

Foreign



Foreign, Form of Light Bills

Form of a Light-Bill, Ramſgate, Dover, and Rye-Harbour Receipt.

*Unity*, Capt. John Ogilvie from *Jamaica*

| | | | |
|---|---|---|---|
| Edyſtone, Scilly, Lizard, Portland, Caſkets, Dungeneſs, Foreland, — | 4 | 7 | 6 |
| Trinity-Houſe Duties — | 0 | 17 | 6 |
| Nore Light — — | 0 | 3 | 0 |
| Received £ | 5 | 8 | 0 |

| | | | |
|---|---|---|---|
| 5 | 8 | 0 | Lights |
| 2 | 12 | 6 | Ramſgate |
| £ 8 | 0 | 6 | |

Out Dec. CHARLES AMBROSE, Collector.

Vide page 36 and 37.

Foreign

Foreign, Form of Ramſgate Harbour Receipt.

Ramſgate Harbour. *London*, 25th Day of Auguſt 1767.

REceived of *John Ogilvie*, Maſter of the *Unity*, of the Burthen of Two Hundred and Ten Tons, bound from *Jamaica* to *London*, the Sum of Two Pounds Twelve Shillings and Six Pence, for the Duty of 3d per Ton payable for the ſaid Voyage, inwards, to the Truſtees for Enlarging and Maintaining the Harbour of *Ramſgate*, by Virtue of an Act of Parliament made in the Twenty ſecond Year of the Reign of his late Majeſty GEORGE II.

£ 2 12 6 CHARLES AMBROSE, Collector.

N. B. *On producing a proper Acquittance for the Receipt thereof, ſuch Maſter or Owner ſhall have and be intitled to an Allowance from the Merchants, Importers or Exporters, as follows; that is to ſay, for every Ton of Goods loaden on Board ſuch Ship or Veſſel, on Account of ſuch Merchants, Importers or Exporters, a like Sum per Ton, as the ſame is by this Act charged upon the Ship or Veſſel, on Board of which ſuch Goods or Merchandize ſhall be loaden.*

Coaſt



Coaſt, Form of a Light-Bill.

Port of Liverpool Numb. 7256.

REceived the 12th Day of May, 1767, of *John Hubbard* Maſter of the William, a Britiſh Veſſel, Burthen One Hundred and Thirty Tons, arrived from *Lynn*, and now bound to *London*, the ſum of Ten Shillings and Ten-Pence, by Virtue of an Act of Parliament, made in the Third Year of the Reign of his Sacred Majeſty King George the Second, &c. for ſupporting a Light-Houſe on the Iſland or Rock called *Skerries*, in *St. George's Channel*. Received alſo all the other Lights for *London*.

WILLIAM WATSON, Collector.

| | | | |
|---|---|---|---|
| 0 | 10 | 10 | Skerrries |
| 0 | 1 | 0 | Milford |
| 0 | 1 | 0 | Scilly |
| 0 | 2 | 0 | Lizard |
| 0 | 2 | 0 | Edyſtone |
| 0 | 0 | 6 | Caſkets |
| 0 | 1 | 0 | Portland |
| 0 | 10 | 10 | Dungeneſs |
| 0 | 10 | 10 | Foreland |
| £ 2 | 0 | 0 | |

Coaſt

Coaſt, Ramſgate Harbour.

Form of a Ramſgate, &c. Receipt.

*Lynn* 12th Day of May, 1767.

RReceived of Capt. *John Hubbard*, Maſter of the *William*, of the Burthen of One Hundred and Thirty Tons, bound from *Lynn* to *Liverpool*, the Sum of One Pound Twelve Shillings and Sixpence, for the Duty of 3d per Ton, payable (for the ſaid Voyage) one whole Year as a Coaſter, to the Truſtees, for Enlarging and Maintaining the Harbour of Ramſgate, by Virtue of an Act of Parliament made in the Twenty-ſecond Year of the Reign of his late Majeſty King GEORGE II. Received alſo One Pound Twelve Shillings and Sixpence for Dover and Rye Harbours, for one whole Year as a Coaſter.

R. LAMBEN, Collector.

| | | | |
|---|---|---|---|
| Ramſgate | 1 | 12 | 6 |
| Dover and Rye | 1 | 12 | 6 |
| £ | 3 | 5 | 0 |

N. B. *On producing a proper Acquittance for the Receipt thereof, ſuch Maſter or Owner, ſhall have and be intitled to an Allowance from the Merchants, Importers or Exporters, as follows; that is to ſay, for every Ton of Goods loaden on Board ſuch Ship or Veſſel, on Account of ſuch Merchants, Importers or Exporters, a like Sum per Ton, as the ſame is by this Act, charged upon the Ship or Veſſel, on Board of which, ſuch Goods or Merchandize ſhall be loaden.*

The



*The Induſtry*, John Page from *Lynn to Milford*, Burthen 130 Tons.

| | *l.* | *s.* | *d.* |
|---|---|---|---|
| Well | 0 | 5 | 5 |
| Foulneſs | 0 | 2 | 8½ |
| Winterton and Orford | 0 | 10 | 10 |
| Caſtor and Loweſtoff Lights | 0 | 1 | 8 |
| St. Nicholas Gatt | 0 | 1 | 4½ |
| Harwich | 0 | 5 | 5 |
| Forelands | 0 | 10 | 10 |
| Dungeneſs | 0 | 10 | 10 |
| Caſketts | 0 | 0 | 6 |
| Portland | 0 | 1 | 0 |
| Edyſtone | 0 | 2 | 0 |
| Lizard | 0 | 2 | 0 |
| Scilly | 0 | 1 | 0 |
| Milford | 0 | 1 | 0 |
| Skerries | 0 | 10 | 10 |
| Total £ | 3 | 7 | 5 |

N. B. In the Out-Ports it is cuſtomary to take the Half-pence.

| | | | |
|---|---|---|---|
| Total £ | 3 | 7 | 5 |
| Dover and Rye | 1 | 12 | 6 |
| Ramſgate | 1 | 12 | 6 |
| Total £ | 6 | 12 | 5 |

L Form

Form of the Endorſement on the Back of a New-Caſtle and Sunderland Cocket, is as follows.

Received Tynmouth, Spurn, Well, Foulneſs, Caſtor, Loweſtoff, Neſs, and Harwich Lights.

G. A.

---

Sunderland.

Tynmouth, Spurn, Foulneſs, Winterton and Orford, and Harwich Lights. R. N.

Received Well and Caſtor Lights, and Gatt Duty.

W. G.

---

5. And as by Article 3. all Ships are to be rated according to their full Burthen, the Method of finding the Tonnage of Ships either Britiſh or Foreign, is

I.

BRITISH SHIPS.

The Rule agreed to by the late Meſſrs. Bird and Quallett, two eminent Maſter Builders, with the late John Brownell Eſq; Surveyor of the Sloops and Boats, &c. in the Service of the Cuſtoms, which is to be uſed to aſcertain the Tonnage of Ships, built either for the Service of the Crown, or Merchant, as well all ſuch as are hired by the Government, ſhould likewiſe be obſerved, in



in the Admeaſurement of Ships, employed in the Greenland Trade, and Whale-Fiſhery, both in Ships Outward and Inward-bound.

---

RULE.

The *Length* to be taken on a ſtrait Line, at the upper Edge of the Keel of the Ship from the back of the main ſtern Poſt, to a perpendicular Line from the fore Part of the Main Stern under the Bowſprit, which is the extreme Length, from which ſubſtract Three Fifths of the Breadth and the Remainder is eſteemed the *Juſt Length* of the Keel, to find the Tonnage. *The Breadth* is to be taken from the Outſide of the Outſide Plank, in the broadeſt place in the Ship, be it either above or below the Main Wale, excluſive of all manner of Doubling Planks that may be wrought upon the Sides of the Ship; by *this Breadth* the *Tonnage* is caſt, by *multiplying* the *Length of the Keel* by the *Breadth*, and that Product by *half the Breadth*, and then by 94, which gives the *Tons* and Parts of Tons, required.

The

The Dimensions of the *Hermione* taken by the *Unicorn*. Capt. Moor.

| | Feet. | Inches. |
|---|---|---|
| Length of the Keel — | 108, | 4 |
| Between the Rabbits — | 130, | 10 |
| Extreme Breadth — | 37, | 7 |
| Height between Decks | 5, | 5 |
| Depth in Hold — | 13, | 5 |

Tons 812, as advertised to be sold 14th April, 1758.

Cal-



Calculation according to the before-mentioned Rule.

Example.

| | Feet. | Inches. |
|---|---|---|
| Length by Keel — | 108, | 4 |
| Extreme Breadth — | 37, | 7 |

```
      108,33 Length
       37,58 Breadth
      ------
       86664
      54165
     75831
    32499
    ---------
    4071,0414
        18,79 half Breadth
    ---------
     366393726
    284972898
   325683312
   40710414
   ------------------------
94 | 76494,867906 | 813 72/94 Tons
   | 752          |
   ---------------  True Tonnage
     129
      94
     ---
     354
     282
     ---
      72
     ---
```

*Foreign*

*Foreign Ships* are by the Corporation of Trinity House, Directed to be measured as follows.

## II.

### Foreign Ships.

### RULE.

Take the *Length* from the inside of the Top of the Stern-part to the inside of the Stem, and the *Breadth* from the outside of the Wayles at the broadest part of the Ship, and the Depth from the Ceiling in the Hold in the Midship, to the Lowermost part of the Beam of the upper Deck. *Multiply* the *Length* by the *Breadth*, and that by the *whole Depth*, but if half the *Breadth* exceeds the *Depth*, then *multiply* by half the *Breadth*, and divide by one Hundred and Ten, after deducting from the Quotient One Fifth part, the Remainder will be the neat *Tonnage* for which the Ship is to pay; but if it be a flat-bottom'd Vessel, in the nature of a Bylander, then *multiply* the same again by the *Depth*, as in the other Case.



The Liverpool Rule for adjusting the Tonnage of Ships, as directed by 8th of Ann. is,

Take the Length of the Keel so much as she treads on the Ground, and the Breadth within Board, by the Midship Beam, from Plank to Plank, and half that Breadth for the Depth, then multiply the Length by the Breadth, and the Product by the Depth, and divide by 94.

## A Calculation of Ships Tonnage, according to *London* Shipwright's Rule.

| Breadth | Length | Tons | Breadth | Tons |
|---|---|---|---|---|
| 10 | 30 | 16 | 10½ | 17 |
| 11 | 33 | 21 | 11½ | 23 |
| 12 | 36 | 27 | 12½ | 30 |
| 13 | 39 | 35 | 13½ | 38 |
| 14 | 42 | 43 | 14½ | 47 |
| 15 | 45 | 54 | 15½ | 57 |
| 16 | 48 | 65 | 16½ | 69 |
| 17 | 51 | 78 | 17½ | 83 |
| 18 | 54 | 93 | 18½ | 98 |
| 19 | 57 | 109 | 19½ | 114 |
| 20 | 60 | 127 | 20½ | 133 |
| 21 | 63 | 147 | 21½ | 154 |
| 22 | 66 | 170 | 22½ | 178 |
| 23 | 69 | 182 | 23½ | 190 |
| 24 | 72 | 220 | 24½ | 229 |
| 25 | 75 | 50 | 25½ | 260 |
| 26 | 78 | 280 | 26½ | 291 |
| 27 | 81 | 314 | 27½ | 322 |
| 28 | 84 | 350 | 28½ | 362 |
| 29 | 87 | 389 | 29½ | 393 |
| 30 | 90 | 430 | 30½ | 444 |
| 31 | 93 | 475 | 31½ | 490 |
| 32 | 96 | 523 | 32½ | 539 |
| 33 | 99 | 573 | 33½ | 590 |



Having in the Course of this Work, given a short Historical Account of the Rise and Progress of Lights and Light-Houses, and particularly noticed that excellent Building on the Edystone by the very ingenious Mr. *Smeaton*, I must not omit to insert the description of the new Light-House lately finished at Dublin, as related in the Gazetteer, dated October 20, " On Wednesday his Excellency the Lord Lieutenant arived safe in our Harbour, and was saluted with three round of Cannon from the new Light-House, which useful building was begun in 1762, under the laudable Direction and Encouragement of the Gentlemen of the Ballast-Office Committee of that Year. This improvement has been carried on with great Art and Assiduity, in a situation where there was no Aid of Land for fixing any Machine, or working more than during the Time of low Water, and often interrupted by blowing Weather and high Seas, and difficult for Man or Boat to live there, &c. The Base or Foundation of this Building is an Hexagonian figure, near 40 Feet over and 24 Feet high, an entire solid Body of Stone, cut into paralelograms and pollygons, dove-tailed, cramped and cemented together in a particular manner to constitute the work Water-Proof, each Stone from Ten to Twenty-four Hundred Weight, the Number of Stones upwards of Ten Thousand, exclusive of Five Thousand Tons of filling Stones. On the Base, 24 Feet high, is erected a conical Tower; the Stones for this are not only cut circular on the outside but

 concave

concave within, to anſwer 35 different radiuſes: this Tower conſiſts of five Floors, including the Floor of Octagon Lanthorn, which is to be covered with Copper, 16 Feet diagonally: there are eight great Windows to this Lanthorn, covered with a Dome, in which there are 16 Ventilators, and terminated with a large gilt Ball, through which an ancient Staff paſſes for hoiſting a Flag from half Flood to half Ebb. There is connected to this Building a Key or Wharf, 315 Feet long, 32 Feet broad, and 17 Feet high ſolid. The cut Stones uſed in the above Works were quarried and wrought at the Mountains, five Miles diſtance from Dublin, and when brought up were ſhipped and carried upwards of a League diſtance eaſtward at the extreme End of the Piles, where the Light Ship was ſtationed, and there unſhipped, often with great Difficulty, occaſioned by blowing Weather and rough Water. It is remarkable no greater Accident happened to the Workmen daily ſailing down and up, or at the Work, than the falling of one great Stone on the Foot of Mr. Smyth, who deſigned and conducted this Work, generally allowed in a permanent and maſterly Manner. It was lighted September 29, 1767."

The



## *The Preſent* LIST *of the Thirty-One* ELDER-BRETHREN *of the* Trinity-Houſe, *according to Seniority of* ELECTION.

JULY 1767.

1737 *Capt.* Michael Wilkins Conway
1741 *Sir* John Major, *Bart.*
1743 Daniel *Earl of* Winchilſea *and* Nottingham
1745 John *Duke of* Bedford
1749 John *Earl of* Sandwich; *Capt.* John Barker; *Capt.* Charles Pigot
1752 *Sir* William Rowley, *Knt. of the Bath*
1753 *Capt.* Robert Jones
1754 *Capt.* Thomas Bennet; *Capt.* John Jolly
1755 *The Right Hon. Sir* Charles Saunders, *Knt. of the Bath*; *Capt.* William Loney
1756 *Capt.* Chriſtopher Huddy
1757 *Sir* Peircy Brett, *Knt.*; George Cokburne, *Eſq*;
1761 *The Right Hon. Sir* Edward Hawke, *Knt. of the Bath.*; *Capt.* John Clark
1762 *Capt.* James Sanders; *Capt.* Samuel Malbon; *Capt.* Peter Bennett; *The Rt. Hon.* George Grenville

*Capt.*

1763 { *Capt.* William Reynolds
*Capt.* Nicholas Burnell
1764 *Capt.* Christopher Sollitt
1765 { *Capt.* Thomas Palgrave
*Capt.* Gilbert Slater
*Capt.* Robert Halcrow
1766 *Sir* George Pocock, *Knt. of the Bath*
1767 { *Capt.* John Pickett
*The Hon.* Auguſtus Keppel

And in order more eſpecially to confirm the Uſefulneſs of the Eſtabliſhment of the Corporation, and the Care taken by King Charles II. to keep the Gentlemen of the Trinity-Houſe, at all Times, ready to aſſiſt the Navy; here follows a Copy of their Exemption from ſerving in any other Office or Capacity, than that of his Majeſty's Servants.

"*For aſmuch*, as it hath pleaſed the *Kings* moſt excellent Majeſty, upon divers good Conſiderations, by his *Highneſs* Letters Patent under the Great Seal of *England*, to diſcharge and exempt the Maſter, Wardens and Aſſiſtants of the Trinity Houſe of Deptford Strondin the County of Kent; And all other the Brethren, Officers, Miniſters and Members of the ſaid Corporation for the Time being, from finding or bearing of Armour, or to be taxed, or contributing to any Manner of Land-ſervice whatſoever, otherwiſe than as Mariners and Seamen in Service, as alſo from being ſummoned or put in Aſſizes, Juries, Inqueſts, Attaints, and other Recognizances whatſoever. *There-*



*Therefore*, we the aforeſaid Maſter, Wardens and Aſſiſtants at the ſpecial Requeſt of this Bearer Capt. *Simon Bayley* of *Ratcliffe*, Mariner, one of the Brethren of our ſaid Corporation, do certifie to all his Majeſties Juſtices of the Peace, and all others to whom it ſhall appertain, that the aforenamed Capt. *Simon Bayley*, was admitted, ſworn and entered an Elder Brother of the ſaid Corporation the Fourth Day of September, 1679, and is thereby exempted from any ſuch Service or Impoſition. In *Teſtimony* whereof, we the Maſter, Wardens and Aſſiſtants of the Trinity Houſe aforeſaid, have hereunto ſet our Hands, and have cauſed the Common Seal of our Corporation (in theſe and ſuch like Caſes accuſtomed) to be hereunto affixed, given the Thirtieth Day of October, in the One and Thirtieth Year of the Reign of our Sovereign Lord King Charles the Second of *England*, &c. *Anno Dom.* 1679."

Now as the Preſervation and Safety of many Thouſands of his Majeſty's Subjects depend upon, and are daily preſerved from, and eſcape the Perils and Dangers of Shipwreck, by the proper placing and maintaining of Light-Houſes and Sea-Marks, and as a very great Number of *poor indigent Seamen*, their *Wives*, *Widows*, and *Orphans*, are *relieved* and *comfortably* provided for, out of the Fund, eſtabliſhed for that Purpoſe, by the Grants, Charters and Letters Patent, of the ſeveral *Kings* and *Queens* of this *Realm*, and as the *Corporation* are eſpecially enjoined to do, and act every thing for

for the Benefit of the *Trade* and *Navigation* of this *Kingdom* in *General*, and the *Navy Royal* in *particular*, as alſo for the better *Regulation and Government* of all *Mariners* and *Seamen*: I ſhall conclude this *Eſſay* with my ſincere Wiſhes, that his preſent *Moſt Gracious Majeſty*, King George the 3d, may take the State of this Corporation into his *royal Conſideration*, and where it may appear any thing is wanting, to *eſtabliſh*, *amend*, *countenance* and *confirm* all and every the Grants, Charters, &c. heretofore given, and made agreeable to the Deſign and Intention of his Majeſty's Royal Predeceſſors, and that the Corporation on their Part, will exert their utmoſt *Efforts* to *aſſert* and *vindicate* their *Rights* and *Priviledges*, and as far as is poſſible, anſwer the End of their *Inſtitution*, and that thus *united*, *defended* and *ſupported*, it may encourage them, and every true *loyal Sailor* on his Part, to join Hand and Heart on all Occaſions, to convince the Enemies of our Country, that the *Britiſh Navy* has, and ever will *ride triumphant*, *victorious*, *ſafe* and *happy*, under the Protection of ſo good a *King*, that now fills the *Britiſh Throne*.

GOD SAVE THE KING,

PROTECT the NAVY,

AND

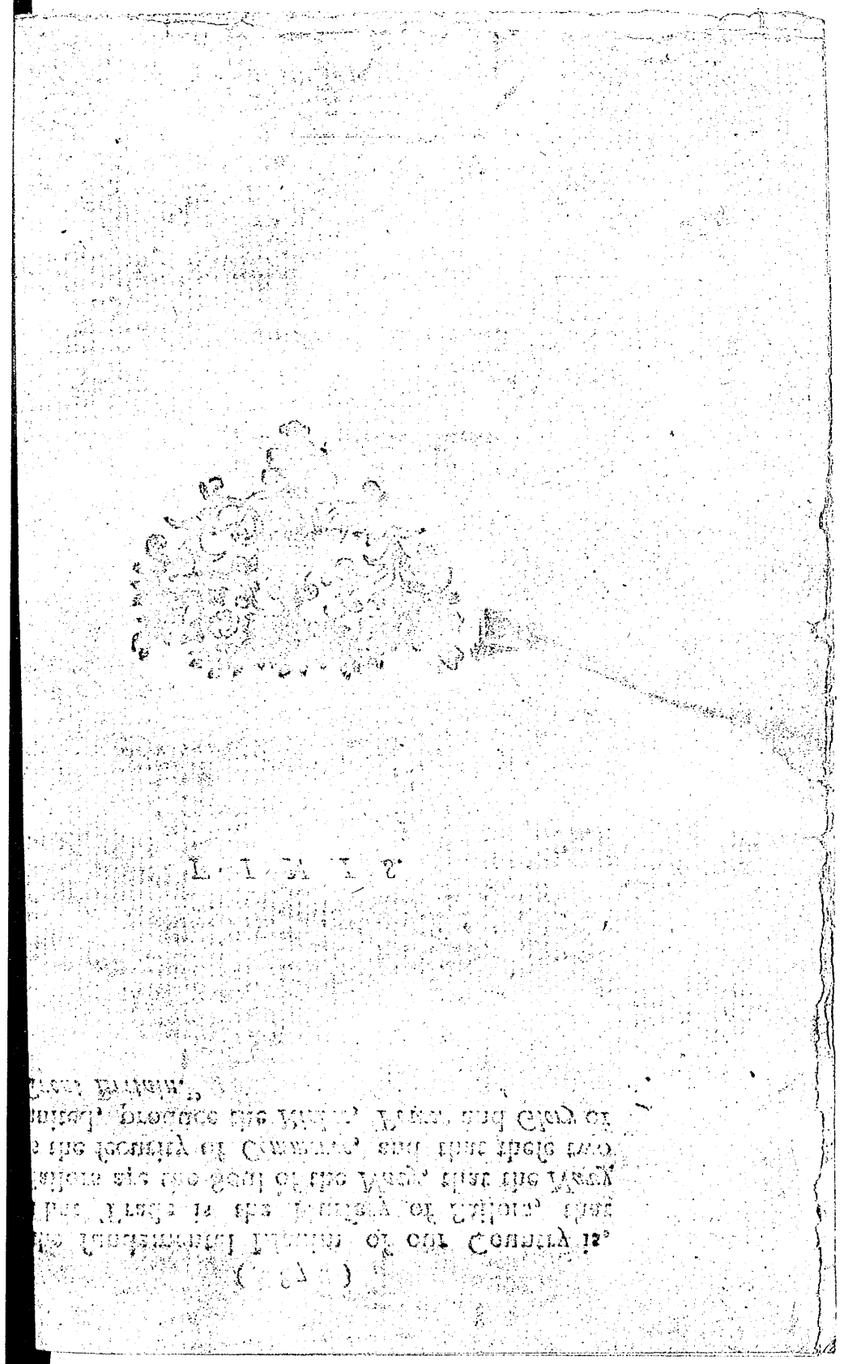
PROSPER OUR TRADE;

as



as the fundamental Maxim of our Country is, "That Trade is the Nurſery of Sailors, that "Sailors are the Soul of the *Navy*, that the *Navy* "is the ſecurity of *Commerce*, and that theſe two "united, produce the *Riches*, *Power* and *Glory* of "*Great Britain*."

*FINIS.*



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