

THE FRATERNITY Of MASTERS AND SEAMEN

or TRINITY HOUSE

IN DUNDEE

By Sir Frances Mudie KCIE.,KCSI.,OBE.

THE BENEFIT SOCIETY

The Guildry and the Trades formally received their powers and their constitutions by letters, or "seals of cause", issued by the Town Council. Thus the Guildry received the so-called "Merchant's Letter" on 10th October 1515, the Weavers received their "seal of cause" on 1st April 1512, the Glovers theirs on 12th January 1512, and the Dyers theirs on 12th September 1525. The other trades were also formally constituted early in the sixteenth century. (1) The Seamen's Fraternity does not seem, however, to have received formal recognition till 1556. On 31st August of that year an agreement between sixty and seventy seafaring men of all ranks belonging to Dundee was "Ratified, assured and approved" by the Provost, Bailies and Council, who "in signe and token yairof" affixed to it their 'secrete sill of caussis'. (2) Such letters or seals of cause might, or might not, be later confirmed by the king. King James V confirmed the Merchants letter on 17th July 1526 and the Dyers Seal of Cause on 25th March 1527,(3) but it was not till 17th September 1774 that the seamen obtained a royal charter from King George III. Royal confirmation does not seem to have added anything to the validity of powers previously granted by the Town Council but it was a safeguard against their being rescinded or diminished except by the highest authority. Also, as to-day, a royal charter, or royal recognition, raised the status of the body concerned.

The Seamen's agreement of 31st August 1556, though it maybe called a "seal of cause" differs in important particulars from the letters issued by the Town Council to the Guildry and the Trades. These letters gave the bodies that received them power to elect a head, a "Dean" or "Deacon", with very considerable powers, and also conferred on them monopoly rights to practice their occupations within the burgh. They were binding not only on the members of the Guildry or the Trade concerned but also on the general public, who infringed the monopolies that they conferred at their peril.

The Seamen's document does neither of these things. It contains no reference to a "Dean" or "Deacon", and creates no monopoly. The Guildry seem to have had a Dean and most, if not all, of the Trades to have had a Deacon before these officials were formally recognised by the Town Council, and the Guildry and the Trades, probably by custom, exercised an unofficial monopoly before monopoly rights were formally conferred upon them. (1) The difference between the Seamen's Seal of Cause and the corresponding documents of the Guildry and the Trades suggests that before 1556 the seamen had not formed amongst themselves even an informal organisation and so, the Fraternity may be taken as dating, in fact as well as in law, from the 31st August of that year.

The Fraternity of Seamen never had a deacon and never had a monopoly. A monopoly was obviously impossible as the Port of Dundee had to be free to seamen from other ports, in Scotland and abroad, and the absence of a deacon is explained by the difference between the Fraternity and the Trades. There was a sharp distinction between the Guildry and the Trades. As early as the reign of James III an act of Parliament provided that a craftsman, who was also a merchant, should "aither forbear his merchandise or els renunce his craft". (2) Later, in the reign of James IV, a craftsman who used "ony maner of merchandise" was made liable to a fine of ten pounds. (3) Thus no craftsman could be a member of the Guildry. A seaman, however, could be a member. In 1580 the Guildry made a rule that no merchant should trade in partnership with a mariner, "except ye mariner be freeman or brother of Guild". (4) Again no craftsman could ever become a magistrate in Dundee, but in 1613 Thomas Halyburton, "Skipper", was one of the Bailies, and Andrew Wardroper, who had been Provost, was Boxmaster of the Fraternity in 1766. (5) The Trades and the Guildry were quite distinct but the Fraternity and the Guildry overlapped, The Fraternity was not, however, like the Three Trades, a "pendicle" or subordinate of the Guildry. If the Fraternity had had a deacon, his jurisdiction would almost certainly have overlapped that of the Dean of Guild and there would have been a danger of clashes of jurisdiction.

The object of the seamen's agreement of August 1556 was to make provision for the 'failet and deokayit brethren' of their calling, who were said to be in "gret distres and extreme povertie", caused, probably, very largely by the cessation of shipping during the occupation of Broughty Castle by the English from 1547 to 1550, and their burning of the Town in 1548. The Guildry had for the relief of their poor, the "halie blude, silver", the payments that had originally been made for the upkeep of the altar of the Holy Blood in St. Mary's church, but which were used for the poor after the altar was abolished.

The Trades, too, had their "pennies", contributed regularly for the upkeep of the altars of their patron saints, but later also devoted to poor relief. (2) The seamen, however, though the "grete negligence and ungodlie slouth" of their predecessors, had made no similar provisions with the result that their "depauperit" brethren were "vilipendit (slighted), neglectit and not regardit to the displeasure of Almighty God and their ruin.

It was therefore agreed that each seaman should contribute, according to his rank, a certain amount of what he received for his outward voyage to a foreign country and another amount, in foreign currency, for the return journey. Ships going to a Scottish port were to contribute eighteen pence for each voyage, unless they brought coal, in which case they were to contribute 'ane creill full of coillis'. The master of the ship was responsible for collecting all these contributions and for paying them after, presumably, realising the price of the coal, into a box which was to be "lokkit with four sundry keys" in the possession of "four marynaris". This box was to be kept by a "responsible maister or marynare within the burgh", who was to be changed each year on the Feast of the Nativity of Our Lady, "callit ye letter fair of Dundie (8th September), after its contents had been counted and the keeper's accounts audited. The money in the box was to be spent on the "sustentatioun and uphalding of the dekeyt brothir of ye saidis occupation or on ony uthir godlie way as salbe thocht maist expedient".

Every 'maister or pylot' (1) setting out on a foreign voyage, had to pay to the box eighteen pence Scots "of his half hyre ressavit at home" and an amount in foreign currency for his return voyage. It would appear, therefore, that seamen were paid for the return voyage in the foreign port and in foreign currency. This would be convenient as foreign money would be available from the sale of goods exported from Scotland. Foreign currency, too, was readily accepted in Dundee, as we know from the "compt buik of David Wedderburn", and was in demand by merchants wishing to import goods from abroad. Payment in foreign currency would, therefore, in no way embarrass the keeper of the seamen's box. The amounts payable in foreign currency depended, naturally, on the ports at which they were made. In France, Brittany, Flanders or Spain, or any westward port, the amount was three sous or three stucis. In Sweden, Denmark or any eastern port it was three lubeck shillings, or three gross. In Norway it was 12pence Scots and in England threepence "striviling" (sterling). Presumably, therefore, an English penny, a sous, a stuc and a lubeck shilling were all of equal value and each equalled four pennies Scots. Presumably, too, Scots currency was available in Norway, and Norwegian currency, if there was any, was not accepted in Scotland.

"Dallsmen" or "dailsmen" paid two thirds of these amounts, ordinary seamen - "marynares" - paid one third and "putzears" or "half-men" paid half of what mariners paid. A "dailisman" was probably a mate. Jamieson, in his Scottish dictionary, gives "dail" or "deal" as meaning a part or portion, so "dailisman" would have almost exactly the original meaning of mate. A "puitear" or "half-man" may have been an apprentice or an unskilled seaman. There can hardly have been a place for a half-timer on board ship. (a)

This agreement was signed by individual seamen and also by the crews of seven ships, "Anzell", "Petar", "Stewart", "James" and three others, whose names are illegible. The "James" was probably the ship of that name which was later sent in pursuit of Bothwell, when he fled to Orkney after the Battle of Carberry Hill in 1567.

On 3rd November 1562 this agreement was confirmed, with an additional clause binding any master who hired a mariner, who was not an inhabitant of Dundee, to pay to the box six pennies Scots, or one sou, or one lubeck shilling, in addition to the amount due under the agreement of 1556. The rate of exchange suggests that the Scots penny had in six years depreciated by $33\frac{1}{3}$ per cent but it may have been overvalued in the original agreement.

The value of the Scots currency had further deteriorated by 1576. when a French sou, a Flanders stuire (?stuc) and a Danish gross were each worth twelve pennies Scots. (1) Figures for the value of Scots currency in gold, given on p.4 of Boases "Century of Banking in Dundee", show that this was a period of rapid depreciation of the currency, though hardly as rapid as the comparison of the value of Scots pennies in terms of foreign currency would seem to indicate. Measured in gold the Scots currency depreciated by about 25 per cent between 1556 and 1577. It continued to depreciate in terms of gold and by 1601 its value was only one third of what it had been in 1556, when the seamen's agreement was drawn up.

This rapid depreciation eventually led to the breakdown of the system of financing poor relief by the payments agreed in 1556, but before describing the changes that were made in that system, it is worth while digressing to describe a document in the possession of the Fraternity, Appendix 11, which, though it does not mention the Fraternity, throws considerable light on seafaring conditions towards the end of the sixteenth century. The document is dated 1st October 1582, and is the oldest document in the Fraternity's possession, except the agreement of 1556. It is a decree by the Head Court in Dundee, dealing with losses suffered by merchants by reason of piracy on the high seas. It was left to the option of the merchant to decide whether the loss of cargo and damage to the ship was to be a charge on the whole cargo or on the ship, except when the ship was returning home from Flanders with Flanders goods or from Dieppe or Newhaven with goods from Rouen or Paris, when there was, for some unexplained reason, to be no charge on the ship itself. If a merchant lost any of his armour or weapons, the loss was to be a charge both on the cargo and on the ship. So also was the cost of treatment of any merchant who was "hurt or wounditt in defens of ye schip and guidis". The

Head Court was the highest law-making authority of the Town and consisted of the Provost, the Dean of Guild, the members of the Town Council and the convenors of the Nine Trades.

In 1607, a large number of seamen of all ranks, "maisteris of schipis, pylottis, dealsmen, schipwritis, maryneris and utheris", entered into a fresh agreement raising the contributions provided for in the 1556 agreement by 50 per cent, except that the payment for a voyage to a Scottish port was raised from one shilling and sixpence to three shillings and four pence, and the increase in the amounts paid for voyages from England and Norway were increased by more than 50 per cent. It was also agreed that 40 shillings Scots should be paid into the poor box for every apprentice engaged and that any master failing, on return to Dundee, to pay the contributions due for himself and his crew for the outward and homeward voyages should be fined forty shillings.

In this agreement the distressed state of certain seamen is ascribed to "schipwrak, seikness, weiris, misgovernment and accidentis common to all men" and, so, provision had to be made for them and their "wyffis and bairnes". The official afterwards known as the "box master" is in it referred to as the "collector".

Perhaps because the Fraternity found difficulty in collecting these enhanced amounts they approached the Bailies to have the new agreement ratified by them and on 17th March 1609 Bailies Goldman and Clayhills ordered it to be inscribed and registered in the common Court Books of Dundee, which seems to have had the effect of making it enforceable by horning (outlawry) and "poynding" (distrain of goods). Later in the same year, on 16th June, letters of arrestment were issued by King James VI at the instance of "David Smart, skipper, burges of our Burgh of Dundie, Collector appoyntit for "uplifting" the payments due from seamen.

Four years later further steps were taken to increase the poor fund. On 9th February, 1613, the Provost, Bailies and Council, with the consent of the Ship-Masters of the Burgh, decided (2) that, as was the custom in these parts, all mariners who were not burgeses or inhabitants of Dundee and who were hired for a voyage, either to or from Dundee, should pay six shillings Scots to the "marineris box" as "pryngit.

Six months later on 4th August, at the request of Bailie Thomas Halyburtoun, Skipper, and two other mariner members of the Town Council, the Bailies and Council made an order confirming a resolution of the seamen that in future the ship masters should pay to the box the "hail pryngilt which they had been receiving in goods arriving or leaving the port in Dundee ships and also "the bignes heidis of all girnell (granary) guides... extending to ane barrell befor ye mast and ane barrell behind ye mast". The meaning of the document is obscure. It is not clear why, as appears to have been the case, the ship masters should have received primgilt. The reference to "girnell guides" presumably applied only to ships carrying grain, but the meaning of "bigness heidis" has not been ascertained..

The enhanced contributions seem to have been adequate for the relief of the Fraternity's Poor, though in 1621, 1644, 1691 and 1699 resource had to be had to the courts to enforce their payment. In 1699 one of these who refused to pay was James Fletcher, a former Provost and Member of Parliament for the Burgh, who had been the main defender of the rights of the Council against Claverhouse. (1)

Prices did not rise so sharply in the seventeenth century as they had done in the last quarter of the sixteenth, but they did continue to rise and the Fraternity would probably have had, sooner or later, to increase their poor relief contributions, if they had not received a large income from another source.

LIGHTING AND BUOYING AUTHORITY

For the first one hundred and thirty years of its existence the Fraternity appears to have been purely a benefit society and to have performed no public function. Its character was, however, completely changed in 1687, when, on the 24th February of that year, the Privy Council at the instance of the "Masters and Seamen" of Dundee empowered the Fraternity to charge certain dues on shipping on the Tay in return for their undertaking to light the entrance to the river. No copy of the Privy Council's decree is to be found among the Fraternity's papers, or in the records of the Privy Council. There is, however, a copy in the Town Council's records, which has been printed on pp. 111- 113 of Hay's "Charters and Documents Relating to the Burgh of Dundee".

The Fraternity's request to the Privy Council states that the River and Firth of Tay, having a narrow entry between two dangerous Banks, has in all time by-past been unnavigate and without the assistance of lights and beacons to the great prejudice of Trade, Ruine and Loss of Men's Lives (as by sad experience is well known within these Five Years by-past)".

"An exact Plate and accurate Description" of the river had however recently been made by John Adair, and this enabled the river to be entered without hazard by Day-light, but under Night the best experienced seaman, not daring

to attempt the same, are oft times put to sea, or continued to turn all Night with great hazard in the outward Bay (strangers ordinarily running ashore and losing all)". The curious thing is that John Adair's map of the entrance to the Tay, which the Fraternity themselves refer to, clearly shows "lights" on Buddon Ness. Perhaps they were ineffective or, perhaps, the Fraternity wanted to strengthen their case for the tonnage due which the Privy Council granted them. There appear to have been lights on Buddon Ness as early as 1660. (1)

To remedy this dangerous state of affairs the Fraternity proposed to the Privy Council that they should be given the right to erect and maintain "One Light or Two upon the Buddon-Ness" and, in return, collect "Twelve Pennies Scots for each tun of all Ships, Barks and other Vessels coming within the Tay". Before passing orders the Privy Council consulted the Earl of Panmure "in so far as concerned his interest". The Earl consented and the Magistrates and Town Council supported the Fraternity. The Privy Council, accordingly, decreed that the Fraternity, or its Box-Master, should be entitled to uplift Twelve pennies Scots each voyage for each tun, in outcoming or incoming, for all the Ships, Barks, or other vessels coming into the said Firth, or River of Tay, viz. betwixt Fifeness and the Reidhead inclusive, forraigners paying double the said Duty". In return the Fraternity were to undertake to erect one or two lights on Buddon Ness, and "to keep up and maintain the same in the same Form and Dyet as the Lights of May". The document in which the Fraternity undertook this obligation is still among the Fraternity's papers.

The Earl of Panmure was probably consulted by the Privy Council because the Buddon Ness light houses would be built on his property, but he may also have been consulted in his capacity as Admiral Depute of the Tay between "the South Water (?South Esk) and Bruchtie", a post to which one of his ancestors Patrick Maule, first Earl of Pammure, had been appointed on 1st May 1635. (1) This appointment was probably the start of the long connexion between the Maule family and the Fraternity.

The Town Council of Dundee would naturally be interested in the lighting of the entrance to the Tay, from the point of view of the trade of the Burgh, but they were also interested in the navigation of the river as, by a commission dated 21st August 1641, the Provost and Bailies had been appointed Admirals-Depute of the Tay "Fera Bruchtie on the north side of the Water of Tay and the Fferrie-partin-Craig on the south side yairof, westward to the Burgh of Perth. (2) The Council had, moreover, for a hundred years been responsible for the buoying of the river. In a charter signed by James VI but dated only "158-" it is set forth that the Provost, Bailies and Council of Dundee "upoun thair grete charges and expenses" had inbrocht within this realme, fra forane nationis ane greet numer of twnis (large casks) and meathes (marks or landmarks)" which were to be placed at the mouth of the river, in order that there should be a "suir passage alsweill for pepil as for shipping, boits and guidis".

To help in this work, and in order that it might be 'Finished and outred", the king granted to the Council the right to collect "on ilk tun of guidis imported be sey within the said river of Tay twelf pennys at the incoming and at the laidnyng and outganging twelf pennies". (1) The right to collect these dues was confirmed by James by charter dated 16th January 1601, (2) and again confirmed by Charles 1 in the charter which he granted to the town on 14th September 1641. (3) In these two latter charters it was laid down that buoys should be placed in the "Gaw of Barrie" and the Drumlay Sands".

It is not clear whether the dues that the Fraternity were empowered to collect for lighting the river was in addition to those to which the Town Council were entitled for buoying it. It would appear however that the Council had ceased to buoy the Tay. Possibly they never started it again after the sack of the town by Monk. At any rate, according to the Guildry records, in 1711 it was reported "that the fraternity have visited their lighthouses in Tay and that they were decaying, and they, finding it more to the advantage of the trade that the river be buoyed than the light be kept up, and therefor are to apply to Provost Yeaman (4) to petition the Parliament to have the same imposition presently paid to the lights to be payed by Act of Parliament for the saids boys".

The Guildry approved of this proposal and the Fraternity took some of its members to "visit the banks to see how many boys are necessar". (5) The result of the petition is not known. The Fraternity presumably continued to maintain their lighthouses; they, probably, also buoyed the river, as in 1737 we find the Town Council agreeing to their receiving one half penny sterling (six pennies Scots) "over and above all dues already paid", to cover the cost of acquiring and maintaining "two Boys already bought from London for the better navigating of the River of Tay". (6) Certainly early in the nineteenth century the Fraternity was the authority responsible for both the lighting and buoying of the river.

A word must be said about John Adair, whose "exact Plate and accurate Description" enabled the Tay to be safely navigated, at least by day. He was a distinguished Scottish surveyor and map maker. In 1686 Parliament passed an Act ordaining that "one shilling Scots be exacted out of ilke tun from all ships and other vessels above eight tuns within the Kingdom (except Lighters and fishing boats), and two shilling Scots out of each forreigne ship yearly for the space of five years", and that the proceeds should be paid to John Adair who had "given notable experiments of his great skill and diligence". In 1688 Adair was made a Fellow of the Royal Society and in 1703 he published a "Description of the Sea Coasts and Islands of Scotland with Large and Exact Maps for the use of Seamen", which contained a map of "The Tay River and Firth from Fifeness to Redhead". He died in London in 1722.

THE ROYAL CHARTER

During the eighteenth century the prosperity of Dundee steadily increased, though it was not till after the 'Forty-Five that the town fully recovered from its sack by Monk in 1651. Shipping naturally prospered with the town. In 1690 there were in the harbour 21 vessels totalling 1091 tons: in 1731 there were 70 vessels totalling 2309 tons and in 1792 there were 116 vessels totalling 8550 tons, (1) The status of the Fraternity is seen by the fact that Andrew Wardroper, who was Provost in 1753-54 and again in 1757-58, was Box-master in 1766. (2)

As a mark of its standing and to increase its status King George III granted the Fraternity a charter on 17th September 1774. It is in Latin and mostly taken up with regulations governing the holdings of meetings, the election of the Box-master and the Committee, the admission of members, financial matters and the payment of pensions to "decayed and reduced members... and their widows" and certain relatives "in reduced circumstances". Those provisions were presumably there in force when the Charter was granted and their inclusion in it was, presumably, designed to insure that they could be altered only with very great difficulty. Indeed, they are in force to this day. As regards other matters the Fraternity was given power to make by-laws in accordance with the tenor of the Charter.

The Charter seems to make it clear that by the time that it was granted the system of raising money for the poor of the profession had ceased to be that laid down in 1556 and subsequent agreements. Instead a system of yearly contributions had been introduced.

One curious provision of the Charter prohibits the Fraternity investing in land, tenements and other hereditments" the yearly rent of which exceeded five hundred pounds, "computing rents as they stood at the time of purchase", after deducting "few duties, land tax, ministers stipends and other public burdens". On 17th April 1750 the Fraternity had bought West Horn, a farm in the parish of Errol from George Brown, a grandson of the George Brown who was Provost of Dundee in 1667-68 and again from 1672 to 1677, and who so courageously stood up for the town's rights against the Constable Charles Maitland of Hatton.

Perhaps experience had shown that investment in land had its drawbacks. West Horn remained in the possession of the Fraternity till 10th November, 1876, when it was sold for £2,500 cash and £7,000 on mortgage to Archibald Taylor of Edinburgh. There was, of course, no limit to the amount that the Fraternity could invest in other ways. Indeed it was provided that the estates and capital sums which compose the funds of the said Corporation shall forever hereafter remain entire and untouched for the behoof thereof. To spend the Fraternity's capital would thus require an amendment to the Charter.

The Charter confirmed the right of the Fraternity to "erect Lights and Beacons at the entry of the River, or Firth, of Tay, and to levy and exact on account of these Lights, a duty of twelve pennies Scots, or one penny Sterling, for every Ton of all the ships and other vessels either coming out, or going into, the River and Firth of Tay, between Fifeness and the Redhead inclusive, and to levy and exact the double of the said duty for Foreigners". No mention is made of buoying the Tay, or of the collection of any buoying dues. Perhaps, therefore, the duty of one half penny Sterling per ton which the Town Council had agreed to in 1737 was, by this time, no longer collected. On the other hand, neither is there any mention in the Charter of the right of the Fraternity to collect, in addition to the light dues, two pence sterling on each chalder (1) of Scots coal imported into Dundee. The Fraternity's right to do this was proved in the case of the Fraternity v. Andrew Dempster in 1829. The Town Council took ten and two-third pence per chalder, the Church and the Hospital two pence per chalder each. This charge is reminiscent of the "creill full of coillis" mentioned in the agreement of 1556. But that agreement applied only to members of the Fraternity and not to the general public. The Charter neither conferred new rights on the Fraternity, nor deprived it of existing rights. It merely, in these matters, reflected the provisions of the Privy Council decree of 1687, to which the Crown was already consulted.

(1) A chalder was a measure of capacity equal to 16 bols: the bol decreed between 1780 and 1820 From 8, stone to 6 stone: so in the same period, the chalder decreed from 6.4 tons to 4.8 tons and the levy per ton increased by $33\frac{1}{3}$ per cent.

The names of the Masters of the Fraternity are given in the Charter. There were thirty four of them. The Box-master was David Myles. It also appears from the Charter that the Fraternity paid a salary to a "public teacher of Mathematics" in Dundee and part of the stipend of the Ministers of the town. The contribution to the Minister's stipend was of very old standing, at least since 1624, when, in a minute of the Town Council of 29th July, the Minister's stipend of 800 merks was to be paid as to 500 merks from Burgh funds and as to 300 merks from Hospital funds. To the latter sum the Guildry was to contribute 60 merks, the crafts 52 merks, the Seamen 30 merks, the Malters 30 merks and the Litsters 12 merks. (1)

TRINITY HOUSE

The prosperity of the Fraternity towards the end of the eighteenth century is further shown by their building of Trinity House in 1790. Previously they had had a meeting place near the Craig Pier. The architect of this new building was Samuel Bell, a Dundonian, whose best known work is St. Andrew's Church. It was situated on the south side of Yeaman's Shore at its junction with South Union Street. The ground floor was used as a School of Navigation during the week and a Mariners Church on Sundays. The Fraternity's Hall was on the first floor. The following description of it was written early in the next century: "It is a plain building and holds rather an indifferent situation. It contains a large room for general meetings and smaller ones for preserving records, besides a very convenient house on the second story for the officer, who is always a respectable member of the Fraternity, though perhaps not so fortunate in the world as his brethren".

For exactly a hundred years Trinity House was the headquarters of the Fraternity. Its hall contained models of ships, pictures of the various lighthouses that they had erected and portraits of people of distinction and of interest to the Fraternity. Mr Charles W. Boase in 1843 presented them with a copy of Hoppner's portrait of Admiral Duncan and in 1855 engravings of the first and second Lords Panmure and of George Duncan M.P. of the time were hung in Trinity House "with the usual inscription". In 1843 the first Lord Panmure presented to the Fraternity the portraits of Grace Darling and her father William Darling, which have now been lent to the Albert Institute Art Gallery. His son, Fox Maule, afterwards second Lord Panmure and eleventh Earl of Dalhousie, was also a patron of the Fraternity. When he and his lady visited Trinity House in September 1850 they apparently found it very dirty and, presumably, said so, as the committee resolved that "in future no fowls should be allowed to be kept and no clothes be allowed to be dried within the premises, except those of the officer's own family". The officer was also "directed to see that the furniture in the Hall and Committee Room, is dusted daily". Fox Maule may have caught the officer out in a temporary lapse as regards dusting, but the fowls take some explaining away.

Trinity House was occasionally allowed to be used by outsiders, but only for purposes in which the Fraternity was interested. In February 1849 the Joint Committee of the subscribers to the Royal Arch and of the Harbour Trustees were allowed to show the competitive plans for the Arch in the hall, but two years later permission to show similar plans for the new Royal Infirmary was refused. Gas lighting was installed in April 1849, and the Committee resolved to purchase a suitable "lustre". Water-borne sanitation was introduced in December 1855.

THE NINETEENTH CENTURY

The writer whose description of Trinity House has already been quoted has this to say about the Fraternity itself at the beginning of the Nineteenth century: "From the respectability of the Seamen's Fraternity the Box-Master is necessarily a member of all the public institutes. Indeed, this is one of the most honourable and praiseworthy institutes of the town, and reflects great honour on that class of men who lead such a precarious life. They invariably pay with great cheerfulness the small tax imposed on their wages for the purpose of supporting their old and disabled brethren, not knowing but they themselves, in the course of Providence, may one day be thankful for the benefits arising from the trifle shared from their income under more happy auspices".

Fortunately the Minute Book covering the meetings of the Fraternity and of the Committee from 30th December 1848 to 5th October 1860 has survived, and so we are able to form a fairly clear picture of the Fraternity's activities in the middle of the century when they were probably at their height. Meetings were regularly held on the dates laid down in the Charter. Boxmasters generally held office for two consecutive years, and frequently, on demitting office, became their successors' deputies. One of them, John Kennedy, who had been Box-master for a total period of six years, died on 9th January 1857 in Christian Sand in Norway, where he had gone "in the discharge of his duty as Surveyor for the Union Association of Underwriters". The Fraternity was in close touch with the Admiralty and all the Members of Parliament for the Town, and was frequently consulted on Bills coming from Parliament.

The main business of the Fraternity was the lighting and buoying of the Tay, in all matters concerning which their main advisers were Messrs Stevenson of Edinburgh. The lighthouses at Buddon Ness were, of course, in existence long before the beginning of the century, but the Nineteenth century saw great improvements in the lighting and buoying of the Tay. The Fraternity possessed a yacht, in which the Box-master and the members of the committee inspected the buoys once a month. This yacht also replaced the pilot cutter when it was being overhauled, and was used for the "annual excursion", which the Fraternity gave to the Harbour Trustees. It also functioned as starter at the Newport and Broughty Ferry regattas.

The Royal Commission on Lighthouses, Buoys and Beacons issued a questionnaire in 1859. The Fraternity's draft answers were entered in the back of the Minute Book and from these the following information about the lighting and buoying of the Tay has been taken.

The "High Light at Buddon Ness" had two fixed lights, one showing eastward and one westward in the same lantern" and the "Lower Light had "one light showing eastward". In July, 1849, after consultation with Messrs Stevenson, it was decided to paint a black stripe on each of the Buddon Ness lighthouses to "make them better distinguished when

there was snow on the ground". This did not, however, prove a success, and in 1852 the black stripes were removed and the lighthouses repainted all white. The High Light was manned by a keeper on a salary of £60 a year, with house, garden, coal, light and uniform. The keeper of the Lower Light was paid £40 a year, with coal and light.

There were also two lighthouses at "Ferry Port-on-Craig", an "upperlight and a lower light". The former is reported to have been built by John Hamilton, builder, in 1823. The use of the latter was discontinued when the Pile Light was constructed, but it was kept in "proper working order". so that if anything happened to the Pile Light it could be "lighted at a moment's notice". The Pile Light was built in 1848 by Thomas Barker, builder, Perth, and the lightroom by James Milne & Sons, Brassfounders, Edinburgh. It was proposed at first to insure the Pile Light against fire for £1000, but when it was found that this could not be done at a rate as low as 7/6 per cent, it was resolved to insure for only £500. No insurance could be effected against collision. The two lighthouses and the Pile Light were maintained by three keepers, assisted by the members of their families. The first keeper received £55 per annum, the second £40, and the third £32, "with free houses, gardens, coals and light".

The Lucky Scaup beacon was erected in 1853. In February of that year the Fraternity wrote to Captain Maitland Dougall, proprietor of Scotsraig, asking him either to repair the "house" on Lucky Scaup or allow the Fraternity to erect a beacon on its site. There is no indication of what sort of house this was, but, as it seems to have been considered an alternative to a beacon, perhaps it was some kind of a private lighthouse. Captain Maitland Dougall agreed to the erection of a beacon, provided that he received a reasonable price for the materials of the old house. Eventually £5 was paid for the old building and a feu duty of sixpence a year agreed on for the site. The beacon itself was built by John Kidd of Ferry-port-on-Craig at a cost of £51.10/-.

The return made to the Royal Commission shows that in 1859 there were thirteen buoys in the Tay. They were coloured black on the port side and red on the starboard side. Before March 1858, however, the right hand side of the buoys, going up the Tay, had been "chequered". (a)

The Fraternity was concerned with the navigation of the river in other ways also. It was the original licensing authority for pilots and was the examining body for Masters and Mates certificates, when voluntary examinations were first introduced in 1845. The Dundee Harbour Act of 1843 transferred the functions of licensing and appointing pilots to the Harbour Trustees. The pilot vessels remained, however, under the control of the Fraternity and they had to be equipped to the Fraternity's satisfaction. Even after the passing of this Act the Fraternity remained closely in touch with the pilotage of the Tay, which was administered by a joint committee of the Fraternity and the Harbour Trustees. There was a pilot cutter and a pilot vessel was always "at anchor, or under weigh, near the Fairway Buoy, unless drawn into the River by stress of weather or other unforeseen cause". In 1850 the examining of Masters and Mates was transferred to local Marine Boards by the Mercantile Marine Act of 1850.

The Fraternity was also largely responsible for charting the Tay. They brought out a new chart in 1858, on the lines of surveys made by Messrs Stevenson, and with the help of Capt. E.K. Calver, RN, who surveyed the East Coast of Scotland in 1854. This chart took the place of one prepared in 1838.

The Fraternity appears to have been in charge of the life-boat from its start in 1830. It was then stationed at Dundee. In 1835 a proposal that it should be moved to Broughty Ferry was referred to the Fraternity, as they were practical men and must know where she is likely to be most useful." (1) It was decided, however, that it should remain under the charge of the Fraternity, which meant that it would remain in Dundee. The Fraternity probably remained in charge of the boat till it was transferred to Broughty Ferry in 1862.

Some information about the non-maritime activities of the Fraternity can be gleaned from the Minute Book. At the quarterly meeting in July 1852 they decided, at the invitation of Sir John Ogilvy of Inverquhar, to take part in the procession to be formed on the occasion of the laying of the foundation stone of the Royal Infirmary by the Duke Of Athole on 22nd July of that year. The members taking part were dressed in black, with white cotton gloves. All shipmasters, past and present, including "strangers", were invited to join and a band was engaged from Forfar at a cost of £7.10/-. The order of procession was as follows:

Band of Music
Officer, with hat ornamented with gold lace
Man carrying a Union Jack
Three young men, with Compass, Chart and quadrant
Two young men carrying globes
Six carpenters carrying lord Duncan's model ship
Box-master, Depute Box-master and Clerk

Members walking three abreast with Trinity House flag in the centre,
Model lighthouse and buoy, carried by lighthouse keepers
Two sailors carrying ensigns

After the show was over, the processionists adjourned to the hall of Trinity House, where luncheon was served by Mr McGregor of the Royal Hotel. A great occasion,

In December 1854, the Fraternity subscribed £20 to the "particular fund for widows and children of the fallen, or may yet fall, in the service of their country" in the Crimean War. In 1856 they supported the appeal to the House of Lords, which resulted in the formation of the Morgan Hospital, now Academy, and the box-master was made an ex-officio governor of that institution. In December 1859 they resolved to contribute five guineas to the Dundee Volunteer Rifles and five guineas to the Firth of Tay Artillery Corps, both of which had just been formed because of a scare of a French invasion caused by the obvious ambitions of the Emperor, Napoleon III.

The Minute Book gives considerable information about pension payments, but little about the general financial position of the Fraternity. In 1849 £780 was paid out in pensions to indigent members, their widows and dependents, but in that year a ten per cent cut was decided on owing to the falling off of the Light money, in consequence of many vessels in the coastal trade being withdrawn and otherwise". In 1851 the amount paid in pensions was only £631. From then on things improved and by 1860 it had risen to £1245, of which £979 were paid to masters and their dependants, £238 to mates and their dependants, and £28 in extra charitable payments to masters and their dependants. In this year there were 78 masters, of whom 44 were under 55 and 34 over 55. Of the latter, 20 drew pensions as in indigent circumstances and 14 did not. The number of mates was only 42, of whom only 4 were over 55, 2 drawing pensions and 2 not. There were no seamen members. The number of members that paid poor's money, i.e., the number under 55, was, therefore, 82. This compares with 154 liable to pay poor's money between 1833 and 1837.

The falling off in membership must have placed a considerable strain on the Fraternity's finances. The rates of entry money had to be raised in 1829 and they had to be raised again before the end of 1848. The increase in entry money varied between 22 and 44 per cent. The rates of poor's money were, presumably, also increased. These increases, however, could not have compensated for the fall in the membership, far less enabled increased pensions to be paid, but fortunately the light dues brought in a good net income. We have figures for the income and expenditure under the head of Lighting and Buoying the Tay for the years 1846 to 1858 inclusive. The average annual income was £1587. It was as high as £1800 in 1846 but fell to just under £1500 in 1851. From then it rose again to just under £1750 in 1857. The average annual expenditure was £806, but it varied considerably. In 1848 it was as high as £1129, and in 1849 as high as £1738. This was owing to the cost of the erection of the Pile Light. The average yearly net income was £781, but there was a net loss in 1849 of £225. When no extraordinary expenditure was incurred the net income from this source was about £1000.

As regards the Fraternity's financial position as a whole, we have fairly complete figures for the years 1849 to 1858. For these years the net income from light dues averaged £801; the entry money brought in £85 a year on the average, and the annual income from poor's money was about £100, making a total of about £1000. This almost exactly balanced the average annual expenditure in pensions of £933 plus odd amounts distributed in charity at the quarterly meetings. Administrative and overhead expenses, including the upkeep of Trinity House, would be met from the Fraternity's income from investments, the most important of which was West Horn Farm, which brought in about £300 a year. In 1857 the Fraternity placed £1000 as a "special receipt" into the Dundee Banking Company. (1)

There was also a small income from money lent to the Town Council and from seats which the Fraternity owned in the South and East Churches. The Fraternity banked with the Eastern Bank of Scotland, which was merged in the Clydesdale Bank in 1863. Roughly speaking, therefore, the Fraternity's annual income and expenditure were each about £1500.

DECLINE

In the middle of the nineteenth century the Fraternity was, then, a very prosperous body of considerable importance, but it was rapidly to decline. The Harbours and Passing Tolls Act of 1861 abolished, as from 1st January 1862, all "differential dues", i.e. dues levied only on foreign ships or on goods carried in them, and, as from 1st January 1872, all dues levied by specified charitable institutions, of which the Fraternity was one, on goods in ships "except so far as the same may be required for the execution of some shipping purpose, as have hitherto been executed by means of the said dues". This meant that in and after 1862 the Fraternity was not able to charge double lighting dues on foreigners, and that, in and after 1872 they would be able to charge only their lighting dues, and would have to forego any other dues, such as the tax they may still have collected on coal.

1 This Act also provided that any body corporate having the right to levy shipping dues could, with the consent of the government, transfer any portion of such dues to any harbour authority. Consequently provision was made in the Dundee Harbour Consolidation Act of 1875 for the transference of the Fraternity's responsibility for the Lighting and Buoying of the Tay and their right to collect dues therefrom, to the Harbour Trustees. The reason for this transfer given in the preamble to the Act was that the lighting and buoying of the river by the Fraternity was "defective and insufficient". To compensate the Fraternity for their loss of revenue the Harbour Trustees paid them £15,000 cash and took over their debt of £4060 to the Public Works Loan Commissioners. This transfer took place on 12th December 1875. From this date, too, the Fraternity ceased to be concerned with the pilotage of the Tay, so that from this time onwards, the Fraternity performed no public function and became, as it originally had been, purely a seamen's benefit society.

The 1875 Act also reduced the lighting dues, which had remained at the rate of one penny per ton on entering, and again on leaving the river, to one and one-fifth pennies per ton for the double journey, in and out. This was, of course, possible as the Harbour Trustees were not liable for the pensions of indigent seamen. By the Dundee Harbour and Tay Ferries Consolidation Act of 1911, the rate for the double journey was further reduced to three fifths of a penny per ton.

Trinity House was demolished in 1890 to make room for an enlargement of the Caledonian Railway Station, now the West Station. Under the 1911 Act the box-master ceased to be one of the Harbour Trustees and his ex-officio membership of the other bodies in which the Fraternity was represented now ceased, except that he is still a director of the Dundee Orphan Institution.

APPENDIX I

ACREEMENT OF 31ST AUGUST 1556

Be it kend till all men be this present lettres We maisteris pylottis dilismen marinaris ?putzears ?ankir and hyemen with all and sundry utheris occupiars of ye sey taking hyre or furing within ye burgh of Dundie... the utilitie and proffitt of us and our successouris occupiars of ye sey be us eftir lang deliberatioun always understand and ? considerit with ane consent and assent to be bundin and oblist and be ye tennour heirof bindis and oblissis us and our saidis successouris in all tyme coming That forsamekle as we deylie so understandis and considearis ye gret destres and extreme povertie sustenit be our brethir of ye said occupatioun alsweill maisteris as utheris inferior marinaris throw diverss fortunes accidentis and chances in yis present lyf

.... (two lines illegible at fold of parchment)....

utheris marchandis and craftsmen of yis burgh and all uthris within ye realme hes done and daylie dois for ye support and sustenting of yair faillet and dekayit brethren with yair halieblude silver and penny with sindry uthris honest and proffitabill meanis and wayis preparit and ordanit be yame for the uphaldand and releif of everyane belanging to yair handling and occupatioun be ye quhilk provision yair faillet and dakayt brethering ar honestlie helpit and sustenit in ye time of yair trouble and necessifie and throw ye grete negligence and ungodlie slouth of our predecessouris and us ye depauperit brother of our occupation ar vilipendit neglettit and not regardit to the havic displesour of almighty God our uter schame and extreme povertie and ruyine of ye pur creatouris of God Heirfore we having consideratfioun of ye premissis and every point above expremitt for ye luf we have to almighty God and toward our indigent and pur brethir bindis and oblissis us and our successouris as saidis yat for ye relief help and supportof yame yar wiffis and bairnes perpetuallie in all tyme coming and uthris godlie usis yat everyane of us conforme to his power and estait sall gif thankfullie content and pay his contributioun following.

That is to say every maister or pylott to pay of his half hyre ressavit at hame aughtene penneis Scottis money and gif he sallis in Flanderis France ? Bartanze Hispanie or any part westward to pay yair three sous or thre stucis and gif he saillis in England to pay thre penneis striviling item gif he saillis in Swadin Benmark or ony uthir part of ye ester seys to pay thrie Lubick schillingis or thre gross and inlikwiss at all portis quhair he ressavis half hyre to pay efferand to ye valor of ye saidis thre sous stucis or thre gros and in Norway to pay of every half hyre tuelf pencis Scottis and every dalisman to pay at hame of ilk half hyre tuelf pencis that is to say ane thrid part less nor ye maister pylottis yat ressavis hyre of faring and every marynare taking hyre or furing to pay of his half hyre att hame sex pencis Scottis and inlikwiss efferand . to pay at all portis quhair he sail hapin to saill and ressaif hyre or furing alstia every ?putzeare . and half man taking hyre or faring to pay half ... ane marinare...and every hyreman pertenying to ye schipe to pat twelf peneis... And every schip crayr or boit passing to ye coillis ilk viage to pay ane creill full of coillis and every schipe crayr or boit passing oyr nortwert or southwert within ve realme ilk viage to pay aughtene penneis money of ye realme And this forsaid contributioun to be collected and tane up be ye maister and skipper of every schipe crayr and boit of ye first and of every half hyre at all portis quhair yai sal happin to saile and salbe consignit and put in ane box quhilk salbe lokkit with four sundry keys and salbe gevin inkeping of four marynaris and ye box to be gevin in keeping of ony responsale maister or marinare within ye burgh And ye forsaidis keparis of ye saidis keys and box yearlie to be changit at ye feist of ye Nativitie of Our Lady callit ye lettir fair of Dundie And yai to gif sufficient compt of ye money ressavit be yame in ye said box of ye yair preseding unto sic auditouris as salbe devisit and ordanit yairto be ye

remanent maisteris and marynaris of ye said burgh or at ye leist ye maist part of yame And yareafter new keparis to be chosin for ressavng and keping of ye said box and keis and disponyng of ye money put yairintill with ye haill consent of ye saidis rnaisteris and marinaris or of ye maist soleide, and wysest pairt yairof being within yis burgh for ye tyme and ye keparis of ye said box and keys to ressaif compt and payment of every Skipperand maister every viage and sail gif directioun unto yame forye ?waying of ye money ressavit be yame at all portis without ye realme Ane ye said money to be disponit and . upone ye sustentatioun and uphaling of ye dekeyt bro" of ye said occupatioun or ony uthir godlie av as salbe thocht maist expedient be ye saidis maisteris and marinaris or ye maist part yairof forsaidis And gif it sail happin ony of us or our successouris to refuiss to content and pay ye contributioun, forsaid ilk persone conforme to his estait in maner above expremitt the maister of the schip quhairin be saillis yat refuissis ye samyne sail mak payment yairof as his awin in propir debt

.... (two lines illegible atfold of parchtnent)...

and ye payment of yis present contributioun and dispositioun yairof to stand during ye willis mid plesour of us and our successouris maisteris and marinaris of yis burgh of Dundie or ye maist substantiall and wyisest part yairof And we standing in certane mynde of the samyne ... for observing fulfilling and keping of ye premissis in maner and forme above wrettin we maisteris marinaris and all utheris occupiars of ye sey forsaidis within ye said burgh bindis and oblissis us faithfullie and our successouris in ye maist strait forme of obligation and hes gevin our bodelie aithis never to contravene ye samyne in judgement nor...not in caiss as is above specifit In witness of ye quhilk thing we have subscrivit yis presentis with our handis yat can writt quha yat cannocht writt hes affixt our markis hereto and for ye mair sec urifie and.... herof the provest baillies and counsale of ye said burgh at our desyre and supplicatioun has ratifiet assectifit and approvit ye premisses yair autoritie heirintill and in signe and takin yairof has causit yair secrete seill of caussis to be appensit to ye samyne at ye said burgh of Dundie ye last day of August the zeir of God ane thousand five hundreth and fifty sex zeiris

Jhone Fothryngame maister of ye Anzell
Thomas Moir dalisman
James Peirson dalisman
George Lochmalony dalisman
Thomas... dalisman
James Schippart clerk with my hand
George Carswall marinell
James Duncan marinell
Williain Stot marinell
Walter Armand ?hyrmarinar
John Otherlony ?hyrmarinar
George Walkar marinell
with our handis subscrivit be James Schippart

(There follow six other crews, of the James, Petar, S tewert, and three illegible ships, and also various other names, some 60-70 in all)

ENDORSEMENTS

1. 14 November 1559: notorial instrument of approbation of within obligation and bond, by 16 other sailors. Herbert Gledstanes, notary.
2. 3 November 1562: masters and mariners ratify and confirm additional clause., binding any master who hires a mariner who is a stranger not dwelling in Dundee to pay six pennies one sou or one Lubeck shilling for each half hire, in addition to the payment due from a mariner dwelling in Dundee, Richard Blyth notary.
3. 25 January 1580: the most part of the m\asters and mariners approve the present 'evident' to stand in force and be kept for 10 years, and subscribe accordingly)(some 30=35 subscribing names.)

APPENDIX II

DECREE OF HEAD COURT OF 1ST OCTOBER, 1583

Curia capitalis burgi de dundie Tenta in pretorio eiusdem post festum divi michaelis per honnorabiles viros alexandrum Scrymgeor et robertum Kyd Ballivos dicti burgi primo die mensis octobris Anno domini millesimo quingentesimo octogesimo secundo Sectis vocatis et curia legitime affirmata.

The Quhilk Day It is statute and ordanit with Commone consent That giff ony Schip beis frauchttit fra this port To ony Uther port or portis furth of this realme And happins to be pillet (a) in her returning or passing out, That the schip or fraucht att the merchandis will sall Skatt (b) and laitt with the haill gudes and geir pillet To witt alsweill the schippis geir as the merchandis guidis Except only that in caise the said schip or schippis happinis to be pillet Cuming hamewartt frow flanders with flanderis waris or from deip or newhaven with ruen or paris waris with ye + the schippis fraucht salbe + only to skatt with ye merchandis guidis and schippis geir and naways the schipp hir selff.

Alsua Itis statute and ordanit with Commone consent forsaid That giff ony merchandis armor or walpins or utherways pertaining to ye equippage beis pillett or tane away as said is That ye haille gudis geir schip or fraucht sall controbute with ye sam.

+ It is statute and ordanit That giff ony of the merchandis being in the said schip or schippis or yit ony of ye equippage thairof happins to be hurt or wounditt in the defens of ye schip and guidis That the expenss of the healing and Curing of the persones hurt and wounditt salbe payit and recompensit with the skatt of the haill gudes schip or fraucht forsaid as said is.

Extractum de libro Statutorum burgi di dundie per me Alexandrum Wedderburn scribum eiusdem sub meis signo et subscribit...*
manualibus.
Al. Wedderburn

DECREE BY BAILIES OF 17th MARCH, 1609

Die decimo septimo, mensis martii anno domini millesimo sexcentesimo nono Quhilk day in presence of William Goldman and Robert Clayhillis bailies of ye burt of Dundie sittand in judgement within the tolbuith yairoff comperit Thomas Wichtane noter procurator lawfullie, ConsTitutit for ye parteis obligands makeris of ye band and obligatioun underwretin and gave in ye same desyring the said band to be inserit and registrat in the common court buikis of Dundie and the saids bailies to interpone thair decreit and . yairto to the effect the same micht receive executioun of homing pointing and warding conforme to the tennor yairof Quhilk desyre the saidis bailleis fand ressonabill and thairfore . and ordanit the said obligatioun to be inserit and registrat in Lhair saidis buikis and interponit and be thir presentis interponis thair decreit and . yairto... of homing pointing and warding the ane but prejudice of ye uther to pass yairupon conforme to the tennor yairof Off the quhilk obligatioun ye effect followeis Be it kend till all men be thir present lettris We the maisteris of schipis pylottis dealismen schipwris marynaris and utheris sea fairand men burgessis and inhabitantis of ye hurt of Dundie undersubscryvand takand consideratioun of ye great distres povertie and miserie quhairunto diverss of our calling and estait be ye providence and permissioun of our maist mercifull God ar daylie reducit be schipwraik seikneis weiris misgovernament and utheris... and accidentis commoun to all men And that we all of chirstane dewfie ar bound to have ane charitabill cairand compassioun toward thaim as he sick ?moyen as it hes pleasit God to grant to us to aid and support thame cheirfullie and gledlie according to our habilities and thair necessities And finding no mean mair proper and convenient for the supporting and aiding of our said necessitious and decayit brethering nor that quhilk has been... and aggreit unto of befor be our godlie and wyss prediessoris professoris of our calling and vocatioun within ye said burtand isobservit be all societies and companies alsueill of merchaintis and craftsmen within all separat cities and tounis of yis kingdome and uthir Chirstian kingdomes in Europe viz be granting of ane particular dewtie and contributioun of ye hyris and wages of ilk hyreman sailland within the said burt alsueill maisteris and pylottis mairynaris and uythris of all rankis of siefairand persones within the said hurt for the support of our decyit brethering their wyffis and bairnes and to be applyit to sick . godlie and necessar usis as salbe thocht meitt for the advancement and estait and be appointing and nominating of certain faithfull and godlie brethering of our number to collect ingather and keip the same to the godlie and Christian usis abovementionat thairfoir to be band and oblist. Lykas we be the tennour heirof fathfullie bind and obliss us and our successouris maisteris pylottis mairynaris and uythris professoris of the airt of navigation and sailleris burgessis and inhabitantis of ye said burt for the tyme freillie and willinglie to pay and delyver the particular dewfies and contributiounes undermentionat to sick persounes as salbe nominat or appointit yeirlie and ilk yeir for collectioun yairof perpetuallie heirefter viz ilk maister and pylott to pay of ilk half hyre receavit be him at hame tua schillingis thrie permyes money of Scotland and give he saillis in Fraince Flanderis Bartangzie (or ?Gascangzie) Hispanie or eny oyr pairt westward to pay of ilk great hyre to be receavit be him either at the forane poirt or hamewart poirt four souss and ane haff sous or four stuck and ane haff stuck and gif he saillis in England of ilk great haf hyre to be receavit be the said maister or pylott for that voyage five pennyes and ane haff penny Starling money and lykways ilk maister and pylott to pay for ilk hyre to be receavit be him ilk voyage to be accomplishit toward Denmark Swedin or anye pairt in the Eister Seyis four Lubick schillingis and ane haff or four gross and ane halff and sicklyke at all uythris partis quhair the said maister receavis ane great haff hyre that he pay yairoff ye avail of ye saidis four souss and ane half souss or of the saidis four stuck and ane half or four gros and ane half or four Lubick schillingis and ane half in money current in the pairtis and places of his arrayvell to the uses abovementionat And thatilk maister sailland to Norroway pay his half hyre for yat voyage tua schillingis thrie pennyes money of Scotland And farder yat ilk dailsman content and pay to the uses abovespecificat ilk voyage accompleshed be him alsueill at hame as frae hame quhair the hyris ar payit the just twa

pairt of all the dewfies and contributiounes ?respective abovenamit grantit be ye saidis maisteris and pylottis and sicklik yat ilk meriner quha receaves hyre and content and pay to the uses forsaidis the just thrid pairt of ye dewfies and contributiounes payit be ye saidis maisteris and pylottis for ilk voyage to be accomplechit be yame and yat of ye first and reddiest of their hyris Alsua we bind and oblissis us and our successoris forsaidis to content and pay for ilk voyage to be maid by any schip crear or boit to ony pairt southward or northward within this realme thrie schillingis four pennyes money of Scotland and lykwayis for ilk laidning of coillis to be cariet be quhatsumever schip crear or boit ane creill foull of coillis or ye availl yairof and sicklyk to content and pay for ilk prenteiss to be receavit and admittit be, us to our calling and occupatioun fourtie schillingis money of Scotland befor the said prenteiss enter in ouservice. And we the saidis maisteris of the schipis crearis and boittis of ye said burtbe the tennor heirof binds and oblissis us and our successoris forsaidis to collect and gather the forsaidis contributiounes and dewties of ilk hyrisman hyre and wages sailland in the saidis schipis crearis and boittis quhairof we have the chaarge of ilk voyage to be accompleched be us heirafter and to content and pay ye same contributiounes and dewfies to our generall collectour forsaid within (blank) dayis next after our arrayvell at ye poirt of Dundie And gif any of we saidis maisteris failzeis in making thankfull payment of ye said contributiounes within ye said space after ilk of our arrayvells at ye said poirt of Dundie we be the tennor heirof binds and oblissis us to content and pay to the collector of ye saidis dewties fourtie schillingis Scottis money in name of penaltie toties quoties by and above the payment of ye saidis contributiounes of our awin proper geir And to the effect the said contributiounes and dewfies may be surlie keipit and applyit at all necessar occasiounes to the ?desirit help and suppoirt of our said distressit and neidye bretherine and uthir proffitabill usis for the advancement of our estait we ordane and appoint the same immediatlic efter the receipt yairof to be input and consignit in our common box quhilck salbe keipit be ye said collectour and lokit with four sundrie lokis quhairof ye keyis salbe delyverit and keipit be four of ye maist responsabill of our brethering quhilks keipparis of ye said box and keyis salbe yeirlie electit and chaingit at ye feast of the Nativitie of Our Ladye quhilck is the aucht day of September and then salbe haldin to mak just compt raknyng and payment upon their consciences of ye haill contributiounes receavit be thame and input in ye said box to sick as salbe appointit auditoris to the saidis comptis be the remanent maisteris and marineris of ye said burt or the maist pairt of the same provyding allway that the money to be collectit and receavit in manner forsaid be naway dispoit to any use but the consent of ye maist pairt of the wyisest and maist discreit maisteris and maryneris of ye said burt for the tyme. And farder we the saidis maisteris bands and oblissis to.... and bestow the contrinuit money yat sal be receavit... ye realme upoun sick proffitabill waris and comodities . sal be divertitbe the said collectour and mak just compt rakning and payment yairof to the said collectour at our rakning within ye . Sua we the forsaidis maisteris and marineris be yis presentis binds and oblissis us to forteffie and assist the said collectour in uptaking and ingathering of ye said... under the paine of infamie and of our. Sua for the better securitie we are content and consentis that... authorisit be the provest baillies and consell of ye said burt be appoising of yair secreit seall yairto be insefit and registrat in the commoun court buikis of ye said burt and . to have the strent of ane decreit of the provest and baillies yairof with lettris of homing pointing and warding to pass yairupon the ane but prejudice of the . and the . to pas upone ane single chaarge of sex dayis onlie Sua to yat effect makis and constitutis Mr Thornas Wichtane noter... sua ilk ane of yam conjunctlie and severallie or . in . constitutionis forma . . In witness quhairof we have subscrivit yis presentis with or handis as followis quhilks ar wretin be Thomas Wichtane servitor to Mr Alexander Wedderburn commoun clerk of Dundie at Dundie the (blank) day of (blank) the yeir of God JaJ vie and sewin yeiris (a) Ita subscribitur Andro Panter with my hand maister Robert Watsoun with my hand maister James Rankene with my hand maister Andre, Thomsoune with my hand maister David Smert with my hand maister Alexander Rankene maister Roger Fullertoun Johne Rollok maister with my hand William Blyt maister with my hand Andro Rankene maister with my hand. Goudie elder with my hand Henric Clark with my hand James Wemyss with my hand RM Andro Peat with my hand David Schewan with my hand I H Walter Rankene with my hand Johne Auchenlek with my hand George? Aird With my hand Robert Haliburtune George Smert with my hand 1608 Thomas Fotheringhame with my hand W P James Greiff with my hand Andro Smert with my hand Patrik Carmichell with my hand Williarn Rannsey William . Walter Rankene. Gray A Alexander Blair younger Patrik Boyd maister Hendrie ?Bukister with my hand JamesJak with my hand James Knycht with my hand John Dauss with my hand maister Johne Fullertoun with my hand Alexander Blair maister with my hand Thornas . with my hand George Roger maister with my hand Alexander Gray with my hand Walter . with my hand. Extractum de libris actorum curie burgi de Dundie per me M. Alexandrum Wedderburn notarium publicum eiusdem curie clericum testamento huius mea subscriptioni manuali

Al. Wedderburn

APPENDIX IV

DECREE OF PROVOST AND BAILIES OF 9th AUGUST, 1613

Nono die Mensis februarii anno Domini 1613.

Quhilck day the Provost Bailcis and Counsale of ye burght of dundie being convenit within ye Counsalhous yairoff Understanding that at all ye frie portis of yis Kingdome all marineris and seafaring men quha recevis hyre and wages at ye saidis portis ar accustumatlie chairgit with ye payment of sax schillingis money or yairby of ilk of yair hyris in name of prymgilt to be applyit to ye help of ye puris of ye said calling And yait ye present estate of decayit seafaying

men within yis burght requyris als gryte help and subsidie as any of ye lyk condicioun within any burght of yis realme Thairfore ye saidis Provest bailleis and Counsall with consent of ye maisteris of Schipis of ye said burght Statutis and ordanis that all marynaris quha ar not actuall burgessis and Inhabiiantis within yis burght That sall happine to receive hyris at yis port ather outward of Inward for loissing or ledning of any Schipis at ye said Port sall pay for ilk hyre to be received be yarne heirafter To the marineris box of ye said burght and kepare thairfor for ye tyme sax schillingis money foirsaid To be applyit to ye help of ye decayit sailleris within yis burght And ordanis officeris to poyne or waird thairfore as + salbe requyrit be ye kepare, of ye said Box
Extractum de libro Consilii dicti burgi per me magistrum alexandrum Wedderburne Scribarn eiusdem

Al. Wedderbum

APPENDIX V

DECREE BY BAILIES OF 4th AUGUST, 1613

Quhilk day the Bailleis and Counsall of ye burght of dundie being convenit within ye Counsallhouys yairoff Comperit Thomas halyburton skipper ane of ye Bailleis of ye said burght And Alexander Cokburne and Jhone Tyrie marineris tua of ye Counsale yairoff and in name of ye haill skipperis marineris residentis within ye said burght Exponit and declarit that yai being all convenit within ye almsshousis of ye said burght for handling and treating of yair commone effairis concerning yair awine estate Takand consideracioun of ye daylie grouth and increase of ye povertie of sum of yair brethrene being unhabile to work for yair lewing be reason of aige seiknes and Infirmifie haed Thairfore, aggreit and consentit all in ane voice to giwe and bestow for ye support and help of yair decayit brethren presentlie and to cum in all aiges hierafter the dewteis unden-mentionate properlie pertening to yame To be inpuitt in yair box to ye use abovementionate viz. ye haill prymgilt quhilk thay have bene in use to receive of all guidis transportit within ye shippis of ye said burght als weill outward as Inward In all voyages to be accomplished be yame heirefter And siclyk ye bignes heidis of all gimell guides transportit in ye said shipis extending to ane barrell befor ye mast and ane barrell behind ye mast And for ye mair sure payment yairoff Hes ordanit yat ye maisterof ilk ship salbe collector of ye said prymgilt and bignes heidis and be comptable and ansuerable ilk voyage forye samen to yair kepar of ye said counsale box and for verifeing heiroff producit ane lettre subscribit with ye handis of all ye saidis maisteris and marineris desyring ye saidis bailleis and counsale To Interpone yair decreit and acte yairto and to Insert ye same in yair Counsale buik Quihalk desyre being found most ressonabill be ye saidis bailleis and Counsale They be yir presentis Interponis yair decreit and acte yairto And ordanis officeris to poynd or waird for ye dewfie abowewrettine sa oft as yai salbe requyrit be ye kepare of ye said box Off ye quhilk lettre ye tennor followis. We the number under subscriyveand of marineris and maisteris of shipis of ye burght of dundie being convenit in ye almshous yairoff upone ye fourt day off August jmvic and threttane zeiris (a) Haiff consenfit and aggreit for us and our successoris To giwe frielie to ye commone box of ourcalling ye haill prymgilt pertening to maisteris and marineris and lykwayis ye haill bignes heidis pertening to us and consentis all yat ane act of Counsale be maid yairanent and yis to remaine for ever
Sic subscribitur Halyburton with my hand Done fullertone Waiter Rankene Andrew Rankene Mone Tyrie Alexander Cokburne Thomas davidson david blyith Andrew lichtone, James kinloch Robert andersone Thomas annand William Richie Waiter Rankene david frisle Jhone browne alexander gray george gardine gilbert andersone Andro paitt Alexander fyiff William blyith with my hand george smairt James lichtone henrie Clerk James browne Thomas david. William Kinnereis* Waiter Bannermane Patrik boyes Thornas?funne hendrie myllis James Jak Charles fothringham george ?Kucht James lyndesay James davidson +Robert thomesone alexander watson. Extractum de libro Concilii dicti burgi per me magistrum Alexandrum wedderburn scribam eiusdem
AI Wedderburn