

Marco dos Navios (1769-1837): documents from the Lisbon Municipal Archives

O Marco dos Navios (1769-1837): documentos do Arquivo Municipal de Lisboa

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Throughout history, seaports have been of major importance for a variety of reasons, playing a vital role in the transport of goods and people, enabling ships to moor in a safe place equipped with the necessary infrastructures for loading and unloading vessels, as well as for controlling passengers and the transit of goods.

Many cities grew and prospered around a port, strengthening their trade with other regions and nations and developing as trading centres. Within their surrounding area, there was a growth in administrative facilities, warehouses and markets, while a whole panoply of companies and businesses linked to maritime activities were created, both for the purposes of boat maintenance and in support of an economy centred around the port's activity and the people who worked there. Ports were frequently crucial for the defence of territories, as they were strategic places for naval bases, fortifications and other military structures. They were also important cultural hubs, as crews and travellers of different nationalities gathered together there, promoting the exchange of ideas and helping to shape the cosmopolitanism of their cities and regions.

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In this *Documenta*, we present a set of documents that were produced for the purposes of controlling and paying the *Marco dos Navios* (tonnage duties) imposed in the eighteenth and nineteenth centuries, in the period broadly corresponding to the creation and extinction of the Royal Treasury (*Erário Régio*, 1761-1833)¹. Distributed and classified into four series, belonging to the "Taxes" section of the Lisbon Municipal Council's archives, this documentation consists of almost two hundred books, with handwritten data relating to the movements of vessels and goods at the port of Lisbon between 1769 and 1837.

¹ The *Erário Régio* (also known by the names of *Fazenda Real* and *Tesouro Real*) was created by the Marquês de Pombal through the decree issued by King José I on 22 December 1761; its purpose was to centralise the management of the tax administration of the kingdom of Portugal.

1. CHARACTERISATION OF THE SERIES AND THE DOCUMENTATION

- . Series 001², *Entries of Portuguese ships arriving at the port of Lisbon from the ports of America, Asia and the islands*, composed of 59 ledgers with records from 24 January 1772 to 30 December 1833;
- . Series 002³, *Movement of Portuguese and foreign ships at the port of Lisbon*, composed of two ledgers and records from 1 January 1834 to 28 May 1835;
- . Series 003⁴, *Entries of the Marco dos Navios*, composed of 70 ledgers from 23 January 1769 to 31 December 1835;
- . Series 004⁵, *Receipts of Marco dos Navios*, composed of 65 ledgers from 2 January 1769 to 30 August 1834.

The first series comprises the records produced at the *Mesa de Arrecadação dos Direitos do Marco dos Navios* (Office for the Collection of Tonnage Duties), relating to the entries of Portuguese ships coming from various ports in America (the name given to the ports in Brazil), Asia (India and Macau) and the Atlantic islands, but also from Africa (Cape Verde or Guinea) and some European ports, although these latter two origins were not included in the title. For each vessel, it is possible to find information relating to the date of its entry into the port, the name of its skipper and of the ship itself, its origin, the quantity and types of goods that it was carrying and, finally, the date of the customs clearance and the tonnage that was shipped.

The second series comprises information relating to the records of the arrivals and departures of Portuguese and foreign ships from the port of Lisbon. Displayed in the form of a table, the data indicate: the identification of the ship's flag, the name of the ship, the date of its entry into the port, the number of days of the voyage, the port of origin, the name of the captain, the cargo transported, the recipient of the goods, the date of the ship's departure, its destination and the cargo that it was carrying when it left Lisbon.

The ledgers of the third series comprise the records of the entries of Portuguese and foreign ships into the port of Lisbon, the ship's name, its flag and an identification of its type, the name of the skipper, the port of origin, the list of the goods that it was carrying and their respective amounts, the date of the customs clearance, the tonnage of the cargo and the receipt of the duties that were charged. Often, further information was added to these data, relating to the ship's destination and the goods that it would be carrying on the return voyage or "the cargo that is offered to them".

As far as the fourth series is concerned, this comprises the records with the accounts of the Tonnage Duties, for Portuguese and foreign ships, including the name of the person who paid the duties, the identification of the ship and an indication of the number of the page in the ledger in which the corresponding record was inserted.

Generally speaking, each ledger corresponds to one year and has an initial page indicating the dates of its opening and its closure. This formulation was not a rigid one and there are some variations in the wording that was used. The total number of pages is not always indicated. Generally, the date of its closure was the same as the date of its opening, which is normal and indicates the officer's practice of recording both dates when opening each ledger.

² PT/AMLSB/CMLSBAH/IMPS/001.

³ PT/AMLSB/CMLSBAH/IMPS/002.

⁴ PT/AMLSB/CMLSBAH/IMPS/003.

⁵ PT/AMLSB/CMLSBAH/IMPS/004.

When a ledger did not have enough pages to register all of the records for the year, the office scribe would indicate how many pages were added, together with the numbering of these pages, followed by the date, name and signature.

2. POSSIBLE APPROACHES TO THE AVAILABLE INFORMATION

Although this collection of documents has been the subject of occasional and partial studies⁶, it still remains largely unexplored, especially from the point of view of possible treatments of its different series. The few existing studies have been limited to the objective dimension of the contents of these documents from the point of view of taxation. However, these ledgers contain data that extend far beyond this area, and it is possible to collect multiple forms of information which can then be used to compare, check and complement other data relating to taxation and duties or other information of an economic, political, social or cultural nature.

It is possible to adopt both quantitative and qualitative approaches to the study of the different types of information available. Due to the sheer amount of data that can be extracted from these documents, the first of these approaches represents an enormous task, since it is possible to conduct a wide range of serial studies, with the results being organised in different ways and allowing for cross comparisons.

The most immediate approach that suggests itself is to study the number of vessels entering the port of Lisbon, looking at their frequency per year, month and day; this information can be filtered according to the origin of the ships – by continent, nation or even city – and the flags of the vessels in question.

Other possibilities include: the compilation of tax revenue; the serial study and classification of the tonnage of goods by categories; the identification of goods (raw materials, food products, whether processed or not, and processed goods). These suggestions, among others, may be organised and filtered according to chronology (year, month, day), the origin of the ship or its flag.

It should be noted that the data which it is possible to collect are not free of problems, since there are various gaps or incongruities that make their organisation rather difficult, although, with due caution and attentive observation, this does not endanger their analysis and organisation.

As far as the transport of goods by Portuguese shipowners is concerned, an examination of the ports of origin makes it possible to establish intercontinental transit routes and the calls that were made at intermediate ports, the frequency with which each voyage was made and the seasons of the year when they took place. Comparing this information with the list of the goods that the ship was carrying on its arrival in Lisbon also makes it possible to understand whether new goods were taken on board at the port of call for the last segment of the voyage, which, if this did not happen, might well indicate that the vessels had only been unloaded. These stopovers were recorded precisely for reasons related with the goods that were being transported, and they do not exclude other stopovers that the Portuguese ships might have made for technical reasons relating to shipping operations and navigation.

Unsurprisingly, the Brazilian continent was one of the ports of call between Asia and Lisbon. From Macau to Lisbon, we identified two intermediate ports of call in Brazil, Pernambuco and Rio de Janeiro. These cities were also ports of call en route from Bengal, in the northeastern part of the Indian Ocean, to Lisbon. We also found two other ports of call for this route before reaching Lisbon. One was still in the western part of the Indian Ocean, in the islands of Mauritius, which quite possibly served as a second port for the loading of goods before the ships continued on their journey. The islands of Mauritius were also a port of call on voyages from Goa to Lisbon. For

⁶ The most recent example is the publication by Rodrigo da Costa Dominguez (2019), *O Marco dos Navios e o seu contributo para o comércio e o sistema fiscal durante o Erário Régio (1761-1833): abordagens e desenvolvimentos*. ComTextos, 2(4), 1-19.

vessels arriving from Bengal, we also find a port of call already in the European continent, at Falmouth (Cornwall, England), which was quite probably used as a stopover for unloading goods that were already destined for the English market at the original port of departure. There is also mention of a “Portuguese ship from Bengal [which is] going to the same place with stopovers on the island of Madeira and in Rio de Janeiro”.

Besides these intercontinental voyages served by Portuguese shipowners, the capital of the kingdom was also a port of call on other routes followed by Portuguese and, above all, foreign ships. This can, in fact, be easily checked and it is surprising to note the great diversity of ports of origin, the flags of the ships and the destination of the vessels that stopped over in Lisbon.

As there was an enormous amount of traffic, by way of illustration, we have chosen to list a “Danish ship from the North American continent en route to Hamburg”, an “English ship from Newfoundland en route to Malaga”, an “English ship from Riga en route to London”, a “Danish ship from Setúbal en route to Venice”, an “English ship from London en route to Gibraltar”, another “English ship from Aveiro en route to Malta”, a “North American ship from Bordeaux en route to Hamburg”, another “North American ship from Stockholm en route to Norfolk”, and a “Swedish ship from Waterford en route to Genoa”. Among the many Portuguese ships in transit, we can find one “from Baltimore en route to the Island of Madeira”, one “from St. Petersburg en route to the island of Madeira”, as well as one “from Waterford en route to the same port, calling at Figueira da Foz”.

Lastly, we have information about the different types of vessels – brigantine, galley, corvette, yacht, sloop, *patache*, brig, launch, galliot, schooner, *bombarda*, *felucca*, *cachamarim* and *polacca*.

3. COMPARISON OF EVENTS: SOME NOTES

Besides the serial arrangement of the information listed above, it is possible to compare these data, combining them with a series of political or social events occurring in Lisbon, Portugal or Europe, which in some way may have had an impact on the alteration of established patterns, whether in the number of ships entering Lisbon, or their places of origin, types of cargo, or other factors.

By way of exploration, and only trying to identify the existence of ruptures or significant variations that may in some way be explained by, or be related to, some events, we will now compare some data and reflect briefly on some of the most significant events in order to gauge their foreseeable impact, seeing whether it was possible or did not, in fact, happen.

DECEMBER 1793: ENGLISH TROOPS DISEMBARK IN LISBON

Curiously, the ledgers corresponding to the period of December 1793 do not agree with one another, although they both display long periods without any records. We do not know if these gaps are directly or indirectly related with the entry into Lisbon of English troops, so that it is impossible to be certain whether there were some unrecorded entries of ships, whether there were, in fact, no entries at all, or whether the entries were recorded on other supports or on different shipping days. In series 001, for the whole month, there are only records of ships entering the port of Lisbon on 19 December (two from Rio de Janeiro and one from Maranhão), 20 December (one from Bahia) and 22 December (one from Rio de Janeiro)⁷. There are no more entries recorded in December; and, in 1794, the first entry of a ship was recorded on 19 February. However, in series 003, in the month of December, there are entries recorded on 2 December (one Swedish ship), 4 December (12 English ships coming from

⁷ PT/AMLSB/CMLSBAH/IMPS/001/019, pp. 88-91.

England, one American ship coming from Amsterdam and one Swedish ship coming from Genoa), 6 December (four ships from Setúbal, another from the Island of Madeira and one from the Island of São Miguel in the Azores, five English ships, two of which arrived from Newfoundland with loads of codfish, three Swedish ships, a similar number of Danish ships and one from Venice), 9 December (five), 11 December (nine ships, eight of which were English), 16 December (seven, six of which were English), 18 December (three), 20 December (six), 23 December (ten), and 30 December (eleven ships, eight of which were English)⁸. Attention is drawn to the high number of English ships that entered the port of Lisbon in December that year, of which, from a total of 84 ships recorded, 39 displayed an English flag, a fact that was not unrelated to the events taking place in Lisbon at the end of 1793.

27 TO 29 NOVEMBER 1807: THE PORTUGUESE ROYAL FAMILY LEAVES FOR BRAZIL

In series 003, the last records of 1807 were made on 25 November, with six American ships arriving from different ports (Setúbal, Madeira, Dover, Dublin, Copenhagen and the Guadalupe islands), leaving the distinct impression that the last page was never properly closed⁹.

On 30 November of the same year, under the command of General Junot, the French army entered Lisbon, where it remained until 4 December. Even with the political and social upheaval that this invasion caused, and which must have had some impact on the normal functioning of the port, together with the precautions taken by the ships displaying foreign flags when docking at Lisbon, due to the constraints resulting from political alignments, it is not plausible that there were no boats entering the port throughout the whole month of December 1807. We resort to the already hypothetical explanation that these ledgers were completed with earlier records, and that, whenever, for varied reasons, there were periods of disruption or disturbance to the functioning of the institutions, the original records were not incorporated into the final customs ledgers. A close examination of the calligraphy and the neatness of the documents confirms this hypothesis, since the type of handwriting, its cursive nature, and the “cleanliness” of the pages point to the phased recording of entries on dispatch days and in registers of some volume. The changes in the style and characteristics of the handwriting only become visible after long periods of weeks or months.

15 AND 16 SEPTEMBER 1820: LIBERAL REVOLUTIONARY MOVEMENT IN LISBON

Following the uprising in the city of Porto and the establishment of the Provisional Junta of the Supreme Government of the Kingdom on 24 August, Lisbon adhered to the revolutionary movement. When the ledger for this year, belonging to series 003, was consulted, it could be seen that, from 11 September onwards, there was a fall in the number of vessels recorded; this was confirmed on 13 September, when there were just two ships (one Swedish ship coming from Naples and another English ship from Newfoundland with a cargo of codfish), on 14 September with just one Swedish ship coming from Stockholm with timber and iron, on 16 September with another English ship, also from Newfoundland and again with a cargo of codfish, that would then be carrying a cargo of salt back to its place of origin, while eight ships were registered on 18 September. On 15 and 17 September, there were no entries of ships recorded at all at the port of Lisbon¹⁰. It is a plausible hypothesis that this sharp fall in the number of freight vessels entering the port may have been the result of a real impediment, but further information is needed in order to make it admissible. In series 001, the 1820 ledger has some large gaps in its records (with

⁸ PT/AMLSB/CMLSBAH/IMPS/003/025, pp. 50-55.

⁹ PT/AMLSB/CMLSBAH/IMPS/003/039, pp. 93v-94.

¹⁰ PT/AMLSB/CMLSBAH/IMPS/003/053, pp. 65v-67.

nothing at all being recorded between 28 May and 18 October), so that this does not help to consolidate the previous hypothesis.

1 OCTOBER 1820: THE LIBERAL JUNTA ENTERS LISBON

Further consultation of series 003 showed a progressive decline in the number of entries recorded just a few days prior to 1 October. The circulation of news, the unstable government situation, the unpredictable nature of events or the voluntary or enforced temporary suspension of traffic may have been the explanation for the reduction in the number of ships entering the port of Lisbon. Even so, on 28 September, fifteen ships were recorded as arriving from different origins, with only five being recorded on the day before. On 1 October, no entry was recorded. On 2 October, only three ships (coming from Setúbal, Sines and Cádiz) were recorded, and on 3 October five ships were recorded (three from Setúbal, one from Porto Covo and another from São Martinho do Porto), all of them displaying the Portuguese flag. On 4 October, once more there were no entries recorded. On the following days, everything indicates that activity returned to normal, with seven ships being recorded on 5 October and eighteen on 6 October, originating from the Far East and the ports of the Portuguese mainland, and the islands, with one Swedish vessel coming from Barth in Prussia, carrying wheat, two Prussian ships, one Danish ship and three English ships, all carrying codfish and due to load up with salt and wine¹¹.

4. GOODS, UNITS OF MEASUREMENT AND PORTS OF ORIGIN

Checking the goods that came to Lisbon in the records of each vessel enables us to discover the types of cargoes that were most frequently transported according to their continent or port of origin. Unsurprisingly, some products and materials were often to be found in the records of vessels arriving from the same origins, although it is possible to discover some others that were less common, or even unprecedented, given their origin. Another feature that can be extracted from these data is the units of measurement that were used to determine the quantities recorded and which, when indicated, enable us to know the standard measurement that was used, or, more interestingly, the way in which these goods were transported and the containers that were used. We find boxes and crates, vats, barrels, bales, bundles, sacks, packages, bushels and casks. Other goods were quantified according to the way in which they were processed prior to being loaded. This was the case with the timbers, which were listed as logs, poles, staves, planks, or in other terms. Without in any way seeking to be exhaustive, let us then look at a description of the goods transported according to their geography and ports of origin.

GOODS FROM THE SOUTH AMERICAN CONTINENT:

The goods predominantly arriving from Brazil were sugar (in boxes), cotton and cocoa (in sacks), honey (in barrels), timber (hundredweights and logs of wood, hundredweights of purpleheart timber and brazilwood, logs of jacaranda, planks or poles of building wood), hides and spirits (in barrels). But we also find other articles, reoccurring with greater or lesser frequency, such as: lead, coal, locks, *moios*¹² of hides and skins, tanned leathers, dry and wet goods in barrels, sacks of coffee, fine and coarse cloves, sacks of rice, tusks of ivory, bushels of parsley, planks, logs of firewood, racks, staves, coconuts, barrels of whale oil, bales of hay, sacks of ginger, vats of linen, rolls and bales of tobacco, hundredweights of cudbear, anchors, dry *jetica* (sweet potato), castor beans, coarse rice, sacks of whelks, salted leather, “thousands” of coarse rice, grapevine branches, irrigation rope handles, bar-

¹¹ PT/AMLSB/CMLSBAH/IMPS/003/053, pp. 71V-75.

¹² 1 *moio* = 830 litres

rels of *ipecacuanha* (a plant used for medicinal purposes), packages of gum, *alqueides* of flour (in sacks or bushels, a basket or receptacle with a different standard measurement depending on the regions and periods), pieces of crockery, casks and crates, baskets and boxes of sweets, various “packages”, some “orders” and “odds and ends”.

The timber could be identified generally as “poles” or “building wood” (an identification that generally referred to its specific use), and could arrive in hundredweights, logs or planks, indicating that the wood had been processed after felling. On other occasions, the quality of the wood is specified, and its type is identified: jacaranda, purpleheart or brazilwood.

SOUTH AMERICAN PORTS OF ORIGIN:

All of these ports were unsurprisingly to be found in Brazil and included the cities of Pernambuco, Rio de Janeiro, Pará, Maranhão, Paraíba, Baía and Santos.

GOODS FROM THE NORTH AMERICAN CONTINENT:

From the USA, there came, above all, codfish, but also rice, olive-oil, flours, corn and wooden barrel staves.

NORTH AMERICAN PORTS OF ORIGIN:

In the United States, the cities of Carolina, Philadelphia, New York, Havre de Grace, Boston, Fredericksburg, Richmond, Norfolk, Charleston, Providence, Savannah, Alexandria and Salem (codfish). There are also records of vessels originating from Newfoundland and Halifax in Nova Scotia (codfish), in modern-day Canada and, at that time, a dominion of the British Empire. From the area of the Caribbean Sea, we can also find vessels originating from Havana, in the Spanish Empire, in modern-day Cuba.

GOODS FROM THE EUROPEAN CONTINENT:

The most common goods that came from English ports were iron, lead, coal, ship’s rigging, barrels of ammunition, moorings, cables. From Hamburg came bundles of various cloths, flagons, flasks, bottles, wooden barrel staves. From Holland, cheeses, butter, barley and “merchandise”. From Norway, there was a predominance of codfish, from Denmark and Sweden, wheat, and, from Latvia, timber.

EUROPEAN PORTS OF ORIGIN:

The identification of the ports of origin is mainly provided by the name of the port city, although sometimes all that is mentioned is the nation of origin. The ports recorded show the wide range of continental maritime traffic, with ships docking at Lisbon from such diversified origins as London, Liverpool, Plymouth, Newcastle, Hull, Dartmouth, Greenock, Falmouth, Sunderland and Bristol (England), Bilbao, Barcelona, San Sebastian, Vigo, Ribadeo, Cadiz, Cartagena, Alicante and Almeria (Spain), Bordeaux, Audierne, Marseille, Havre, Lyon, Nantes, La Rochelle and Dunkirk (France), Dublin, Dingle, Waterford, Limerick and Cork (Ireland), Amsterdam, Vlaardingen and Antwerp (present-day Belgium) (Netherlands), Barletta, Palermo and Genoa (Italy), Hamburg and Danzig (Holy Roman-German Empire), Lubeck (Prussia), Riga and Libau (present-day Latvia) and St. Petersburg (Rus-

sia), Stockholm (Sweden), Greipscoald (Denmark) and Christiansand (Norway). Gibraltar, Sardinia and the Ottoman Empire also figure as places of origin of some vessels.

PORTS OF ORIGIN IN MAINLAND PORTUGAL:

Setúbal, Porto, São Martinho, Alcácer, Algarve, Peniche, Caminha, Figueira da Foz, Ericeira, Vila do Conde and Porto Covo.

GOODS FROM THE ATLANTIC ISLANDS:

The goods originating from Madeira were predominantly wines and legumes, such as beans, broad beans, potatoes and corn, but also different woods, such as walnut (sticks) and cedar (planks). Other articles and products included: barrels of malmsey (a variety of white grapes used in the manufacture of various fortified wines with a strong and intense sweet taste), quarts of sweet wine, potato, sedge (in sacks), suet (in barrels), wheat and deer skins. From the Island of Faial, in the Azores, came bacon, corn and beans. From the Island of St. Helena, in the South Atlantic, according to a record that was made in 1814, there came bundles of cloths, canvases, tea chests, aniseed, rice, pepper, leather thongs and sail twine¹³.

PORTS OF ORIGIN IN THE ATLANTIC OCEAN:

The origin of ships coming from the archipelago of the Azores was indicated by the name of the islands, which is to say São Miguel, Santa Maria, Terceira (Angra do Heroísmo), Faial, Graciosa and the westernmost island, Flores. Other origins included Madeira and the Canaries, as well as St. Helena, in the southern hemisphere.

GOODS FROM THE AFRICAN CONTINENT:

Among the goods arriving from Cape Verde, there was a predominance of sacks of cudbear (a lichen used in dyeing), sulphur, and pink cane (a variety of sugar cane), but also “odds and ends” of ivory. From Angola, there came wooden troughs filled with wax, casks of gum, coffee, beads, flour, crates and barrels of teeth of sea horses (the name given at that time to the hippopotamus) or leathers.

AFRICAN PORTS OF ORIGIN:

Generally identified as Cape Verde, Guinea or Angola. There is also a record of vessels coming from Barbaria (the name given to the Mediterranean coast of Africa) with wheat.

GOODS FROM THE ASIAN CONTINENT:

It is important to distinguish between the specific origins, given the geographical spread of the region, as well as the geographies of the western Indian Ocean, the bay of Bengal and Far East Asia, with different trading posts and business partners, which is reflected in the type of products and goods that were traded.

¹³ Very probably with an earlier origin. By way of curiosity, Napoleon was exiled on the Island of St. Helena from 1815 to 1821.

From the west coast of India (from Goa and the islands of Mauritius), there was a predominance of fabrics (in packages, bales or bundles), but there were also records of “drugs”, pepper (in sacks), incense, cinnamon, coffee, rice, *calumba* (a medicinal plant), crockery, assorted ivory tips and rattan (a fibre extracted from a species of the family of palm trees, used to make furniture, baskets, canes, umbrellas and other objects). From the gulf of Bengal, we find, almost exclusively, packages of cloths in large quantities, which does not exclude the possibility of there being other products or materials as well. The products and articles from Macau are, however, differentiated and, although there were no explicitly predominant goods, those most frequently found were tea (in chests), crockery (in vats and boxes), cinnamon, white copper, pieces of silk, lacquer (varnish), roots, bundles of satin and benzoin.

ASIAN PORTS OF ORIGIN:

Macau, Goa and the Bay of Bengal (India), and the islands of Mauritius in the western Indian Ocean to the east of Madagascar.

ARRIVALS OF PORTUGUESE SHIPS FROM THE PORTS OF AMERICA, ASIA AND THE ATLANTIC ISLANDS IN THE PORT OF LISBON

Baía Outubro 17 de 1774
 235
 Pela entrada Mano
 0 Gomes da Silva M. do Armario da
 Para e Senhor. do Porto que veio
 da Bahia com o seg.
 434, Casas de Amucar
 59, Feixos d.
 11, Casas d.
 968, Meios de sola 1160
 5385, Couros
 1052, Rolos de Tabaco
 23, Borrax de leu, emalhado
 50, Camadas de Pao sel. de arruda com Rovo
 118, Varas de Parreira
 36, Furguethas
 5, Puxias de Coucoeira
 1, Borrax.
 Dep. em d. de 16. de 1775, f. 650. f.

Figure 1 Record of the ship Santa Rosa, originating from Baía, Brazil, with the skipper Manuel Gomes da Silva, which entered the port on 17 October 1774. AML, PT/AMLSB/CMLSBH/IMPS/001/001, f. 101v.

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DB

61

Índia

Julho 19 de 1786

De dentro do Arquipélago de
 Moçimbo da Índia do N.
 S. de S. de S. de S. de S.
 do de Goa como seg.

	234	Faros com Pin.	"
	80	Do. com Larela	"
	40	Do. com Larela	"
1.º Certam	40	Do. com inuente	"
falta outra	29	Do. com alcaimfor	"
	18	Do. com calumba	"
	125	Do. com pimenta	"
	333	Faros com Pin.	"

Entrou em 9 de Maio de 1787, f.º 89.

Figure 2 Record of the ship Santíssimo Sacramento, originating from Goa, Índia, with the skipper António Moreira, which entered the port on 19 July 1786. AML, PT/AMLSB/CMLSBAH/IMPS/001/012, f. 32.

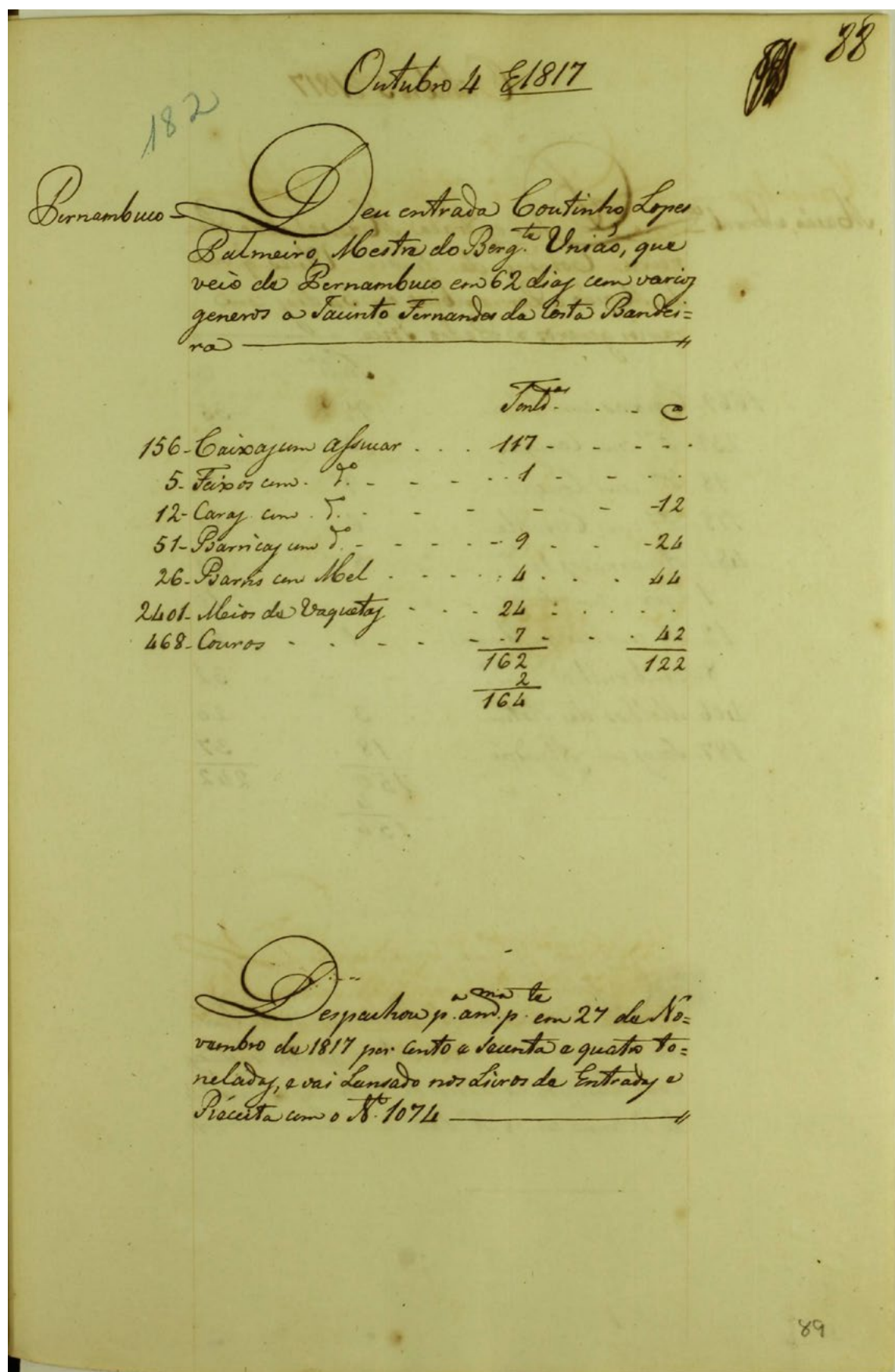


Figure 3 Record of the brigantine União, originating from Pernambuco, Brazil, with the skipper Coutinho Lopes Palmeiro, which entered the port on 4 October 1817. AML, PT/AMLSB/CMLSB/IMPS/001/042, f. 89.

93 Agosto 31 de 1787. B 47
 Macau
 Vitorino Correia M.
 do S. S. Luiz e
 M. S. Madalena vindo
 de Macau com o seg.
 242 - Caixoty Com Louca
 44 - Caixoty Com J.
 826 - D. Com Candelas
 582 - D. Com Langas
 1267 - Meia Caixoty Com Chá
 404 - Amarrado Com Candelas
 500 - Sacas Com Pimenta
 33 - Meia Caixoty Com Cedas
 113 - Meia Caixoty Com Chá
 17 - Caixoty Com D. arado
 12 - D. Com Chá
 2 - Caixoty Com Candelas
 14 - Caixoty Com Louca
 27 - Amarrado de la x. de Chá
 48 - Caixoty Com Louca
 2 - Amarrado de la x. de Chá
 54 - D. Com Cotas
 1062 - Meia de Cotas

Depachou em 12 de out. de 1787. 8358.

Figure 4 Record of the ship São Luís e Santa Maria Madalena, originating from Macau, with the skipper Vitorino Correia, which entered the port on 31 August 1787. AML, PT/AMLSB/CMLSB/IMPS/001/013, f. 47.

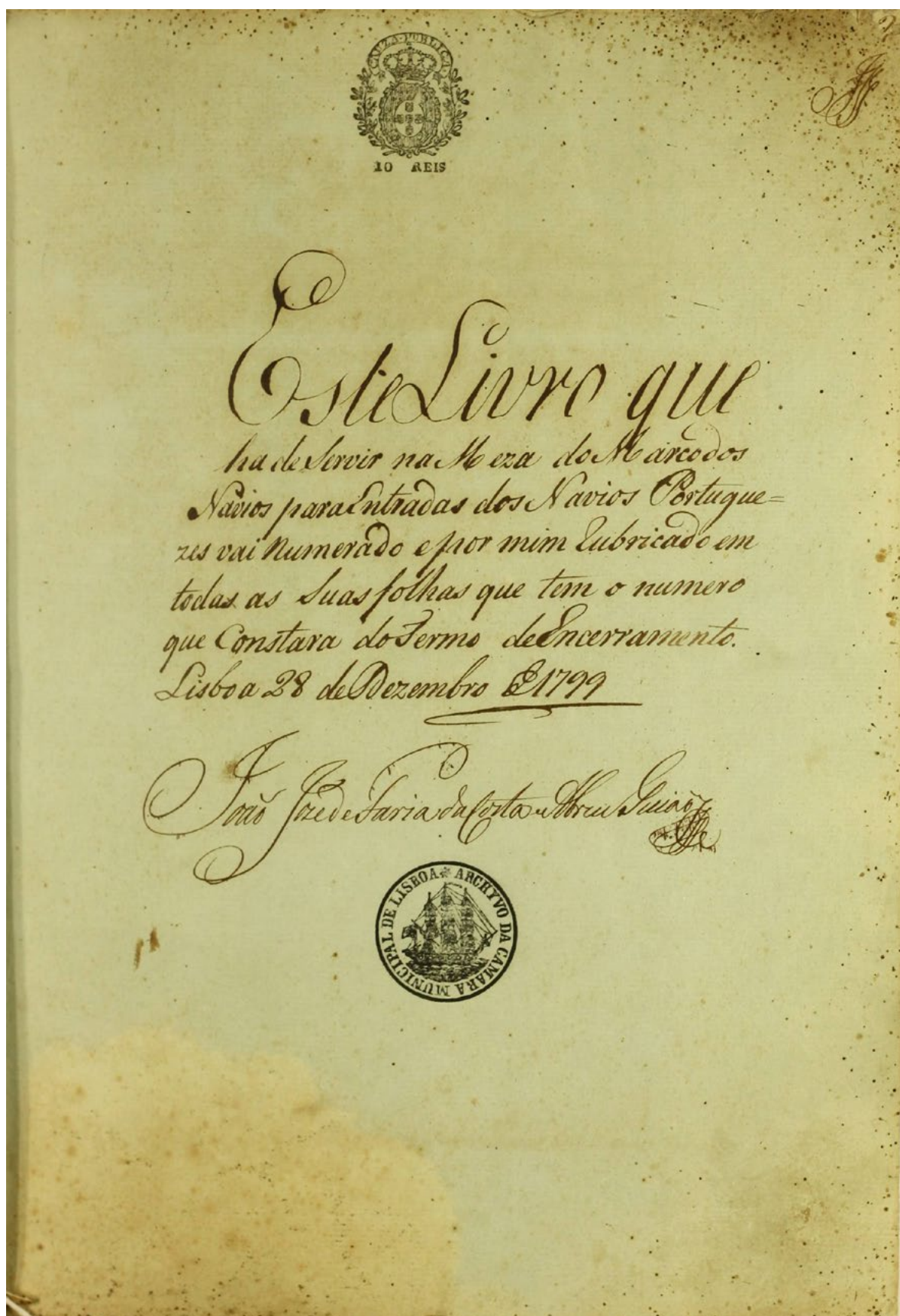


Figure 5 Opening page of the register of entries of Portuguese ships for the year 1800, at the *Mesa do Marco dos Navios*. AML, PT/AMLSB/CMLSB/IMPS/001/026, f. 1.

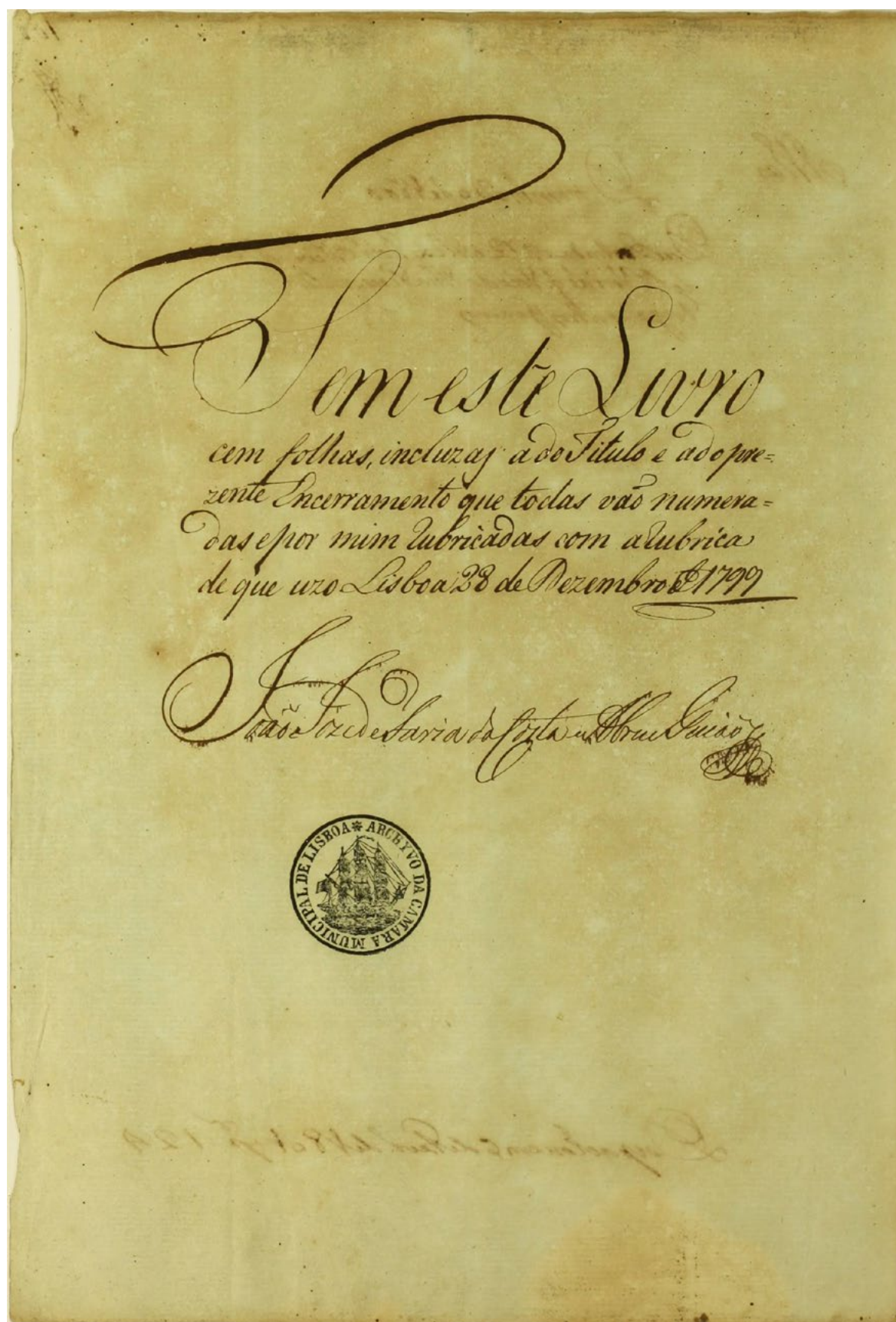


Figure 6 Closing page of the register of entries of Portuguese ships for the year 1800, at the Mesa do Marco dos Navios. AML, PT/AMLSB/CMLSBH/IMPS/001/026, f. 100v.

MOVEMENT OF PORTUGUESE AND FOREIGN SHIPS AT THE PORT OF LISBON

Bandeira	Nome	Entrada	Pelo Porto	De que	Nome	Carga	Aguado	Saída	Para que	Com que	10	
		Pelo Porto		Porto	de Captação	com que entrou		Pelo Dep. da Armada	Porto	Carga		
198 Brazuca	Naxarino	3	Março 1834	21	Londres	Miguel Malvestrum	Carvão	Enlads H.C.	1º	Março 1834	Almora	Sal.
199 Portuguesa	Le da Paz	4	Março 1834	20	Liverpool	Jos da L. Cruz	Sachos	Paulo Jorge ef.	20	Março 1834	Almora	Opun. de offeiros
200 Portuguesa	Le da Paz	4	Março 1834	2	Porto	Ant. J. de Souza	Medicinas e Remédios	Leão. Cap.	12	Março 1834	Le Miguel	Opun. de offeiros
201 Portuguesa	Trunfo	4	Março 1834	1	Olivera	Jos Amado Ribeiro	Melão	Leão. Cap.				
202 Holandesa	Mercurio	4	Março 1834	12	Wolgar	Jos. de Souza	Sachos	Paulo Jorge	12	Março 1834	Porto de J. de Prins	
203 Ingles	Kingwood	4	Março 1834	35	Londres	William Smith	Bacalhau	Garland	10	Março 1834	Londres	Sal.
204 Ingles	Daphne	4	Março 1834	16	Londres	Nicolas Sprague	Carvão	Burnett	12	Março 1834	Fiz.	Sachos
205 Ingles	Orlando	4	Março 1834	15	Londres	William Leader	Carvão	Burnett	6	Março 1834	Sachos	Sal. e Fruta
206 Ingles	Port Brotha	4	Março 1834	14	Londres	Robert Drake	Sachos	Burnett	3	Março 1834	Londres	Fruta
207 Ingles	Surra	4	Março 1834	14	Londres	John P. Luffin	Carvão	Burnett	12	Março 1834	Tiquiro	Sachos
208 Ingles	Mary	4	Março 1834	60	Londres	John Harvey	Sachos	George Liddell	7	Março 1834	Londres	Fruta
209 Brazuca	Totuma	4	Março 1834	13	Portsmouth	Mathias Wemmer	101 Casacos f. de Jov.	Greenland	4	Março 1834	Batido	"
210 Francesa	Roussou	5	Março 1834	40	Wolgar	Christian Graft	Trigo	Enlads H.C.	21	Março 1834	Almora	Sal.

Figure 7 Page recording the entry of ships for 3 to 5 March 1834 (incomplete). AML, PT/AMLSB/CMLSBH/IMPS/002/01, f. 10v.

Bandeira	Nome	Entrada		De que	Nome	Carga	Agente	Saída		Para que	Com que	25
		Pela Praça		Porto	do Capitão	com seu entrono		Pela Praça		Porto	Carga	
518 Suécia	Trotter	17	Abril 1834	10	Rotterdam	José G. Tuberman	Leite	Diogenes & Leal	6	Mais 1834	Baltico	Lat.
519 Lubeck	Blancos	17	Abril 1834	26	Lubeck	Pedro T. Hübly	Trigo	Schindler & Co.	17	Mais 1834	Munich	Lat.
520 Inglaterra	Mary Ann	18	Abril 1834		Falmouth	Robert Stewart	Com Officio de J.	"	14	Mais 1834	"	"
521 Toucinho	Totuna	18	Abril 1834	48	Stralsund	Pedro J. Wurmstedt	Trigo	V. Moller & Co.	21	Mais 1834	Munich	Lat.
522 Toucinho	Carl Peter rick	18	Abril 1834	150	Stralsund	Joaquim Tammes	Trigo	V. Moller & Co.	14	Mais 1834	Munich	Lat.
								"	"	"	"	"
523 Holanda	Voorburg	18	Abril 1834	12	Amsterdam	Conrado van der Drift	Alfafa, Cebolas, Cevadilha, Apio, e Farinha	J. Dobson - Rusd. & Co.	6	Mais 1834	Amster- dam	Lat.
524 Portuguesa	S. Cruz Lousa	18	Abril 1834	2	L. Mart.	José da S. Cruz	Vinho	Ant. Cap. an				
525 Portuguesa	Lousa	18	Abril 1834	1	L. Mart.	José da S. Rocha	Carvão de Lenda	Ant. Cap. an				
526 Portuguesa	Lousa de Bastos	18	Abril 1834	2	L. Mart.	José Rodrigues de Faria	Carvão, Madeira	Manuel José Bot. Bastos	15	Mais 1834	Fig. de	Agente de officio
								"	"	"	"	"
527 Portuguesa	Thomaria	18	Abril 1834	32	L. Mart.	José de Jesus da S.	Madeira	Manuel José Bot. Bastos	11	Mais 1834	Fig. de	Agente de officio
								"	"	"	"	"

Figure 8 Page recording the entry of ships for 17 and 18 April 1834 (incomplete). AML, PT/AMLSB/CMLSB/IMPS/002/01, f. 25v.

Bandeira	Nome	Estada	de que	Nome	Carga	Agua	Salida	Para que	Por que
		Pela Póvoa	de	de Capitão	Com que entrou		Pela Póvoa	Póvoa	Carga
865	Nunav	30 Junho 1834	27	Estad	Christian D. Rauch	Sal	3 Julho 1834	Venue	Am. Carga
866	Nunav	30 Junho 1834	30	Estad	Thomas F. Holander	Trigo, Cevada, e Mass.	13 Julho 1834	Bergen	Sal.
867	Nunav	30 Junho 1834	28	Estad	José F. Kramer	4 Tardes de Sal, e Sals.	6 Ago. 1834	Petersburg	J. do Reino
868	Engler	1. Julho 1834	12	Engler	Mark Winton	Farmacia e Lico	13 Julho 1834	Engler	Sal e Frutas
869	Nunav	1. Julho 1834	10	Estad	Nijon Petersen	Sal	15 Julho 1834	Baltia	Sal
870	Portuguez	1. Julho 1834	2	Porto	Trin. Rodriguez da Nova	Madeira e Vinhos	1. Agosto 1834	Madira	Agua e Officinas
871	Portuguez	2 Julho 1834	13	Estad	J. Luis de Oliveira	Alum, Tabaco, e M. Trigo	3 Agosto 1834	Madira	Agua e Officinas
872	Nunav	2 Julho 1834	19	Capit	Thomas T. Laid	Sal	10 Julho 1834	Biza	Sal e Vinhos
873	Nunav	2 Julho 1834	25	Navio	Carlo Blomberg	Sal	26 Julho 1834	Baltia	Sal
874	Nunav	2 Julho 1834	2	Porto	Thoma T. Koshin	Sal	26 Julho 1834	Buenos Aires	Sal

Figure 9 Page recording the entry of ships for 30 June to 2 July 1834 (incomplete). AML, PT/AMLSB/CMLSBAH/IMPS/002/01, f. 41v.

Bandeira	Nome	Entrada	Pela Popa	Pela Proa	De que Porto	Nome do Capitão	Carga com que entrou	Agente	Saída	Pela Proa	Pela Popa	De que Porto	Para que Porto	Com que carga
Holandesa 972	Neer	3	Agosto	1834	10	Amsterdã	Peter Tharmet	Quijo, Coad. Longo Daga	F. B. Vanscher	29	Agosto	1834	Figuira	Leite
Holandesa 973	Mars	3	Agosto	1834	11	Wardington	Jacob Metson	Quijo e Murchiza	F. B. Vanscher	6	Agosto	1834	Wardington	Sal e Truta
Holandesa 974	Remieu	3	Agosto	1834	17	Rotterdam	Peter H. Noordholl	Quijo, Daga, Agosmines	F. B. Vanscher	13	Agosto	1834	Rotterdam	Genero de Reino
Luzo 975	Fineiro	3	Agosto	1834	24	Niza	Condeus W. Tonn	Leite, Caju, Lencas, Torra, e Cebos	"	29	Agosto	1834	Batavia	Sal
Portuguesa 976	Liberdade de Porto	3	Agosto	1834	2	Porto	Ant. Fern. Carmo	Machos e Caju	Ant. Cap.	14	Agosto	1834	Porto	Agua e the offenes
Porto 977	Portuguesa	22	Agosto	1834	22	Antuquia	Marcos Ancho Babin	Leite	José Derman	18	Agosto	1834	Canarias	Sal
Luzo 978	Jonathan	4	Agosto	1834	18	Rochele	Jacob Crawford	Leite	Totado de	29	Agosto	1834	Batavia	Sal
Portuguesa 979	Nondestino	4	Agosto	1834	3	Viamos	Leobitus Rorade	Alho e Caju	Ant. Cap.	20	Agosto	1834	Viamos	Agua e the offenes
Austraca 980	Justina	5	Agosto	1834	11	Polonia	Ant. Pichovich	Leite	Ant. Riche	4	Agosto	1834	Triste	Genero de Reino
Demarcacao 981	Thetis	5	Agosto	1834	18	Hamburgo	José Lomstun	Trigo, Fava e Libey	Schierder	5	Agosto	1834	Buenos Ayres	Genero de Reino
Demarcacao 982	Primera	5	Agosto	1834	30	Haller	Kans Nipen	Trigo	Totado de	11	Agosto	1834	Haller	Sal

Figure 10 Page recording the entry of ships for 3 to 5 August 1834 (incomplete). AML, PT/AMLSB/CMLSBH/IMPS/002/01, f. 46v.

ENTRIES FROM THE REGISTER OF TONNAGE DUTIES

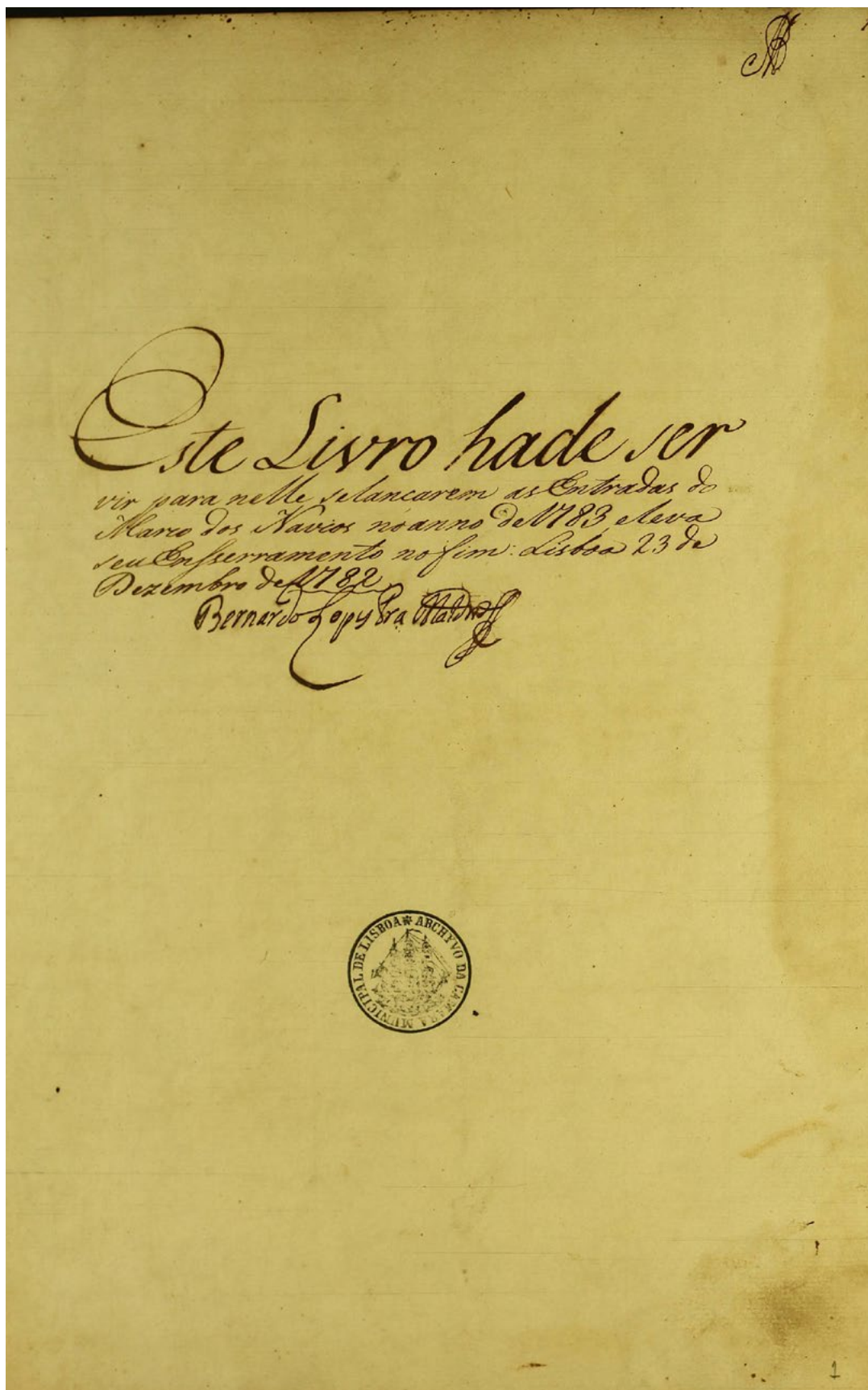


Figure 11 Opening page of the register of ships' entries for the year 1783. AML, PT/AMLSB/CMLSBAH/IMPS/003/015, fl. 1.

[illegible]

Figure 12 Entries recorded for 3 February 1769. AML, PT/AMLSB/CMLSBAH/IMPS/003/001, fl. 4v.

Agosto 27 de 1783		
702 Mar Am Mhas	Joze Francisco da Cruz M. do N. N. S. de Nazaré e S. Ana que veio de M. do N. N. S. com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	104953 R236
703 Nov. 1783 Mhas	Antonio de Paula Lopes M. do N. N. S. e S. J. de la Costa que veio de M. do N. N. S. com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	54376 R228
704 Set. 1783 Mhas	Joze Francisco da Cruz M. do N. N. S. de Nazaré e S. Ana que veio de M. do N. N. S. com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	354280 R224
705 Aug. 1783 Mhas	Roberto Ines M. do N. N. S. Tipo q. veio de Londres com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	34360 R224
706 Jun. 1783 Mhas	Teodoro Christensen M. do N. N. S. do Norte que veio de S. J. de la Costa com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	164128 R224
707 Set. 1783 Mhas	Vicente Ferreira M. do N. N. S. do Norte que veio de S. J. de la Costa com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	4240 R224
708 Set. 1783 Mhas	Sebastião de la Costa M. do N. N. S. do Norte que veio de S. J. de la Costa com cargo de waia p. a M. do N. N. S. e p. a S. J. de la Costa com carga q. v. l. e officer, pagou 1000000 de cento e cinquenta Tonel. cinco mil novecentos e oitenta e seis Reis	4240 R224 50

Figure 13 Entries recorded for 27 and 28 August 1783. AML, PT/AMLSB/CMLSBH/IMPS/ 03/015, fl. 50.

		40	
		F	
		45 REIS	
		Agosto 29 de 1798	
660	Din. João Mathias Muller M. do N. E. por nome que veio de Danzig. Com Lombo e Sai p. 2. Seltim Com alargaq. Seltim fenece pagou Entrada de Costado 8. 7. 7. de setenta e seis contos e cinco centos de lombo, Seltim mil e setenta e cinco contos e cinco		74561 R. 2294
661	Lu. beg. Miguel Cavallinae M. do N. E. por nome que veio de Riga Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		58782 R. 2294
662	Prucian. Nos. Hertz Perente M. do N. E. por nome que veio de Emden Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		158125 R. 2294
663	Americ. João Duque M. do N. E. por nome que veio de Boston Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		38072 R. 2294
664	Americ. Guilherme Benjamin M. do N. E. por nome que veio de Carolina Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		108080 R. 2294
665	Sueco. João. Brammel M. do N. E. por nome que veio de Malmö Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		58112 R. 2294
666	Fig. Antonio da Silva M. do N. E. por nome que veio de Lisboa Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		24688 R. 2294
667	Fig. Antonio Carlos Pardo M. do N. E. por nome que veio de Lisboa Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		38360 R. 2294
668	Fig. João. Borges de Sousa M. do N. E. por nome que veio de Lisboa Com Lombo e Sai p. 2. Sai com Lombo, pagou Entrada 8. 7. 7. de setenta e seis contos e cinco centos, de lombo cinco mil e setenta e cinco contos e cinco		18368 R. 2294
		40	

Figure 14 Entries recorded for 29 August 1798. AML, PT/AMLSB/CMLSB/IMPS/003/030, fl. 40.

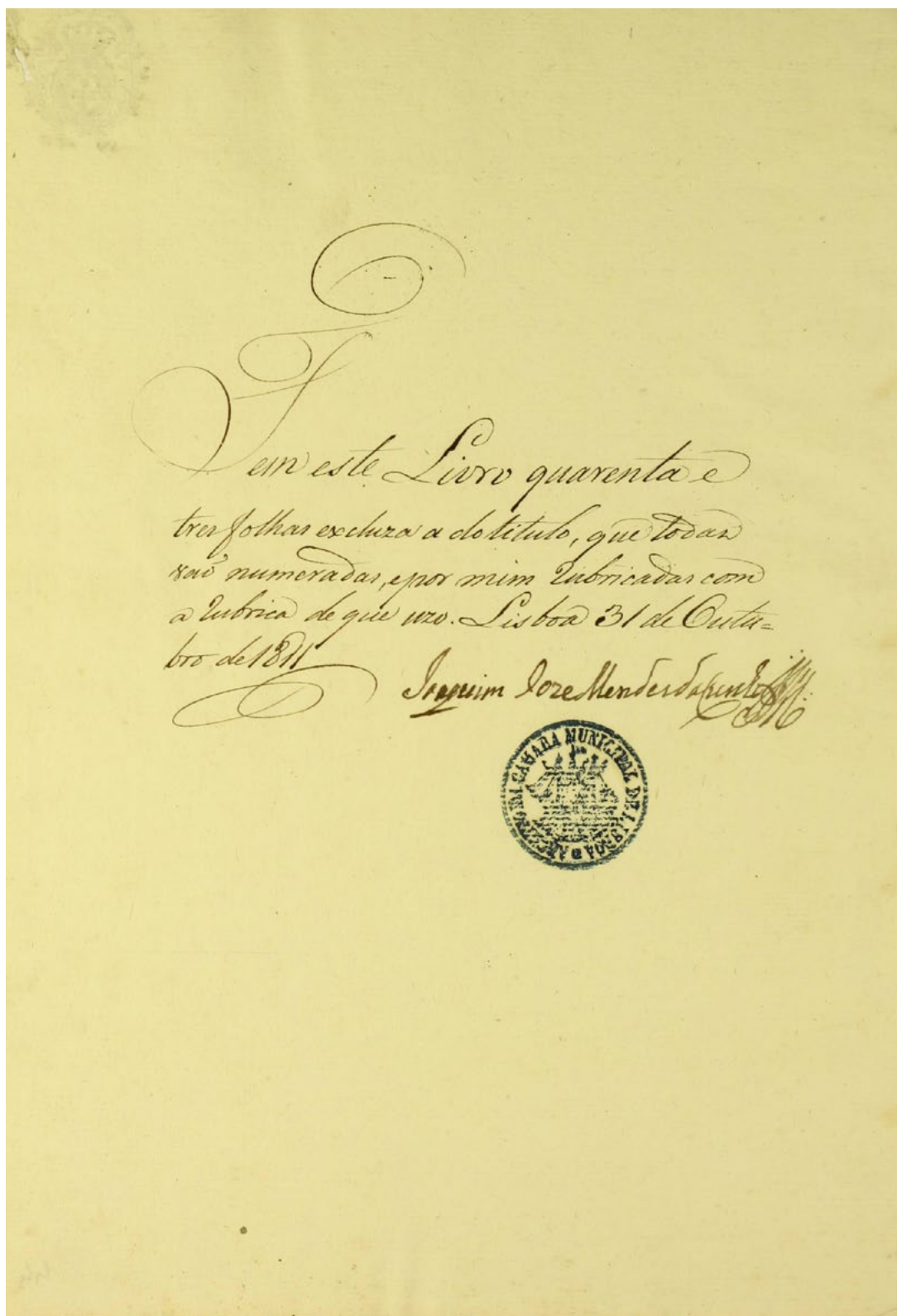


Figure 15 Closing page of the register of ships' entries for the year 1811. AML, PT/AMLSB/CMLSBAH/IMPS/003/044, fl. 44v.

Maio 12 1815		
530	Asia	Jose Heurt, Mestre do Navio <i>Sr da Luz</i> , que veio dos Portos da Asia com varios generos, e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, e Comd. Bento Jose Cardoso, pagou fortam ^{te} , e vinte por cento de sete centas e vinte e oito toneladas, quatrocenta e oito mil novecentos e vinte e hum reis 4508 188921
531	Portug ^a	Manoel Netto, Mestre da Lancha Ligeira, que veio de Salla com Cera e Goma, que descreveu debaixo do impedim ^{to} da Saude, e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, pagou fortam ^{te} , e vinte por cento de quinze toneladas, mil e oito reis 4509 18008
532	Ingles	Alexandre Piers, Mestre do Navio <i>Duke of Wellington</i> , que veio de Liverpool com varias Mercadorias, e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, pagou entrada vinte por cento de cento e vinte toneladas, oito mil e seenta e quatro reis 4510 88064
533	Ingles Lastro	Thomas Evans, Mestre do Navio <i>Staffa</i> , que veio de Londres com Lastro, e vai para Dublin com om ^{do} Lastro, não carregou coisa alguma 11
534	Portug ^a	Francisco Jose da Costa, Mestre da <i>Quinta Effigencia</i> , que veio de Liverpool com varios generos e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, pagou entrada e fortam ^{te} , e vinte por cento de trinta e duas toneladas, tres mil duzentos e vinte e cinco reis 4511 38225
535	Hollanda	Mathias Pieter Schraa, Mestre do Navio <i>Martinho Negro</i> , que veio de Londres com Lastro, e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, pagou fortam ^{te} , e vinte por cento de cinquenta e cinco toneladas, tres mil seiscentos e noventa e seis reis 4512 38696
536	Asia	Jose Franco, Mestre do Navio <i>Trinidade</i> , que veio dos Portos da Asia com farofas, e vai p. ^{ao} <i>Am. p. t. am. q.</i> se lhe offerecer, pagou fortam ^{te} , e vinte por cento de dozentas e quarenta e hum toneladas, quatrocentos mil cento e noventa e cinco reis 4513 168195

Figure 16 Entries recorded for 12 to 17 May 1815. AML, PT/AMLSB/CMLSB/IMPS/003/048, fl. 40v.

Janeiro 10 1834		
Sueco	12. J. H. Aden, Mestre do Brigue Delphin, q ^o veio de Nova York, com carga de Adulles, e vai p ^a Noruega, com a carga de sal, pagou entrada e fortamento e vinte por cento de cento e secanta toneladas de arcais mil cento e vinte e oito lei	7 16 128 8L
Inglês	13. J. Clark, Mestre da Escuna Will e the Wesp, que veio de Londres, com mercaderias, e vai para a mesma parte, com a carga de fruta, pagou entrada e fortamento e vinte por cento de cento e treze toneladas, onze mil trezentos e noventa lei	8 11 390 8L
Francês	16. J. Paimond, Mestre do Parco de Vapor L'Ocean, que veio de Londres e Nantes, com varias Mercaderias, e vai para Napoles, com p ^a da m ^a carga de que des- carregou os generos que pesaram humas toneladas, de que pagou secanta e sete lei	9 1 067 8L
Sardo	16. Dominga Palazzo, Mestre do Brigue No ^a Senhora della Grazie, que veio de Genova, com varios generos, e vai para Marseille, com generos do Reyno, pagou entrada e fortamento e vinte por cento de oitenta e cinco toneladas, oito mil quinhentos e secanta e oito lei	10 1 568 8L
Portuguez	17. Bento Jose da Cunha, Mestre do Brigue Heitor Franquia, que sahindo de Vianna para o Rio de Janeiro, com varios generos, foi aprezado e unido a este Ruto, e vai p ^a o Rio de Janeiro com a m ^a carga q ^a trouxe, de que pediu Franquia	
Cuminhã	18. Gonçalle Jose Lourenço, Mestre do Parco Novo Restaurador, que veio de Cuminhã vario, e vai para Paysona, com a carga que se lhe offerecer, pagou fortamento e vinte por cento de quinze toneladas, mil e oito lei	11 1 008 8L

Figure 17 Entries recorded for 10, 13, 16, 17 and 18 January 1834. AML, PT/AMLSB/CMLSBAH/IMPS/003/068, fl. 2v.

RECEIPT OF TONNAGE DUTIES

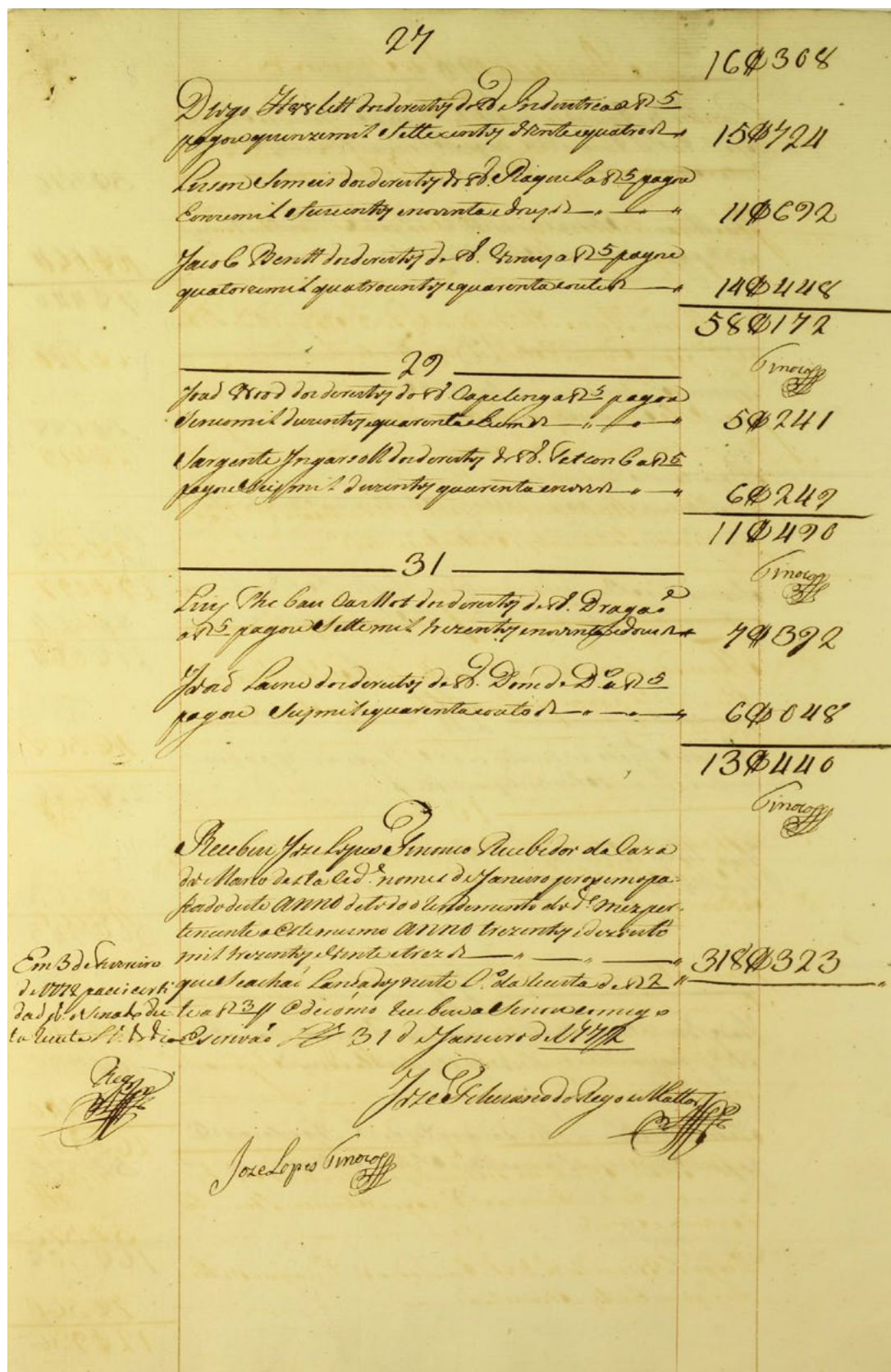


Figure 18 Receipts of Tonnage Duties on 27, 29 and 31 January 1772. AML, PT/AMLSB/CMLSAH/IMPS/004/001, f. 4v.

Agosto de 1800 -	da antecedente.	3638071
Marcos dos Reis dos Reis do N.º 1º termo quatro mil sette-centos e nove reis — — — — —		48709
Ventura Marcos da Cunha dos Reis do N.º 1º termo cloria e 637 pagou des mil cento e cinco reis		10885
Henrique Enxerque dos Reis do N.º 1º termo e 37 pagou quatro mil sette-centos e nove reis		48709
Nils Soderberg dos Reis do N.º 1º termo e 37 pagou sette mil nove-centos e vinte e quatro reis — — — — —		78334
William Beall dos Reis do N.º 1º termo e 37 pagou sette mil trezentos noventa e dois reis — — — — —		78332
John Godfrey dos Reis do N.º 1º termo e 37 pagou dez mil noventa e seis reis — — — — —		128096
Ant.º Sonal Selvola dos Reis do N.º 1º termo e 37 pagou quatro mil quinhentos e quarenta e duas reis		48544
An.º Fran Flores dos Reis do N.º 1º termo e 37 pagou quatro mil seis-centos e quarenta e duas reis — — — — —		48644
Dinik Roelof Vijver dos Reis do N.º 1º termo e 37 pagou seis mil sette-centos e vinte e cinco reis — — — — —		68725
Peter Heinrich Schomacker dos Reis do N.º 1º termo e 37 pagou seis mil seis-centos e noventa e sete reis		68657
Jan Hendricks dos Reis do N.º 1º termo e 37 pagou seis mil oito-centos e noventa e nove reis — — — — —		68859
22		
Noze dos Santos dos Reis do N.º 1º termo e 37 pagou duzentos e quarenta e cinco reis — — — — —		8245
Jeremih Bernstein dos Reis do N.º 1º termo e 38 pagou tres mil trezentos e cinquenta reis — — — — —		38360
Joaq.º Bernardo Ewald dos Reis do N.º 1º termo e 38 pagou dito mil e cento e nove reis — — — — —		88069
John Rick dos Reis do N.º 1º termo e 38 pagou mil cento e doze reis — — — — —		11817
Joan Christoffel Seebald dos Reis do N.º 1º termo e 38 pago doze mil trezentos e quarenta e dois reis		128342
		484552

Figure 19 Receipts of Tonnage Duties on 20 August 1800. AML, PT/AMLSB/CMLSB/IMPS/004/029, f. 24v.

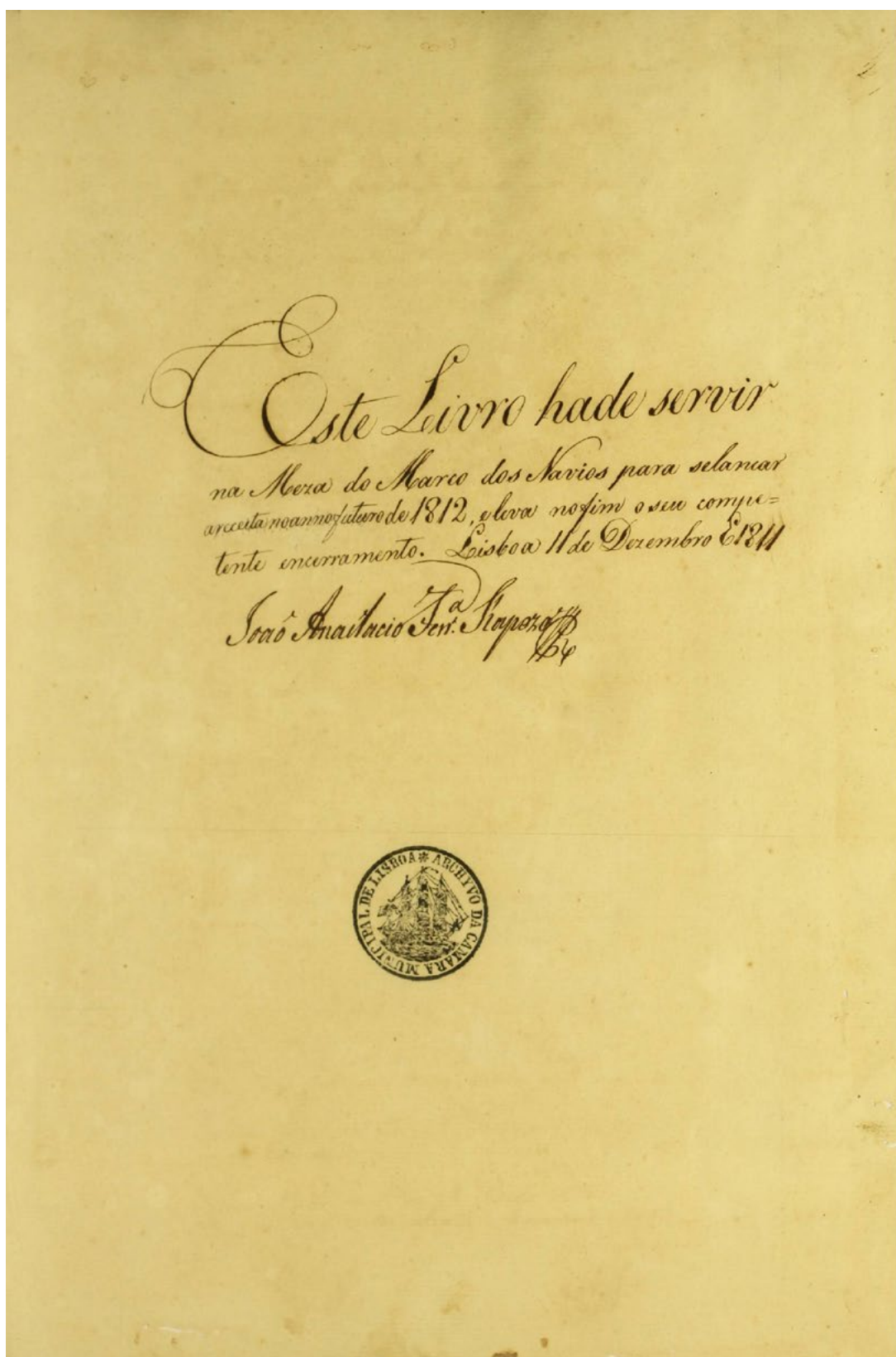


Figure 20 Front page of the book of receipts of Tonnage Duties for 1812. AML, PT/AMLSB/CMLSBAH/IMPS/004/041, f. 1.

1823	Nº	Capel	Sal
Vincent Semmundo	"	"	14\$800 = 36\$706
Juniro, 8º e Joao Cuning, pelos Dir. da Cuna, Barro, como affº do L. das Entradas, quatro mil e trezentos reis	"	"	9 1\$200 4\$300
Joaquim Margarida, pelos Dir. do Burg. do L. das Entradas, sette mil seiscentos e sessenta reis	"	"	10 3\$600 7\$660
Telleria			19\$600 = 46\$664
9º Victor Semino, pelos Dir. do Burg. da Junco, como affº do L. das Entradas, doze mil trezentos e noventa e sete reis	"	"	11 6\$000 12\$398
M. de Paço, pelos Dir. do Cahi- que do L. das Entradas, como affº do L. das Entradas, mil e oitenta e sete reis	"	"	12 1\$000 1\$008
Robert Spaul, pelos Dir. da Cuna Hopwell, como affº do L. das Entradas quatro mil e oitenta e sete reis	"	"	13 6\$400 14\$018
Thomas Martin, pelos Dir. do Burg. Londy, como affº do L. das Entradas, cinco mil novecentos e oitenta e sete reis	"	"	14 2\$400 5\$280
Samuel Parker, pelos Dir. da Cuna na Induſtria, como affº do L. das En- tradaz, quatro mil e oitenta e sete reis	"	"	15 1\$600 4\$166
Telleria			36\$000 = 84\$227

Figure 21 Receipts of Tonnage Duties on 8 and 9 January 1823. AML, PT/AMLSB/CMLSB/IMPS/004/052, f. 1v.

1834						49
	Vem Lommande " " " "	253\$000				543\$212
23	Th. Cormack, pelos Dir. ^{tes} da Ceuva Adeleide, como afil. ^{do} L. das Entradas oito mil quatro centos e noventa e um r. ^l 870,	58\$600				11\$491
	W. Fosson, pelos Dir. ^{tes} da Chalupa Henry, como afil. ^{do} L. das Entradas, tre mil quinhentos e sessenta e um r. ^l 871,	1\$600				3\$561
		260\$200				588\$264
25	Ant. J. Loure. pelos Dir. ^{tes} do Barco Rio Mundo, como afil. ^{do} L. das Entra- das mil e oito r. ^l " " " 872,					1\$008
	Andri Bardasano, pelos Dir. ^{tes} do Ceuva Diana, como afil. ^{do} L. das Entradas, cinco mil seiscentos e quarenta e quatro r. ^l 873	2\$600				5\$644
	Ant. Joaz. da S. pelos Dir. ^{tes} do Ceuva Madalena, como afil. ^{do} L. das Entradas, seis mil seiscentos e noventa e seis r. ^l 874,	1\$600				3\$696
	Christiano Almann, pelos Dir. ^{tes} do Sacro Anna, como afil. ^{do} L. das Entradas, quatro mil seiscentos e quarenta e nove r. ^l 875,	7\$200				14\$649
	J. Joaz. Ramito, pelos Dir. ^{tes} do Barco Com. como afil. ^{do} L. das Entradas, duzentos e quarenta r. ^l " " " 876,					\$240
		271\$600				583\$601
26	J. da S. Ser. pelos Dir. ^{tes} do Barco S. Cruz Com. como afil. ^{do} L. das Entradas duzentos e quarenta r. ^l 877					\$240
	M. do Costa Nevy, pelos Dir. ^{tes} do Barco S. Anna e Anna, como afil. ^{do} de L. das Entradas seiscentos e setenta e dois r. ^l " " " 878,					\$672
		271\$600				584\$413

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