

# Materials Handling in the C17th

COMMODITIES	
<a href="#">Almonds, chesnuts, walnuts</a>	<a href="#">Salt</a>
<a href="#">Alum, blue starch, dye stuffs</a>	<a href="#">Saltpeter</a>
<a href="#">Animal hides, furs</a>	<a href="#">Silk</a>
<a href="#">Apples</a>	<a href="#">Soap</a>
<a href="#">Ashes</a>	<a href="#">Spices</a>
<a href="#">Barley, corn, hops, malt, wheat, rye</a>	<a href="#">Strong waters, brandy</a>
<a href="#">Beer</a>	<a href="#">Sugars</a>
<a href="#">Bullion</a>	<a href="#">Timber</a>
<a href="#">Butter, tallow</a>	<a href="#">Tobacco</a>
<a href="#">Cloth, yarn</a>	<a href="#">Wax</a>
<a href="#">Coal</a>	<a href="#">West Indian commodities</a>
<a href="#">Cochineal</a>	<a href="#">Wine</a>
<a href="#">Copperas</a>	<a href="#">Woad, madder</a>
<a href="#">Cork</a>	<a href="#">Wool</a>
<a href="#">Cotton wool</a>	RIVER CRAFT
<a href="#">Currants</a>	<a href="#">Barges</a>
<a href="#">Drugs</a>	<a href="#">Keel boats</a>
<a href="#">Feathers</a>	<a href="#">Lighters</a>
<a href="#">Figs</a>	<a href="#">Case study: lighters</a>
<a href="#">Fish</a>	<a href="#">Case study: Light horseman</a>
<a href="#">Flax, hemp</a>	<a href="#">Small river craft</a>

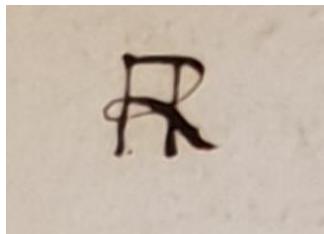
<p><a href="#"><u>Ginger</u></a> <a href="#"><u>Glass</u></a> <a href="#"><u>Hay</u></a> <a href="#"><u>Horses</u></a> <a href="#"><u>Indigo</u></a> <a href="#"><u>Linnen</u></a> <a href="#"><u>Metals [copper, iron, lead, pewter, steel, tin]</u></a> <a href="#"><u>Miscellaneous</u></a> <a href="#"><u>Oils</u></a> <a href="#"><u>Onion seed</u></a> <a href="#"><u>Oranges and lemons</u></a> <a href="#"><u>Paper</u></a> <a href="#"><u>Pepper</u></a> <a href="#"><u>Pipestaves</u></a> <a href="#"><u>Pitch, tar</u></a> <a href="#"><u>Provisions</u></a> <a href="#"><u>Raisins</u></a></p>	<p><b>SHORE INFRASTRUCTURE &amp; SERVICES</b></p> <p><a href="#"><u>Ballast</u></a> <a href="#"><u>Brokers</u></a> <a href="#"><u>Case study: Breakage of glass</u></a> <a href="#"><u>Cellars</u></a> <a href="#"><u>Labourers and porters</u></a> <a href="#"><u>London Custom House</u></a> <a href="#"><u>Packers</u></a> <a href="#"><u>Searchers</u></a> <a href="#"><u>Waiters</u></a> <a href="#"><u>Wharfingers and warehouses</u></a></p>
<p><b>TOPICS</b></p> <p><a href="#"><u>Breaking bulk</u></a> <a href="#"><u>Dennage</u></a> <a href="#"><u>Duties</u></a> <a href="#"><u>Freight rates</u></a> <a href="#"><u>Holds</u></a> <a href="#"><u>Leakage and spoilage</u></a> <a href="#"><u>Marking of goods</u></a> <a href="#"><u>Mending bales and sacks</u></a> <a href="#"><u>Miscellaneous</u></a> <a href="#"><u>Pilfering</u></a> <a href="#"><u>Port characteristics</u></a> <a href="#"><u>River characteristics</u></a> <a href="#"><u>Weighing goods</u></a></p> <p><a href="#"><u>Notes</u></a> <a href="#"><u>Thoughts</u></a> <a href="#"><u>Commodity classification</u></a></p>	

Source: MarineLives project: Finding Aid, 'Materials Handling in the C17th', pp.351, created 2014-2021, ver. 71.7, dated 16/09/2021

## Handling, transportation and warehousing of different commodities

### ALMONDS

Richard Kinge, sixty year old grocer of London. Deposed February 1599.



"He hath boughte [?XXXX] almondes in serons and baggs, and reson of the sonne in caske of Mr Dorrington and Mr Alabaster within theise three monethes past which were marked with the marke in the margente and the same marke was burnit on the caske and made on the bagges with incke, whereby he thinketh the said marke is there usuall marke for that yt was on theire goods."<sup>1</sup>

### CHESNUTS

### WALNUTS

#### Packaging

Serrons of almonds; bags of almonds

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<sup>1</sup> HCA 13/33 ff.314r-314v

## ALUM

**Samuel Lucye, twenty-one year old merchant of Saint Magnus London. Deposed May 1642.**

"Within the tyme arlate his this examinate's brother Luke Lucye of London merchante was owner and proprietor of one parcell of allum laden and put aboard the arlate shippe the *Seaflower* of which one Andrewe Wise was master, appointed to bee transported from this porte of London to Middleburouge in Zealand in the said shippe and there to bee delivered to James Ozall for the accounte of his this examinate's said brother Luke Lucye...which saide parcell of allum was worth and coste his said brother one hundred seaventye one poundes and three shillinges sterlinge moneye which hee knoweth to bee true for that hee this examinate for his said brother did pay the foresaid some of money for the foresaid parcell of allum unto the Allum Companye of whome hee boughte and whoe shipt the same aboard the foresaid shippe the *Seaflower*."<sup>2</sup>

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<sup>2</sup> HCA 13/58 ff.75r-75v

## **ANIMAL HIDES AND FURS**

**Beaver skins [1632]**

**Black and grey fox skins [1632]**

**Transporting animal hides**

**Unchained ape [1643]**

## **BEAVER SKINS [1632]**

**Isaacke Helme, twenty-five year old barber of Saint Mary Axe, London. One of several English fur traders in Canada, trading with the indigenous people ("Salvages") for beaver skins on behalf of the company of English Merchant Adventurers. Deposed December 1632.**

"This last yeare [1632] there were bought and gott in trade with the salvages by his precontest Thomas Jacobs and Peter Grantott and others imployed by the company of English merchants five hundred sixty and 2/3 of ould merchanteable beaver skynnes and twenty three newe merchanteable beaver skynnes which beaver skynnes soe traded for, were delivered unto this examinate for the use and accompt of the sayd English merchants and were putt into caskes and afterwards by the order and direction of Monsieur de Cane shipt abord a ffrenc hinnance called the *Lyon*.

He this examinate and his precontests, Thomas Jacobs and Peter Grantott who served the English merchants, and about threescore and three ffrencmen which served the ffrenc were shipt abord the sayd shipp the *Lyon* where the sayd goods were laden, and that the sayd shipp the *Lyon* about six weeks after her departure from Canada in her course towards Deipe was cast away upon the coast of Brittany neere the Island of Sainte, in the night tyme for want of good pilottage as he conceaveth...

There were in the sayd shipp at the tyme of her casteinge away two pipes and one bundell of beaver skynnes contayninge five hundred fourescore and five and two thirds of merchant beaver skynnes belonging to the sayd English merchants and about three and twenty casks of beaver skynnes belonginge to the ffrenc, and that as he hath heard every merchant beaver skynne doth weigh a pound and a halfe or therabouts."<sup>3</sup>

**Henrie Kinge, forty-eight year old mariner of Rederiffe, Middlesex. Testifies that, with full agreement of the English merchant Adventurers, the first of several voyages discharged its full lading (of furs and skins) at Lee in Essex, presumably to avoid the London Custom house. Deposed December 1632.**

"Hee hath bine three voyages for the Merchants Adventurers interrogate at Quebecke in Canada but never stayed or lived there a shoare onely when the shippe wherein hee was there hee went a shoare in the say tyme...The first place that they arrived at in England every of the foresaid three voyages was the Downes, but hee never landed in any of those voyages untill hee came to Rederiffe, and saieth that the firste of those three voyages they dischardged all theire shippe's ladeinge in the River of Thames over against Leigh, which was don by the order and whole consent (as hee heard) of the merchants adventurers aforesayd, and those goodes were sayed to bee beaver and there wer some elks skinns amongst them."<sup>4</sup>

**Edward Garrett, thirty-two year old mariner of Shadwell, Middlesex. Had been on multiple voyages to Canada, including three visits to Quebec. Shows a worldly attitude to the commonplace of private trade. Deposed December 1632.**

"He beleiveth that this examinat and all or most of the company of every shipp imployed by the sayd Canada company in every the voyage aforesaud did trade for a beaver skynne or two or more for their owne accompts by stealth without the generall advise or vonsent of the whole company but cannot

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<sup>3</sup> HCA 13/50 f.181r

<sup>4</sup> HCA 13/50 f.180r

particulerise for howe many beaver skynns himselfe or any other did trade for in every of the sayd voyages.”<sup>5</sup>

### **BLACK AND GREY FOX SKINS [1632]**

**George Clarcke, forty year old mariner of Gosport in Southampton. Clarcke had been on five voyages to Canada with the Company of Merchant Adventurers in Canada. He adopted an innocent expression when asked about private trade in fox furs. Deposed October 1632.**

“He knoweth of noe blacke or grey foxe skynnes that have bene traded in the country of Canada by any man, savinge only one gray foxe skynn which he himselfe tooke at Cape Torment, the first voyage made by him in Canada, which hee gave away heere in England.”<sup>6</sup>

### **TRANSPORTING ANIMAL HIDES**

**Animal hides were imported from the main land of modern Central America, and to a lesser extent from the islands of the Caribbean. In the English Admiralty Court records, ships carrying hides are usually Spanish owned, coming from ports such as XXXX and XXXX. Hides and furs were also imported by the English from Archangel in Russia.**

**There is some conflicting detail as to the transporation of hides. Frequently no reference is made to how they are protected and gathered together, with reference simply made to the numbers of hides. However, there are alo reasonably frequent reference to bundles of hides, and occasionally to casks of hides. In the case of the *John and Ambrose*, some red Russia hides were laden loose “and not at all made up in bales”, whereas the rest of the red Russia hides were brought on board the ship in bales “some of which were broken up after they came aboard, and were stowed in the breadroome of the said shipp”.**

**Hides were at risk of water damage, as can be seen in the case of the *Southampton Merchant*, in which the hides “were very much damnified by wett and were rotten and torne”. In this case the mariners attempted to dry out the hides after they were landed at Southampton.**

**Edward Millbery** of Southampton mariner master of the *Southampton Merchant* aged thirty three yeares stated that: “all or the most part of the sayd two thousand hydes were at Southampton landed and dried and this deponent did observe that about five hundred of them were very much damnified by wett and were rotten and torne: but in respect hee hath noe skill in the commoditie to know what they were worth before they receaved the dammage hee cannot estimate the sayd dammage And hee saith that after the sayd hydes were soe dryed some of them (but how many hee knoweth not) were shipped in a vessell for ffrance”<sup>7</sup> [NB. The ship came from New England, and the hides were “West India hides”]

**Christopher Oliver**, a quartermaster on the ship the *John and Ambrose*, testified to the stowage of Russia hides at Archangell in Russia for transportation to London, He deposed on December 9<sup>th</sup> 1654 in the clayme of John Thomas for 141. bundles of redd Russia hides saved and preserved out of the *John and Ambrose* whereof Robert Church was master lately cast away nere Colchester., that: “the said 140. bundles or thereabouts of Russia hides so laden as aforesaid were the last goods that were laden and

<sup>5</sup> HCA 13/50 f.181v

<sup>6</sup> HCA 13/50 f.121r

<sup>7</sup> HCA 13/71 f.532r

brought aboard the said shipp at Archangell, and were stowed the uppermost of all the goods in the said shipp, and were laden loose and not at all made up in bales, whereas all the rest of the Russia hides laden aboard the said shipp by other men brought aboard in bales some of which were broken up after they came aboard, and were stowed in the breadroome of the said shipp”<sup>8</sup>

**Diego de La Baton** of Sevill was master of the shipp the *Virgin Mary and All Saints* of Cartagena, He noted in June 1657 **that** “the said six hundred sixtie and three hides, all marked on the fleshie sides with the third marke in the margent”<sup>9</sup>

**Bernard Niclaesen**, and Amsterdam mariner, gave information about a cargo from the Soanish West Indies, deposing in XXX, that “upon the said affreightment there were at Santa domingo laded aboard the said shipp *Nicholas* for Cadiz in the monethes of September, October and November (or thereabouts) 1656 the severall goods and upon the severall freights rates [?indicated] And hereafter following (saving that his bookees and papers being taken from him by the *Maidstone frigot*, hee is not certaine but there may be more bull hides and fewer cowhides, or more cow hides and fewer bull hides, but for the number of hides bull and cow hides together hee beleeveth them to be as followeth within tenn or twelve hides more or lesse in the whole) videlicet

4200 bull hides at 14 Royalls per hide for freight cometh to 7350 Peeces of 8.  
1500 young bull hides at tenn Ryalls per hide cometh to 1875 Peeces of 8.  
650 cow hides at 9 Rs per hide cometh to 0731 1/4 Peeces of 8.  
...22 peeces of cowes hides tanned at 4 Rs per peece}  
amounteth to} 0011 Peeces of 8”<sup>10</sup>

Responsa personalia Georgij ?Broad et ffrancisca Gunnett fra pembus et arles cujuXXXum allais als rend eos ex plt donXXX Jonathan Keate militis Lodovici Tayte et Nathanielis Barnardiston XXXXXX pprieta navis the *Little Lewis* “at the time arlate the Boatswaine of the *Little Lewis* did being did (sic), being demanded what hydes were received aboard the said ship reply and say three hundred and thirty or thereaboutes but that since hee haveing perused his booke doth find that there were laden aboard the said shipp in all but three hundred twenty one some where of were **whole drayed hydes in hayre**, and some were **sydes of leather tann'd** which hee reckoned and accompted as hydes severally though in truth they were but half hydes, And that there were delivered out of the said shipp at London one hundred thirty five tanned sides of tanned leather and fifty XXX **whole hydes** And that there ?were delivered out of her at the Isle of Wight ninety foure sydes of tanned leather thirty six dry hydes and that foure sydes of the tanned leather were used and ymployed abouete the pumpes of the said shipp, and two rawe hydes were used instead of tarpawling to cover the hatches of the said shipp for want of tarpawlings to p:rsrve the merchants goods, which severall quantities make upp the whole number as they beleeve And that they beleieve that the sydes of leather and dry hydes delivered out of the said shipp at the Isle of Wight were laden aboard for the account of the said Anthony Maynard and the purser of the said shipp”<sup>11</sup>

#### **Hides were occasionally carried for personal account. e.g. XX stated that**

“This deponent at the time of the said surprizall had aboard for his owne account, eight and twenty hides marked \$, and the arlate ffolkier ffredferickss[on] stiersman of the said shipp had then aboard her

<sup>8</sup> HCA 13/70 f.149v

<sup>9</sup> HCA 13/72 f.68r

<sup>10</sup> HCA 13/72 f.340r

<sup>11</sup> HCA 13/129 unfol.

for his owne account foure and twenty hides, and the said hides were respectively bought and laded for their accounts"<sup>12</sup>

### **UNCHAINED APE [1643]**

#### **John Gotts, fifty year old mariner of Wapping, Middlesex. Deposed May 1643.**

"Within the tyme arlate the arlate Lee was master of the arlate shippe the *Good Successe* and the saide shipp was and remained at anchor in the River of Thames neere Wapping docke arlate within the said tyme and the arlate Richard Childe was within the same tyme one of the said shippe's company and was on board of her and was and is the said Lee's servant and apprentice and soe commonlye accounted reputed and taken. And this hee knoweth to bee true whoe was alsoe one of the said shipp's compayne for all the tyme arlate.

In the moneth of March laste paste [1643] within the tyme aforesaid the arlate Harrigate was master of the arlate shippe the *Mayflower*, and alsoe master of a certaine beaste called an ape, munkey or baboon which hee kepte on board the said shippe and for such commonlye accompted reputed and taken and the said shippe with the ape, munkey or baboone in the roade or laye at or neere Wappinge docke aforesaid not farr distante from the said shippe the *Hood Successe* onelye hee sayeth there laye betweene the said shippe the *Mayflower* where the ape, munkey or baboone was ad the *Good Successe* 6 other shippes which laye soe close one to the other that the said beaste mighte easilie leape or skippe from one shippe to the other.

In this examinate's iudgement and opinion an ape, munkey, or baboone is a wilde beaste and of such a nature that if it is not chained upp or made faste will fall uppon and bite any person nknownen to yt that comes within its reach and that daye inw hich the dammage or hurte in question happened to the aforesaid childe the said Lee's servante the said beaste was not chained upp or fastened at all or as it oughte and should have bine or at leaste did breake from its faste and gott loose and came out of the said shippe the *Mayflower* into the said shippe the *Igood Successe*.

The said ape, munkey or baboone beinge loose aforfesaid and comeinge out of the said shippe the *Mayflower*, came over all the shippes aforesaid athat laye betweene the *Mayflower* and the *Good Successe* and comeinge on board the said shippe the *Good Successe* and came into the cooke roome of the said shippe where the said childe was and this examinate with him and drawinge neere the said childe upon a sudden before any bodye was aware of it the said ape, munkey or baboone leaped or skipped to the said child and bitt him by the shoulder or arme and bitt twoe greate holes on each side thereof as bigge as a man mighte have layd his finger in each of them and much endangered the said childe and then gott suddenlye awaye againe.

The arlate childe was under the surgeon's hand for the cure of the wounds or hurte caused by the aforesaid ape, munkey or baboone belonginge to the said Harrigate in all by the space of 6 weekes.

Hee sayeth the arlate Lee had noe service at all done him by the said childe whileste hee was under the surgeon's hands as aforesaid but was fainte to hire another in his want to doe the said child's worke and to allow him after the rate of 8s a weeke besides meate and drincke"<sup>13</sup>

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<sup>12</sup> HCA 13/73 f.157r

<sup>13</sup> HCA 13/58 ff.545r-545v

**TYPES OF HIDES, FURS AND SKINS**

Black ffox; grey ffox; beaver skins, beaver wool; buffalo hides, buff hides; bull hides, carrara hides, carackas hides, coney skins; cow hides, drie west India hides, elk skins, goat skins, hides in the haire, Indian hides, merchantable beaver skynnes, oxe hydes, raw hides, red Russia hides, Russia hides, tanned hides, whole drayed hydes in hayre, very good and merchantable hides, West India hides

## APPLES

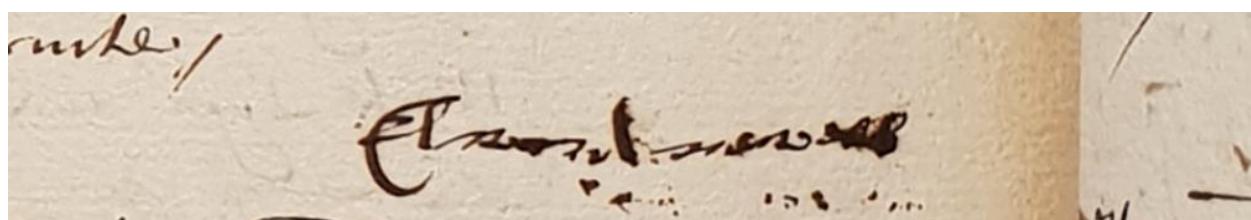
### HOY FILLED WITH KENTISH APPLES TIPS OVER IN THE RIVER THAMES [1632]

**Maurice Williams, forty-one year old fruiterer, of Saint Martyns in the Vintry, was frustrated by the loss of a hoy full of Kent apples he was bringing to London. His deposition from November 1632 elaborates:**

"In or abouete August [1632] last past hee this examinate did covenainte and agree with one Richard Carter of Milton in Kent for the hire of a hoy of the burthen of abouete eighte tonnes (as hee beleeveth) to bringe apples for him this examinate and his partner John Weaver from Halstowe in Kent to this port of London and did promise and agree to allowe unto the said Carter after the rate of nyne pence a maunde for every maunde of apples that hee should lade or cause to bee laden aboard the said hoy, and that uppon Wednesday last past hee this examinate at Halstowe aforesaid did lade aboard the sayd hoy thirty maundes of apples to bee broughte to this porte of London, and that as hee hath heard (and verily beleeveth) the said hoy in her passage from Halstowe aforesaid towards London abouete twenty miles little more or lesse belowe Gravesend in the River of Thames with the said apples in her was over sett, and that hoy hath bin since taken upp in the said river by one Vaughan a ffisherman of Barkinge as hee conceiveth), which hoy hee this examinate hath since seene at Barkinge Creeke and well knoweth that it is the same hoy soe hired by him this examinate of the said Carter, and was soe laden at Halstowe as aforesaid and doth as hee beryly beleeveth in his conscience belongeth and appertaine unto the said Richard Carter".<sup>14</sup>

**See also the deposition of Edward Newell, thirty-two year old fruiterer, of Saint Martyns in the Vintry, London in the same case as above, also in November 1632. This repeats the facts of the case as elucidated by Maurice Williams, and adds detail about the marking of the maundes of fruit with red oaker.**

"Eightene maundes of which apples soe loste as aforesaid this examinate hath since seene at Barkinge in the possession and custody of one Vaughan a ffisherman, and twoe more of the said maunders hee hath alsoe seene in a man's yarde at Barckinge, but his name hee knoweth not, and hee well knoweth that the said 18 maundes of apples in the custody of the said Vaughan and the other twoe maunders did and doe properly belongeth and appertaine unto them the said Maurice Williams and John Weaver for that the said maundes are marked with the marke in the margent with redd oaker which is the usuall marcke of them the said Williams and Weaver wherewith they marcke all theirre fruite."<sup>15</sup>



Signature of Edward Newell, fruiterer of Saint Martyns in the Vintry, London. English High Court of Admiralty. November 19<sup>th</sup> 1632. HCA 13/50 f.100v

<sup>14</sup> HCA 13/50 f.48v

<sup>15</sup> HCA 13/50 f.113v

## **ASHES**

**Potashes**

## **BARLEY, CORN, HOPS, MALT, OATS AND RYE**

**Bordeaux bushels of wheat [1638]**

**Brazen standard of Moran in France to measure corn [1635]**

**Carrying wheat in a hoy off the Kentish coast [1593]**

**Costs of drying wet grain [1637]**

**Failure to ensure firm bulk heads lead to loss of corn into the ship's pumps [?16XX]**

**Failure to nail down hatches lead to water ingress into wheat in hold [1634]**

**Five quarters of barley accounted to a ton [1608]**

**Imbezzling of corn at Zant [1656]**

**London measures [1633]**

**Moran measures and tons [1635]**

**Mould and damp under the hatches and scuttles [1634]**

**Moving, stirring and turning corn or rye in ship's hold to keep from spoiling [1633]**

**Nightly reckoning of corn delivered at Bayon, France [1600]**

**Overheated burnt black corn [1633]**

**Partly by the bushel and partly by the half quarter sack [1609]**

**Price of Essex oats in London [1639]**

**Price of wheat in the London market [1607]**

**Seasonality of grain prices?**

**Selling wheat on the London market [1634]**

**Shooting corn onto mats from ship at Barcelona [1631]**

**Shooting rye from sacks into a ketch to transport from London to Dunkirk [1635]**

**Unlawful measures [bushels of wheat and beans at Bordeaux] [1635]**

**Unloading corn at London bridge [1650]**

**Valuing malt in Lambeth [1624]**

**Valuing rye in London [1636]**

**Winchester measures [1633; 1639]**

### BORDEAUX BUSHELS OF WHEAT [1638]

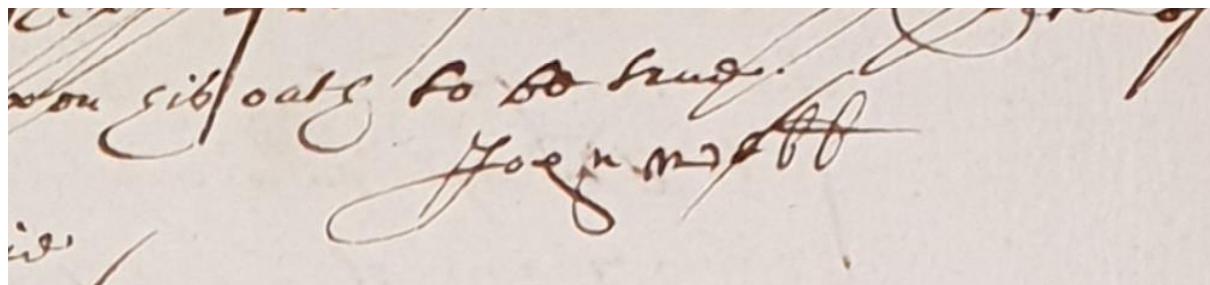
**Adam Walker, a thirty-five year old mariner of Aberdeen in Scotland was one of the quartermasters on the ship the *Margarett* of Queensferry in Scotland. He accounted twenty bushels Bordeaux measure to a ton. He stated in June 1638 that:**

"About six weekes since at Bourdeaux in ffrance there were laden abord the shipp *Margarett* of Queensferrye (whereof his precontest George Puntonis master) seaven hundred fourtye seaven Bourdeaux bushells of wheate which maketh thirty nyne tonnes and seaven bushells accomptinge twentye Bourdeaux bushells of wheat to a tone, and after the arrivall of the sayd shipp in the port of London there were delivered out of her in to lighters free from the tackle therof, one hundred nynetye eighte quarters and three pecks of wheat, and since the delivery therof there have bene likewise delivered out of the sayd shipp into a schullers boate sent by the merchant six baggs of wheat beinge the sweepings of the sayd shipp conteyninge (as he guesseth) upwards of ten bushells of wheat, and the foresayd 198 quarters and three pecks of wheat and the sayd six baggs of the sweepings of the sayd wheat was all the wheat which was laden abord her in Bourdeaux for the accompte of the merchants, and that noe part of the wheat laden abord her for the merchants accompts was damnified or imbeazelled by the master or any of the company of the sayd shipp (to his knowledge)."<sup>16</sup>

### BRAZEN STANDARD OF MORAN IN FRANCE TO MEASURE CORN [1635]

**John Webb, forty year old mariner of Redriffe, Surrey. Webb confirmed the accuracy of a measure for corn, which he had brought from the French port of Moran to London. The measure had been checked by the town's officers against a "brazen standard" measure, and had then been certified with the town's usual seal. Deposed October 1635.**

"The measure now remayninge in the Registrye of this Court (beinge shewed unto him at the time of this his examination) doth agree in quantitye or the contents therof with the brazen standard by which corne is usually and ordinarily measured at Morann arlate, and by which all shippes that come to lade corne there doe take in their ladinge. The premisses he knoweth at it agreed in the content therof with the sayd brazen standard, and that the sayd measure was measured with the sayd standard in the presence of some of the officers of the sayd towne and those officers after they had seene that the sayd measure did agree with the sayd standard, sett the common seale of the sayd towne (by which they usually marke their measures) upon it, in severall places therof, And this deponent brought the sayd measure in his shipp from Moran to the porte of London."



Signature of John Webb, mariner of Redriffe, Surrey. English High Court of Admiralty. October 30<sup>th</sup> 1635. HCA 13/52 f.150v

<sup>16</sup> HCA 13/54 f.160v

### CARRYING WHEAT IN A HOY OFF THE KENTISH COAST [1593]

**Robert Wayson, forty year old mariner of Raynham in Kent. Master of a hoy named the *Mary Anne* of Raynham. Deposed March 1694.**

"William Eliston articulate in the yeares and monethes articulate was and at this presente is owner of the one haulfe of the hoy articulate called the *Mary Anne* of Raynham and had the whole ordering and disposeinge therof both to take in and cary whatsoever goods should be laden from tyme to tyme at Raynham or elsewhere to Sherenesse, Quinsborough, London or eany other place as he should be hired and appointed therunto which he knoweth to be true for in the yeares articulate this examineate was master of the said hoy many viadges by appointmente of the said Eliston.

Somewhat before shrovetide was 12 monethes Thomas Upton did make bargaine with William Eliston and hired his said hoy to carry a lading of wheate from Raynam to a shipp that rode at anker over against Quinsborough after the rate of 4d every quarter and about three dayes after the said Thomas Upton caused 21 quarters of wheate to be laden on borde the said hoy in the River of Raynam to be from thence caried to the said shipp and there delivered which he knoweth to be true ffor that this examineate was at that presente master of the said hoy and herd the said Upton make bargaine with thye said Eliston for his said hoy, and alsoe did helpe to take in the said corne and tooke chardge therof to bringe yt to the said shippe.

The said Upton made bargaine with the said Eliston and promised to pay him 4d for freighte of every quarter of the said corne at the delivery therof on borde the said shippe at the Swale in this examineate's hearing and also promised to full lade the said hoy otherwise yt could not have soe byn caried, notwithstandinge he only laded 21 quarters, wheras the hoy would have caried a hundred quarter.

This examineate beinge master of the said hoy broughte the same hoy with the said 21 quarters of wheate therin from Raynham to Sherenesse over against Quinsboroughe to the said shippe and there offered to deliver yt but the master and company would not receave yt ffor that the shipp was partly laden, and especially because the same was blacke and [?XXXX].

Because the corne could not be receaved into the said shippe this examineate broughte yt backe againe into Raynham in the said hoye for the recareinge whereof the said Eliston was to pay 4d ffor every quarter likewise beinge a usuall price of this examineate's certaine knowledge.

This examineate haveinge broughte backe the said wheate to Raynam offered yt to the said Upton and thereupon the said Upton hired William Eliston to cary the said corne to London, and promised him satisfaction for the same which he yelded unto of this examineate's certaine knowledge.

This examineate beinge [?XXXX] master of the said hoy broughte the same with the said corne therein to London accordinge to agreemente made betwixte the said Upton and Eliston, and there offered the same to the said Upton ffor the cariadge whereof to London the said Eliston was to have 4d for every quarter, as the common use ys of this examineate's knowledge.

After the said corne was broughte to London the said Thomas Upton could not sell yt accordinge to his [?prices] and there uppon after yt had layne aboue three or fower dayes at London the said Upton in this examineate's presence requested the said Eliston to cary backe the said corne to Raynam and he should have 4d for [?XXXXXX] of every quarter And sayth that at his requeste the said Eliston willed this examineate to bringe backe the said corne to Raynam, which this examineate did as well conditioned as yt was first receaved, andafter yt had remayned in the said hoy there aboue a weeks space, the said Upton caused the said wheate to be shifted into an other hoy of the said Eliston called the *William* where yt remayned the space of six of 7 weeks, and then yt was shippe into a hoy of Richard Pollyn and caried to Milton where Upton dwelled of this examineate's knowledge...

He certenly knoweth that William Eliston is dampnified above the some of £5 besides the freighte of the said corne, by the careinge and recareinge of the same corne and longe lyeinge therof in his hoyes which earned nothinge soe longe as the said corne remayned therein of his knowledge.

Upton is of Milton and therefore subiecte to this Courte as he thinketh.

**In response to interrogatories:**

He hath sayled in the shipping of William Eliston these dozen yeares spacenowe past.

He is a poore man and liveth out of debte by his labor beinge of noe greate substance...

This rendent William Ellison and George Hugley a boy were presente togeather at Raynam Creke when as Thomas Upton came theither and agreed with the said Eliston for the carreinge of the said corne from Raynam to the Swale to a shipp there.

The [?coXXXXX] was made ona Tuesday in January as he remembreth otherwise the day or tyme he cannot declare, in a docke without the flowinge of the sea as he thinketh.

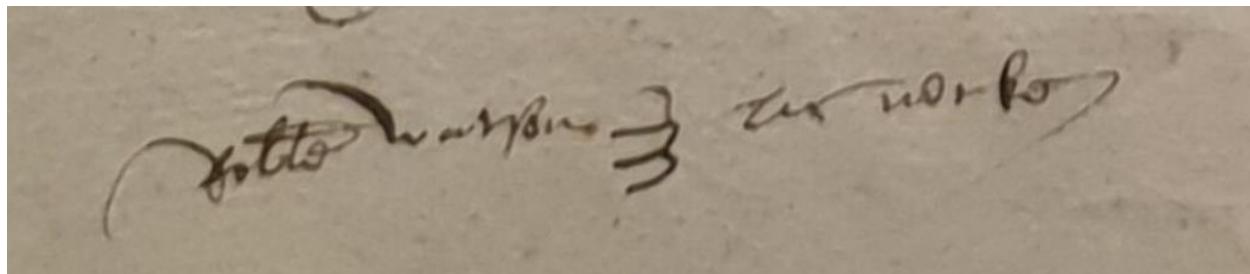
The aggreemente was only made in words, that the hoy should have her full ladinge of wheate, and that Eliston should have 4d for freighte of every quarter to his best remembrance.

He was present at a baker'sshorehouse in Ratcliffe when as the said Upton required the said Eliston to cary backe the said wheate to Raynam and he would contente him. ...He was presente at Raynam hen as Upton requested Eliston to cary the said corne to London.

Presently after the lading of the corne at Raynam the same day at evening tyde this examineate wente away with the said hoy and wheate to Sherenesse where he was appoited to deliver the said corne on borde a shipp ridinge at anker there, and made not eany [?XXXXXX] bought then to receave the corne and for the tyde.”<sup>17</sup>

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<sup>17</sup> HCA 13.31 ff.



Mark of Robert Watson, mariner of Raynam, Kent. Master of a hoy named the *Mary Anne* of Raynham. English High Court of Admiralty. March 19<sup>th</sup> 1594. HCA 13/31 f.9v

### COSTS OF DRYING WET GRAIN [1637]

**ffranciscus Pearson, a 60 year old cornemeater (sic) of the parish of Saint Botulphs Algate London, illiterate (1637)<sup>18</sup>**

"About the beginning of Januarie last past he this deponent (beinge a corne meater) was employed by the arlate Symon Smyth and Thomas Wieth to gett divers lighters full of wett rye to be kill dried at several places as namely at Bowe ffulham Hamersmyth and other places, and payd the charges of porteridge and dryeinge of a great part of the sayd rye and sayeth that the charges of the dryeinge of the sayd rye and of porteridge lighterige and other expenses thereabouts did amounte unto four shillings six pence per quarter at the least, and the sayd rye before it was wett was worth twenty four shillings per quarter or therabouts, which he knoweth to be true for that a little before that tyme the sayd Mr Smyth had about eighte hundred quarters of rye broughte to the porte of London which was not soe goode as the rye in question seemed to have bene before it was wett, and the sayd Smyth sould the greatest part of those eighte hundred quarters (as some of those that bought it did confesse to this deponent, who measured the same) for twentye fower shillings or twentye fower shillings six pence per quarter, and this deponent likewise sawe other men sell rye out of garners about the same tyme for 24 shillings per quarter, but howe much the rye in question was worth it was wett ths deponent knoweth not nor in what shipp it was brought to the porte of London"<sup>19</sup>

### FAILURE TO ENSURE FIRM BULK HEADS LEAD TO LOSS OF CORN INTO THE SHIP'S PUMPS [16XX]

**Thomas Wetherall, fifty-nine year old of Ratcliffe in the parish of Stepney and County of Middlesex. Late steward of the shipp the *Negro*.**

"Gee saith that hee well knoweth that at New England there was a quantitie of corne videlicet pease and wheate put aboard the shipp *Negro* to bee thence carried to the Maderas and saith hee heard the arlate Captaine Lockier publiquely upon the deck before this deponent and several others of the sayd shipp company order the sayd Whitfeild as carpenter to have a speciall care to make the bulk heads of the sayd shipp firme and to see that the sayd corne were well dennaged which the sayd Whitfeild sayd hee would doe and and (the corne being in ladeing) hee this deponent heard the sayd Captaine severall tymes openly upon the deck before this deponent and others of the shipps company aske the sayd Whitfeild whether hee had bin carefull to provide good dennage for the sayd corne and to make the bulke heads firme whereto the sayd Whitfeild answered and saye I warrant you all is well and as it should bee, or to that effect, And saith that notwithstanding the [?often] charge thereof given him by the sayd Captaine the sayd Whitfeild did neglect to make good dennage for the sayd corne and to make

<sup>18</sup> [HCA 13/53 f.138r](#)

<sup>19</sup> [HCA 13/53 f.138r](#)

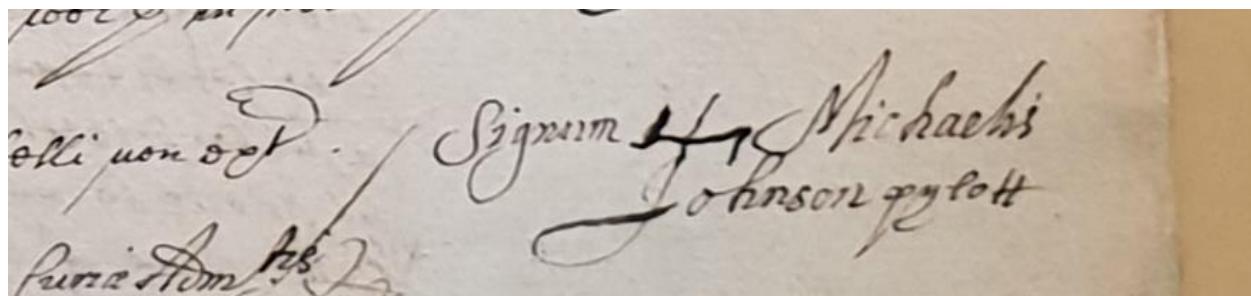
the bulke heads tight by meanes whereof the corne rann downe night and day into the bottomes of the pumpes and often choaked them soe that the corne was much of it wasted many buckets full thereof being at severall tymes taken from out the bottomes of the pumpes when they were choaked therewith was for want of fresh water to cleane it throwne aboard and the corne remayning thereby alsoe much dammified by wett by reason the pumpes were so often choaked but what the owners deducted out of the freight for damage thereof hee knoweth not”<sup>20</sup>

#### **FAILURE TO NAIL DOWN HATCHES LED TO WATER INGRESS INTO WHEAT IN HOLD [1634]**

**Michael Jackson, sixty-four year old mariner of Hamburg. Pilot of the *Younge Tobias*. Deposed June 1634.**

“Within the tyme arlate the arlate Peter Huis did lade abord the sayd shipp the *Younge Tobias* then lyeinge at an anchor in the port of Helega haven in the Bette a certayne quantitye of wheat (but howe much he knoweth not) to be delivered in this porte of London unto the arlate John Greenewell, all which corne laden by the sayd Huis at the tyme of the ladinge abord the sayd shipp was drye and well conditioned, savinge he sayeth that foure or five of the sacks in which the sayd corne were broughte abord had taken a little wett in the lighter before it was laden abord the sayd shipp but the corne in those sacks was little the worse for that little wett. The premisses he knoweth to be true for that he was present when the sayd corne was laden and did helpe to take it in.

The corne laden by the sayd Peter Huis was not delivered unto the sayd John Greenewell or his assignes in this port of London well conditioned but was much dampnifyed by salte water which came in over the hatches of the sayd shipp and ran downe amongst the sayd corne by the scupper holes and scuttle holes betweene the tyme of the ladinge and discharginge therof, by reason that the hatches of the sayd shipp were not nayled downe, and because the sides of the scuttle holes and scupper holes were not tight but leakye, and that corne which laye righteunder the sides of the sayd scuttle and scupper holes was wett and dampnifyed but that which laye in other places of the sayd shipp was dry and well conditioned, which he knoweth to be true for that he was in the sayd shipp halfe a day when the sayd corne was deliveringe in this port of London.”<sup>21</sup>



Mark of Michael Johnson, mariner of Hamburg. Pilot of the *Younge Tobias*. English High Court of Admiralty. June 19<sup>th</sup> 1634. HCA 13/51 f.15r

**John Hamond, thirty-one year old merchant tailor of Saint Catherine Creechurch, London. Waiter on board the *Young Tobias*. Deposed July 1634.**

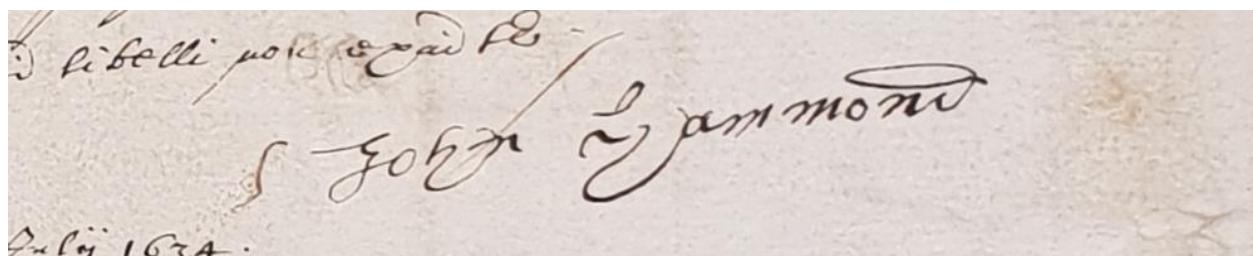
“In the moneth of May last last [1634] this deponent by the appoynment of the arlate John Greenwell did wayte and stay abord the arlate shipp the *Young Tobias* (wherof Mawrice Casteions was master) then ridinge at anchor in the river of Thames neere Wapping stayres, from the tyme that she first brake

<sup>20</sup> HCA 13/71 ff.621v-622r

<sup>21</sup> HCA 13/51 f.15r

bulke untill all the corne then abord her was delivered out of her, and sayeth that all the corne which lay right under the hatches and scuttles of the sayd shipp was mouldye from the topp untill within a foote of the bottom of the sayd shipp and was therby much heated and looke white and some of it was rotten but that corne which layby the sids of the sayd shipp and in other places was drye, coole and well conditioned, but the corne which lay under the hatches and skuttles of the sayd shipp was clodded together and lay in a heape as it were baked together and that he this deponent takeinge some of the corne in his hands which lay under the formost skuttle hole did wringe water out of it, and therfore verilye beleiveth that the samage which happened to the sayd corne was by water which (as he beleiveth) came in at the hatches and skuttles holes of the sayd shipp.

The nest day after the master and company of the sayd shipp the *Yonge Tobias* begann to unlade the corne out of the sayd shipp the sayd Mr John Greenewell came abord the sayd shipp and perceivinge that some of the mouldy corne was mingled amongst that which was well conditioned gave order to the company of the sayd shipp which were at worke in the hould, and likewise unto this deponent that they should not mingle any more of the corne which was mouldye and wett, with that which was well conditioned, but to lay the goods corne by it selfe, and the mouldy and wett corne by itselue, and the sayd Mr Greenewell didhire men to trymme the sayd corne and to bringe it to the hatch way of the sayd shipp to be heaved up from the hatchway into lighters, but sayeth that notwithstanding the premisses the company of the sayd shipp were soe obstinate that they would not suffer those whom the sayd Mr Greenewell had hired to trymm the sayd corne or to bringe it to the hatch way but the sayd company would and did trymm the sayd corne themselves and mingled a great part of the sayd mouldy an dampnifyed corne mongst the rest which was well conditioned, although this deponent sayeth he did likewise when he sawe them mingle the badd corne with the good often forbidd them to doe soe and that by the minglinge of the sayd corne the sayd Mr Greenwell and company are hindred and dampnifyed in the sale of the corne, which was good and well conditioned before the mingling therof, which he knoweth to be true for that, uppon or about the fifth day of June last [1634] there came some meale men to viewe and buy some of the sayd Mr Greenewell and companyes corne which came out of the sayd shipp the *Yonge Tobias*, and then lay in a garner in Saint Saviours docke, and those mealemen did except against some of the sayd corne for beinge mingled and seemed to esteeme it a great deale the worse by reason of the monglinge therof and lesse in value then that which was not mingled.”<sup>22</sup>



Signature of John Hammond, merchant tailor. Waiter on board on the *Young Tobias*. English High Court of Admiralty. July 8<sup>th</sup> 1634. HCA 13/51 f.61v

**Robert Greenewell. Fifty year old merchant of Saint Andrewe Undershaft. Brother of John Greenewell, fraighter of wheat on the *Young Tobias*. Robert Greenewell went abord the ship at anchor in the Thames and inspected the wheat.**

“A great part of the sayd wheat which laye under the skuttles in the hatchway of the sayd shipp was wett and mouldy and some of it was clodded and baked together with wett and heate which by all likelihood came in through the sayd skuttles and hatchway for that he this deponent tooke up some of the sayd corne which lay under the sayd skuttles and the hatch waye in his hand, and the same felt very

<sup>22</sup> HCA 13/51 ff.61r-61v

moyst and wett and was therby much dampnifyed but the corne which laye in other places of the sayd shipp felt very drye, and whilst this deponent was abord the sayd shipp, her company in this deponent's sighte did with shovells and otherwise throwe and mingle that corne which was soe wett and mouldye amongst and with the corne which was drye and by reason therof the corne which was drye became much dampnifyed...

...This deponent cominge abord the sayd shipp agayne about a day or two after the premisses, he did perceive that the company of the sayd shipp had mingled more of the sayd wett and dampnifyed corne with that which was drye, and he was likewise tould by some of the porters which were employed by the sayd John Greenewell to helpe to discharge the sayd shippe that the company of the sayd shipp after this deponent was gonre did agayne mingle the sayd wett corne with the drye notwithstandinge they were forbidden as aforesayd, and after the sayd corne was landed and layd up in grayneries this deponent was present when the master and wardens of the company of bakers of London viewed the same corne, and they having well viewed the same did affirme that two hundred and thirtye quarters or therabouts of the sayd corne was not fitt to make bread, by reason of the damage which it taken by wett. And this deponent alsoe sayeth that the sayd John Greenewell and company owners of the sayd corne, have sustayned losse and damage in their whole quantitie of corne in this deponent's iudgement (who doth often deale in corne, of all sorts, by way of merchandizeing to the somme of two hundred pounds sterlinge or thereabouts, by reason of the wett corne, and mingling therof with the dry, which was a hindrance to the present sale therof and brought a great deale of charge upon it.)<sup>23</sup>

**Henry Lynes, forty-two year old porter of Saint Botolphs Algate, London. H Hired to help unlade corn from the *Younge Tobias*. Deposed October 1634.**

"This deponent was hired by the arlate John Greenewell to helpe to deliver certayne corne brought to the port of London in a dutch shipp (the neme wherof or of her master he remembreth not) then lyeinge in the river of Thames oer against Wappinge (and to keepe the wett and mouldye corne from that which was drye and well conditioned and to see that the company of the sayd shipp did not mingle the badd corne with the good as (by the report of the sayd Mr Greenewell) they formerly had donne...

...Which damage as he beleiveth rew either by the insufficiency of the sayd shipp or negligence of her master can company in not keepinge the sayd hatches and skupper holes shutt and well caulked and covered with tarr pawlings...

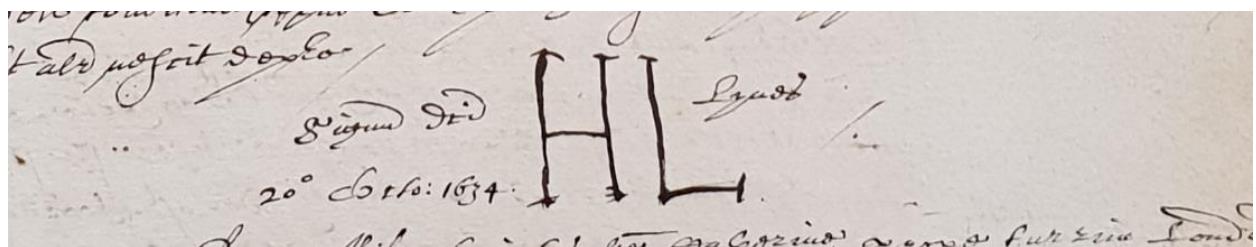
...Whilst this deponent was at worke abord the sayd shipp which was by the space of three dayes, he sawe some of the company of the sayd shipp mingle some of the sayd wett and mouldye corne amongst that which was drye, and beat the sayd clodds of mouldye corne aboad with their feet and with shovells, and soe heave it amongst that which was dry and well conditioned...

...When this deponent did forbidd the company soe to doe and found fault wuth them for doeing soe, they sayd it was well enough and miscalled him this deponent for speakeinge against their mingling of the sayd wett and mouldye corne with that which was dry and well conditioned."<sup>24</sup>

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<sup>23</sup> HCA 13/51 ff.140r-140v

<sup>24</sup> HCA 13/51 f.141r



Initials of Henry Lynes, porter of Saint Botolphs Algate, London. Hired to unload corn from the Young Tobias. English High Court of Admiralty. October 18<sup>th</sup> 1634. HCA 13/51 f.141r

## FIVE QUARTERS OF BARLEY ACCOUNTED TO A TON [1608]

George ffrost, thirty-three year old mariner of Wapping, Middlesex. Boatswain of the *Mathewe Bonadventure*, on a voyage from London to Saphaia on the Barbary coast, which anchored at Ichenor, near Chichester in Sussex, to take on a lading of one hundred and thirty-two tons of barley. The barley was measured into the ship and again when it was delivered out of the ship, suing a measure carried with it from England. According to the ship's carpenter, the *Mathewe Bonadventure* stayed twenty days or more at Ichenor taking in its lading.<sup>25</sup> Deposed August 1608.



"While the said shipp lay at anchor in Ichenor haven within the flowinge of the sea and jurisdiction of the Admiralty there were laden into the said shipp by one Paule [?Rely] appointed there into by Mr Dike and Mr Cowper, six hundred and sixty quarters of barlye for theire use to be carried from thense to Saphia in Barbary, and that fyve quarters of the said barleye were accompted for a tonne....

The said barly was laden into the said shipp by measure, and the measure wherewith yt was measured was delivered to the said Bonner and by him caried in the said shipp to Saphia to remeasure the said barly upon the delivery thereof of this examineate's owne knowledge.

He knoweth that the said 660 quarters of barly were caried in the said shipp to Saphia in Barbary and there wholy safely and well conditioned delivered to Martyn Wulford and Oliver Mason for the

<sup>25</sup> Richard Good, ship's carpenter, HCA 13/39 f.249r

merchants use in such maner as yt was receaved into the said shipp without any spoile or imbeazelinge thereof, which he knoweth to be true ffor that he sawe yt receaved on borde by mesure, and kepte note thereof and did also measure yt out againe out of the shipp for his owne dischardge and sente a note a shore with every boate howe much was sente in every such boate of this examinate's owne knowledge.

The said Thomas Bonner before the delivery of the said barly offered the said Martyn Wolford and Oliver Mason to deliver them the barly by measure as yt was receaved, and they answered they knewe he was an honest man and had not diminished yt and therefor they would not measure yt, notwithstandinge this examinate measured the said barly for his owne dischardge as yt wente out of the shipp and kepte not of yt and knoweth yt fell out to be as much as was receaved and better.

The said Oliver Mason was sente from England by the said merchants in the said shipp with the said corne to looke unto yt, and went from Ichenor to Saphia in the said shipp with the said corne and was continually on borde untill the ships arrivall there and must have had knowledge of the ymbeazelinge of the said barly as he belevesth yf any had byn imbeazeled, but this examinate is most assured that the corne which was receaved into the said shipp of the merchants was delivered at Saphia to their said deputies.

The said shipp the *Mathewe Bonaventure* stayed at Saphia seaventy foure dayes to deliver the said corne by reason the place is dangerous and foule weather happened which drove the shipp often to sea before the said barly could be unladen...

**In response to interrogatories:**

...Besides the 660 quarters of barlie there was laden at the Weste deepes aforesaid into the saied shippe some 30 quarters of barlie for the accompte of the interrate Bonner the master...

Some 20 sacks were filled with barlie and carried alonge in the shippe parte whereof belonged to the master and parte to the merchantes...

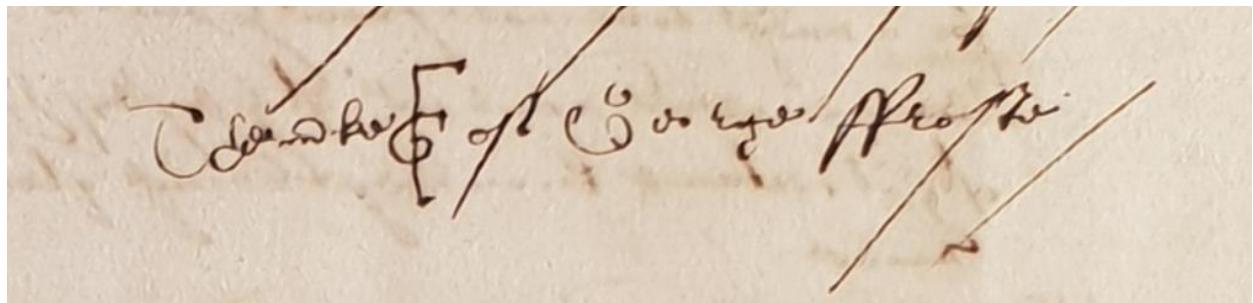
He did see and tooke accounte of the measuringe of the saied barlie heere in Engelande, and allsoe tooke accounte of the measureinge thereof at the deliverie thereof in Saphia partlie by the bushell, and partlie by the halfe quarter sacke as it was carried out of the shipp ashore.

Thomas Bonner did sell suche barlie as beelonged to himselfe at Saphia, but this examinate knowethe not how much it was for that it was measured ashore beetweene Bonner and the merchants factors...

The sau'd barlie at the time of the deliverie thereof in Saphia was well conditioned, and none of it wett or corrupted or loste or spoilte by the meanes of the saied Bonner or by anie leake exceptinge some small quantitie at the moste not above a quarter which was the sweepeinge of the shippe."<sup>26</sup>

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<sup>26</sup> HCA 13/39 ff.243r-244v



Initials of George ffrost, mariner of Wapping, Middlesex. Boatswain of the *Mathewe Bonadventure*. English High Court of Admiralty. August 16<sup>th</sup> 1608. HCA 13/39 f.249r

## IMBEZZLING OF CORN AT ZANT [1656]

**Robert Thompson, forty-six year old merchant tailor of Saint Martin in the Vintry, London, and purser of the *George Bonadventure*. The ship carried large quantities of corn from London to Zant for sale there. Deposed July 1656.**

"Hee being purser as aforesayd knoweth that the sayd shipp the *George Bonadventure* having taken in at London (among other ladeing) seaven hundred quarters of wheate did arive with the same on board her the voyage in question at Zant upon or about the three and twentieth day of Aprill 1655 and was there to deliver the same And saith the saud corne of this deponents signte and knowledge was in the transportation to Zant much damnified by water taken in through the hatches of the sayd shipp which was occasioned by the negligence of the carpenter of the sayd shipp William Bickley and his mate their neglectinge to calke and keepe the sayd hatches tight, which they omitted to doe though this deponent (observing the sayd hatches to bee faulty and want calkeing) did several tymes speake to them to amend the same And hee saith that after the sayd shippes arrivall at Zant with the sayd corne Nathaniell Hutchinson master's mate of the sayd shipp did as hee told this deponent take some of the said corne out of a Greekes boate which had bin conveyed there into by one Thomas Richards the gunners mate of the sayd shipp through the gunne roome port of the sayd shipp, and hee this deponent being then on shoare when the same was by the sayd Hutchinson soe taken, the sayd Hutchinson did when this deponent returned from shoare deliver the sayd corne soe taken in the sayd Greekes boate to this deponent who kept the same by it selfe and dound by enquirie that the same had bin conveyed out of the sayd shipp by the sayd Richards, and this deponent and the master of the sayd shipp calling the sayd Richards to accompt for the same hee the sayd Richards before the master, this deponent and divers others of the sayd shippes company confessed that hee had soe conveyed the sayd corne out of the sayd shipp and that the pillowveere wherein it was taken was his the sayd Thomas Richards, and hee this deponent verily beleeveth that several other quantities of the sayd corne was by the sayd shippes company conveied away from on board and otherwise imbeazelled after her arrivall at Zant for that the same being measured at Zant on shoare there was a hreat quantitie of it found to be wanting to the quantitie of three hundred bushells of corne or thereabouts [?XXXXX] which was lost to the sayd ffarington the lader and owner as this deponent beleeveth having seene the accompt taken by the factors of the sayd ffarington at Zant whereby it appeared to this deponent [/XXXXXXXXXXXXXXXXXXXX] the quantitie of corne taken in at London was wanting at the unladeing that said corne at Zant all of all the the sayd corne soe laden aboard the sayd shippe at London that voyage, And hee also saith that hee this deponent well knowing it to bee the custome of Ligonre (where this deponent hath severall tynes unladen corne) when corne is there unladen, to send some one of the company of such shipp as unladeth the sayd corne, with the same a shoare to see the same safely delivered and measured and take accompt of the measure thereof thereby to prevent imbeazelling and stealing thereof, did thereupon advise the master of the sayd shipp the *George Bonadventure* that some of the sayd shippes company might to the end aforesayd goe ashore with every boate load of the sayd corne and see the same measured and safely delivered with which advise of this deponent the arlate Nbeniamon Dimock

the master's mate and the arlate Neck the boatswaine were displeased and sayd there should none of the company goe on shoare with the sayd corne to see it measured nor take any accompt of the measure thereof, and none of the sayd shippes company thereupon did take accompt of the sayd corne but only went in the boates with it to the shoare side and there delivered the same without measuring it and saith that by the factors accompts aforesayd it did appeare that the sayd corne being measured there wanted about three hundred bushells of corne of the quantitie taken in at London all which was as this deponent beleeveth imbeazelled by the sayd shippes company videlicet part of it by them conveyed away and other part of it haved over board by reason the same was damnified by the water taken in at the sayd shippes hatches And saith the sayd corne soe wanting was in his this deponents estimate and judgment worth fower score pound sterlinge or thereabouts and soe much hee esteemeth the sayd ffarington to be damnified therby."<sup>27</sup>

### LONDON MEASURES [1633]

**William Dwight, forty-five year old chandler dealing in corn, of Saint Peters Cornhill London. Deposed June 1633 in a case concerning a large shipment of rye from Danzig in a single decked ship, which was alleged to have been delivered in very poor heated condition and to be unfit for human consumption.**

"By the English accompte a last of corne maketh tenn quarters according to the measure used in London and hee saieth that aboute tenn days or a fortnighte since, as hee remembreth, tempus al non recolit, this examinate and his precontest Thomas Hardinge<sup>28</sup> at the requeste of the arlate Richard ffrancklin wente with him the said ffrancklin and one Abraham Taylor aboarde a shippe then in the river of Thames neere Hermitage, to view some rye which they said was heate, (but the name of the shippe or the masters name hee cannott expresse, and hee saieth that in that shippe they founde as he guessteth to the quantity of three hundred quarters or thereabouts of rye (but the certaine qualey hee cannot declare which they viewed, and in a lighter rideing by the said shippes side they founde as he guessteth to the quantity of one hundred quarters or thereabouts of rye which they also viewed, and then the said ffrancklin carried them to a garner in Bridewell, and there they viewed another quantity of rye of 300 quarters as ffrancklin told them that the same as alsoe that in the lighter came out of the said shippe, and that rye in the garner he alsoe viewed, and hee saith that all the said rye which they viewed inn the said shippe, lighter and garner was soe heat and burnte that the same is altogeather unfitt to make bread for mann, in this examinates judgment and that which they founde in the said lighter is worse then the reste, and hee concieveth that yt will not bee fitt for any use for food of mann or beaste, and that which they sawe in the said shippe and harner hee conveiveth will not bee fitt for any use excepte yt happily prove to bee food for hoggs, and whether yt wilbee nourisheing for hoggs or not hee knoweth not, but saieth that hee sawe hoggs eate a little of yt, and hee saieth that the said rye which they viewed as aforesaid, yf the same had come well conditioned to London would have bin worth here at the tyme when they viewed yt as aforesaide eleaven pounds sterlina a laste or threabouts, and but two or three dayes before this examinate gave the same price and somethinge more for rye which came from Danske out of another shippe then rideinge alsoe in the river of Thames but what the same may bee worth in the case yt is now in for hogsmeale hee cannott estimate, and hee further saieth uppon his oath, That the shippe wherein the said rye was beeinge of a greate burthen and very weake builte and having but one decke, hee conceiveth that by laboureinge in the sea she might make her seams give way wherby moisture might come into her holde and soe wett some of the rye in her, for hee saieth that when they were aboard that shippe viewinge the rye as aforesaid, they founde some matts which lay betweene the side of that shippe and the rye which were rotted by some wett which was come into the holde of her, and hee conceiveth that that mighte bee one cause of the heateinge of the said rye

<sup>27</sup> HCA 13/71 ff.266v-267v

<sup>28</sup> White baker of Saint Michaels Cornhill

besides hee conceiveth that the longe lyeinge of a greate quantity togeather in the said shippe might bee another occasion of the heateinge of the said rye, or yf yt were wett when yt was laden that might bee the cause of the heateinge therof, but how yt came soe heat hee knoweth not, And this ee affirmeth uppon his oath to bee true who tradeth for corne and hath often dealte for danske corne for these twenty yeares more or lesse when danske corne is brought hither.”<sup>29</sup>

### MORAN MEASURES AND FRENCH TONS [1635]

#### **John Plasse, twenty-seaven year old gunner of Rochester, Kent. Master's mate of the Blessinge of Rochester. October 1635.**

“After the arivall of the arlate shipp called the *Blessing* of Rochester in the porte of Moran arlate there were laden abord the sayd shipp by the arlate Robert Bells factor for the accompte of the sayd Bell, tow hundred and ten tonne of wheat accordinge to the measure of Moran accomptinge fourtye two of the sayd measures to every tonne, to be broughte from thense to the port of London, and to deliver unto the sayd Bell or his assignes. The premisses he knoweth to be true for that he was one of the master's mates of the sayd shipp and kept accompte howe many tonnes of corne were broughte in every gabar or lighter abord the sayd shipp.

After the ladinge of the sayd corne the sayd shipp sett sayle from thence to the porte of Rochell where there were laden abord her by the sayd Mr Bells factor who laded the sayd corne twentye bales of paper to be broughte from thense to the porte of London for the accompte of the sayd Bell.

He this deponent was discharged from the sayd shipp after her arrivall in this porte of London before any of the goods were delivered out of her.

Fourtye two ffrensh bushells by which the sayd Mr Bell's wheat was received into the sayd shipp the *Blessinge* at Moran doth make a ffrench tonne and accordinge to that accompte of tonnage the sayd wheat was laden abord the sayd shipp at Moran.

The sayd shipp the *Blessinge* arrived in the port of London from Moran the voyage in question about the beginninge of the moneth of December anno domini 1634.”<sup>30</sup>

#### **John Batholomewe, twenty-five year old, living in Strood in Kent. [?Coxwain] of the *Blessinge* of Rochester. Deposed October 1635.**

“After the arrivall of the arlate shipp called the *Blessinge* of Rochester in the porte of Moran in ffrance there were laden abord the sayd shipp by the factor of the arlate Roberte Bell two hundred and tenn tonnes of wheat accordinge to the measure of that towne, to be brought in the sayd shipp to the porte of London for the accompte of the sayd Bell, which wheat he sayeth was brought abord the sayd shipp in five gabers or lighters, videlicet threescore tonne by the measure aforesayd in one gabar, fourtye tonne in each of two other gabers, fourtye five tonnes in another gabar and twenty five tonnes in the other gabar, which he knoweth to be true for that he beinge one of the company of the sayd shipp did keepe accompte when the sayd corne was laden howe much was broughte abord in every gabar.

At Moran when the wheat arlate was laden aboard the sayd shipp there were reckoned fourtye two bushells of the measure of that towne to every tonne and noe more, and soe many bushells to a tonne

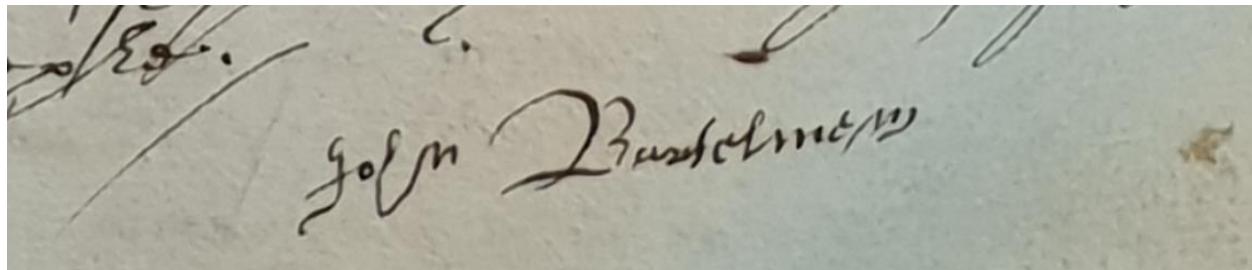
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<sup>29</sup> HCA 13/50 ff.358r-359r

<sup>30</sup> HCA 13/52 f.150v

and noe more were taken in other shipps that laded corne there at the same tyme when the sayd shipp the *Blessinge* was there.

The sayd shipp the *Blessinge* arrived and came to an anchor in the river of Thames neere Blackwell about three weekes before Christmas last past, and that all the sayd Mr Bells corne was not delivered out of her untill about seaven or eighte weeks after her arrivall in the river of Thames which he knoweth to be true for that within a fewe dayes after the delivery of the sayd corne hee this deponent was shipt to goe in another voyage in the same shipp.<sup>"<sup>31</sup></sup>

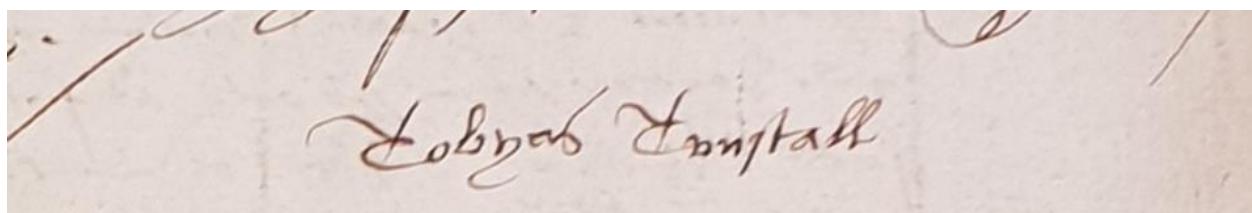


Signature of John Bartholomew, coxwain of the *Blessinge* of Rochester. English High Court of Admiralty. October 31<sup>st</sup> 1635.  
HCA 13/52 f.150v

**Tobyas Tunstall, seaventy-one year old citizen and weaver of London. One of the deputy corn meters for the port of London. Deposed November 1635.**

"The last winter in the great frost this deponent beinge one of the deouty corne meaters for the porte of London was imployed to measure the corne broughte to the port of London in the arlate shipp called the *Blessinge* of Rochester for the accompte of the arlate Robert Bell but sayeth he doth not nowe remember neither can he by any nots or accompts of his owne informe himselfe howe many tonnes or quarters of wheat were delivered out of the sayd shipp.

At the tyme when the sayd Mr Bell's wheat was delivereinge out of the sayd shipp the *Blessinge* this deponent at the request of John Jobson master of the sayd shipp, did compare the measure nowe remayninge in the Registrye of this Court (being shewed unto him at the tyme of this his examination) with the English measure by which the sayd wheat was delivered out of the sayd shipp in the port of London, to see what difference there was betweene the sayd measures And sayeth that fourte two measures of corne of the measure nowe remayninge in the Registrye of this Court did not make of the English bushells by which the sayd corne was delivered as aforesayd above thirtye seaven bushells and a halfe and a pinte, or thereabouts (to his nowe best remembrance)."<sup>"<sup>32</sup></sup>



Signature of Tobias Tunstall, citizen and weaver. One of the deputy corn meters of the port of London. English High Court of Admiralty. November 5<sup>th</sup> 1635. HCA 13/52 f.159v

**MOULD AND DAMP UNDER THE HATCHES AND SCUTTLES [1634]**

<sup>31</sup> HCA 13/52 f.152r

<sup>32</sup> HCA 13/52 f.159v

**Robert Greenwell, a fifty year old merchant from the parish of Saint Andrew Undershaft, reported on the shoddy materials handling of the company of a ship carrying wheat in the River Thames.**

"This deponent goeing abord a shipp ridinge at anchor in the river of Thames (wherof the arlate Maurice Castiens was master) to see the wheat broughte in the sayd Castiens shipp for the accompte of his brother the arlate John Greenewell and others he then found that a great part of the sayd wheat which laye under the skuttles in the hatchway of the sayd shipp was wett and mouldy and some of it was clodded and baked together with wett and heate which by all likelihood came in through the sayd skuttles and hatchway for that he this deponent tooke up some of the sayd corne which lay under the sayd skuttles and in the hatchwaye in his hands, and the same felt very moyst and wett and was therby much dampnifyed But the corne which laye in oþher places of the sayd shipp felt very drye, and whilst this deponentw as abord the sayd shipp, her company in this deponents sighte did with shovells and otherwise throwe and mingle that corne which was soe wett and mouldye amongst and with the corne which was drye and by reason therof the corne which was drye became much dampnifyed, and therupon this deponent intreated one Mr [?Cleland] who was then abord the sayd shipp to speake to the master and company of the sayd shipp to forbear to mingle the sayd corne any more."<sup>33</sup>

**MOVING, STIRRING AND TURNING CORN OR RYE IN SHIP'S HOLD TO KEEP FROM SPOILING [1633]**

**Garrett Arnoltson, thirty-four year old mariner of Lubeck. Arnoltson was master of the *ffortune* of Lubeck. His ship was delayed due to storms in its passage from Danzig to London, and during this lengthy passage his lading of rye heated up. He was forced to decant the rye into lighters to cool it, and after relading the grain, paid his mariners extra to stir and turn the rye constantly, night and day. Deposed March 1633.**

"He was master of the interrate shipp the *ffortune* of Lubecke in her last voyage and that the sayd shipp tooke in her ladinge of rye, pottashes, and wax at Dansicke, bound for London...

There were in the sayd shipp fifty seaven lasts of rye, nynety nyne lasts of pottashes, and ten shipp pounds of wax, and that in the sayd shipps course from Dansicke towards London the rye abord her grewe very hott, wherupon this examinate was compelled for the goods of the merchants to take out the sayd corne out of the sayd shipp and putt the same into lighters at Mostrand in Norway about a moneth since, and that in the returne of the sayd shipp from Dansicke to London this examinat's company by his direction and order did stirr ore move and turne the sayd corne continually night and day for the most part, and that incase the sayd corne had not bene taken out of the sayd shipp and putt into lighters and continually moved and stirred as aforesayd the sayd corne would have growne exceeding hott and have bene therby very much dampnifyed and spoyled and that this examinate did disburse at Mostrand for lighters and laborers hired by him seaventy five Rix dollars and did promise to pay and is to pay to every one of his company for their paynes taken in the stirringe and turning of the sayd corne as aforesayd over and besides their wages one third more then their wages."<sup>34</sup>

**OVERHEATED BURNT BLACK CORN [1633]**

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<sup>33</sup> HCA 13/51 f.140r

<sup>34</sup> HCA 13/51 ff.271r-271v

**Hartek Mayer, twenty-eight year old mariner of Lubeck, steersman of the ship the *Saint Jacob*, provides details of the shipment of corn from Danzig to London, which by was loaded damp and then overheated in the ship's hold on an unusually long voyage. Deposed July 1633.**

"The corne laden aboard the sayd shipp the voyage in question was moist, and not drye when it was first laden aboard her, and began to heat within five or six dayes after it was first laden, before the sayd shipp could gett over the barr of Dansicke."<sup>35</sup>

**In answer to interrogatories, Mayer stated that:**

"At such tyme as the interrate corne was unladen eighte lasts of the same was burnt as blacke as coals, and the rest very much over heated, and wheather cureable or not hee cannot tell, but saieth that in their country yt was fitt to make manns meate, but whether yt was fitt for mans meate here or not hee doth not know.

Hee believeth a shippe that is well plied and hath a faire winde may come from Dansicke to London in eighte dayes, but the shippe in question haveinge taken in her ladeinge at Dansicke in march last past came not unto this port of London untill five dayes before Whitsontide last paste.

A shippe haveinge a faire winde may sayle from the Sounde to this porte of London in fower or five dayes.

The master of the shipp the *Saint Jacob* mought have unladed and cooled the corne by puttinge the same in lighters at Lubecke but that hee thought the winde would have come faire and for feare thereof hee did not doe it."<sup>36</sup>

#### **NIGHTLY RECKONING OF CORN DELIVERED AT BAYON [1600]**

**Adam Ricardes, twenty-seven year old cooper of London. Describes the lading of wheat at Chichester in Sussex into the *Little David* for sale at Bayon in France. The master of the *Little David*, John Boise, was empowered to sell the wheat and to receave money for its sale. However, Boise was dishonest, and instructed record keepers to systematically record the sale of less wheat than was actually sold, with Boise pocketing the difference. Deposed April 1600.**

"Yt is sett downe in writinge howe much corne the master sould at Baion to this examinee's knowledge for this examinee tooke the note of yt every nighte and delivered yt to the merchante, and to this examinee's knowledge the same note which the merchante hath conteyneth a truthe, and the said John Boise the master receaved the money howe muche yt was he knoweth not more then appeareth by the said note...

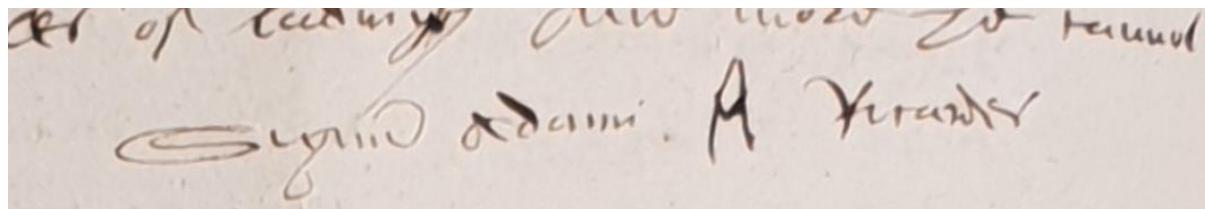
This examinee most commonly everye nighte tooke the accompte out of theire table booke that kepte the reckonings of the corne delivered that daye. And then delivered yt to Thomas ffrances parte owner of the said shippe the same nighte, and the same accompte so geven was a iust accompte taken out of theire table booke as they delivered yt to this examinee.

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<sup>35</sup> HCA 13/50 f.364v

<sup>36</sup> HCA 13/50 f.366r

William ffletcher gonner of the said shipp tould this examinate that the said Boise willed him when he kepte accompts of the corne sould, to sett downe 20 [?canckes] at night lesse then were delivered, and the said Boise beinge chardged there with could not denye yt...."<sup>37</sup>



Initial of Adam Ricardes, cooper of London. English High Court of Admiralty. April 19<sup>th</sup> 1600. HCA 13/34 f.184v

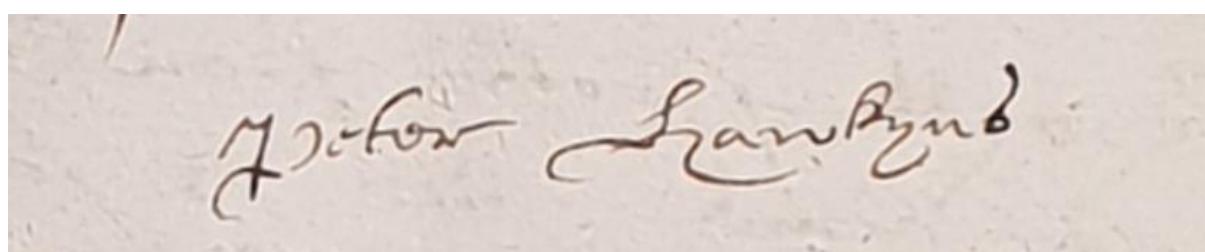
**Peter Hawkins, nineteen year old servant to Mr John Kingsale. Deposed April 1600.**

"The said John Sheringto appointed the said Boise to sell all the corne in the said shipp, and he and such as he appointed soulde the said corne and receaved the money for yt And the said Bois gave an accompte to the said Sherington accordinge to the money he had and noe otherwise whether his accompte were trueand iust or noe he knoweth not.

This examinate for the most parte (savinge when as the master woulde sende him a shore aboute other busines) did kepe a note of the corne delivered, and when he kepte a note, he kepte a true note, and delivered yt at nyght to Thomas ffrances for sondry dayes untill the master commanded this examinate to give him no more accompt, but to kepe accompte to him self and to sett downe to cancke in a day lesse then was delivered and this examinate did so, and as he remembreth he sett downe nine or ten canckes in the whole lesse then should have byn sett downe.

The master receaved money for all the corne that was sould by him at Baion ...The wheate was sould for fifty two souse the canck at the first and afterwards at fifty souse...

The *Little David* was some what leakie and aboute a wuarter of wheate or some what more by estimation was pumped out, and some was well in the bottom of the shipp and was caried away in a boate, and was anoute a wuarter of wheate in his iudgemente/ There was not so much delivered out as was receaved in by one hundred and twenty canckes or thereabouts as he understandeth."<sup>38</sup>



Signature of Peter Hawkins, servant to Mr John Kingsale. London. English High Court of Admiralty. April 19<sup>th</sup> 1600. HCA 13/34 f.185r

<sup>37</sup> HCA 13/34 f.184r

<sup>38</sup> HCA 13/34 f.185r

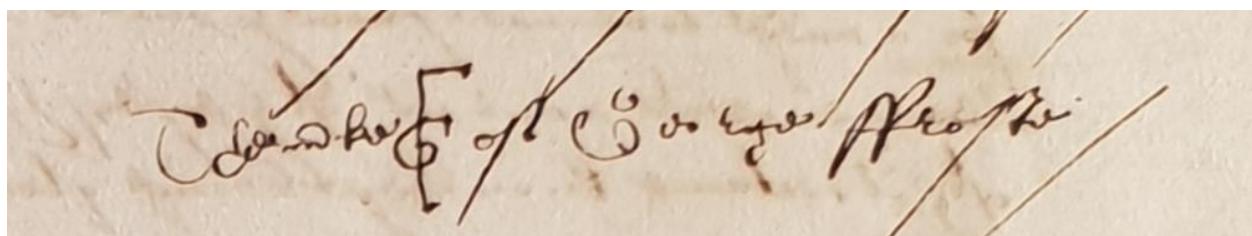
### PARTLY BY THE BUSHEL AND PARTLY BY THE HALF QUARTER SACK [1609]

**George ffrost, thirty-three year old mariner of Wapping. Loaded barlie on the Sussex coast for transport to Saphia on the Barbary coast. Boatswain of the *Mathew Bonadventure*. Deposed August 1608.**

"Beeinge boatswaine tooke notice of the barlie as it was broughte in to her...

The barlie laden into the aied shippe as aforesaid was 660 quarters of this rendent's knowledge whoe toole notice of ut as it was broughte aboarde, and whicw as broughte by sundrie persons from divers places in the countrie thereabouts where it was broughte....

Hee did see and tooke accounte of the measureinge of the saied barlie heare in Englannde. And allsoe tooke accounte of the measureinge thereof at the deliverie thereof in Saphia partlie by the bushel, and partlie by the halfe quarter sacke was it was carried out of the shipp ashoare."<sup>39</sup>



Initias of George Frost, mariner of Wapping. Boatswain of the *Mathew Boadventure*. English High Court of Admiralty. August 16<sup>th</sup> 1609. HCA 13/38 f.245r

**John Rawlyn, twenty-eight year old mariner of Lee in Essex. One of the company of the *Mathew Boanadventure*. Carried out a bushel mesure, which was used to measure barley in and out of the ship. Deposed August 1608.**

"They carried the bushell to Saphia with which they tooke in and measured the barly on borde at {Ischener}, and saith that most parte of the same was measured there at Saphia by the same bushell and the rest by the sacke aggreable to the said bushell or measure of this examinate's certaine knowledge."<sup>40</sup>

**Richard Good. Thirty-five year old mariner of Wapping, Middlesex. Carpenter of the *Mathew Bonadventure*. Deposed August 1608.**

"The said barly was laden into the said shipp by measure, and the measure where with yt was measured was delivered to the said Bonner and by him caried with the barly to Saphia to remeasure yt out of the said shipp againe of this examinate's certaine knowledge...

The said barly was delivered from abord in haulf quarter sckes, and in smaler sacks and the haulf quarter sacks were allwayes filled as full as they could bee, and the lesser sacks wer filled by the bushell and the boateswaine kepte accompte of all as yt was caried from aborde. But whether the master offered to deliver the said barly by measure and that the ffacrors refused to receave it so or no he knoweth not."<sup>41</sup>

<sup>39</sup> HCA 13/39 f.244v

<sup>40</sup> HCA 13/39 f.248r

<sup>41</sup> HCA 13/39 ff.248v-249r

### **PRICE OF ESSEX OATS IN LONDON [1639]**

**Richard Hall, thirty-eight year old chandler of Saint Sepulchres London. Deposed December 1641.**

"Hee this examinate hath bine informed the hoye or vessell in question was caste awaye and sunke in or aboute the moneth of November laste was two yeaeres [1639] and in that yeare and aboute that tyme Essex oates were worth and solde for here in London after the rate or price of tenn shillings and six and tenn shillings per quarter one with another and after that rate hee this examinate tradeinge in such like comodities boughte and payd for Essex oates that yeare and aboute that tyme. And this hee knoweth and affirmeth upon his oath to be true."<sup>42</sup>

### **PRICE OF WHEAT ON THE LONDON MARKET [1607]**

**Roger Risby, thirty-six year old miller of Southwark. States that wheat was worth twenty-eight to thirty shillings a quarter in August 1607. Deposed February 1608.**

"He knoweth that wheate was worth in London about August last 28s, 29s and 30s the quarter as yt was in goodnes and yt was very [?simple] wheate which was not then worth 28s the quarter And this he knoweth to be true ffor that he is a miller by his trade, and did sell wheate aboute the same tyme at the said prizes."<sup>43</sup>

**QUESTION: How volatile were wheat and other grain prices by season and by year in late C16th and early C17th?**

### **SEASONALITY OF GRAIN PRICES?**

[INSERT DETAILS]

### **SELLING WHEAT ON THE LONDON MARKET [1634]**

**Franciscus Smyth, a fifty-five year old miller, resident in the parish of Saint Olaves in Southwark, was hired in 1634 to sell wheat, brought to London in an unnamed ship. His client, Robert Bell, wanted Smyth to get a price of forty shillings per quarter on one hundred and fifty quarters of white wheat. Smyth complained that the wheat on the ship belonging to Bell and delivered to him was a mingling of red and white wheat, and that some of the customers with whom he made bargains then threatened to sue him on discovering the mixed wheat.<sup>44</sup>**

### **SHOOTING CORN ONTO MATS FROM SHIP AT BARCELONA [1631]**

**Robert Moore, a 45 year old mariner of Wapping, served on the *Delight* of London on a voyage from London to Barcelona and Leghorne. Moore describes the unlading of corn from the ship at Barcelona, at the orders of Thomas Emerson, the ship's purser, in March 1631.**

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<sup>42</sup> HCA 13/57 f.315v

<sup>43</sup> ADD REFERENCE

<sup>44</sup> HCA 13/52 f.209v

**The corn had been laded at Gibarltar (“the Arches”). “The corne to bee brought a shoare and shott on matts by the water side.”<sup>45</sup>**

Moore tells us that the corne, when being loaded, was meaasured into the ship “in keelves”, and that Emerson “tooke a note of howe many keelves where delivered and laded aboard the said shippe and firmed a bill of ladeing for the same without taking any notice or sample howe much every keele contained.”<sup>46</sup> Yet at Barcelona, the corn was not delivered by the keeve, nor by the sack, “but by the measure of Barcelonia”. Moore stated his firm belief that the subsequent claim of a shortfall of corn “was occasioned by changing and altering of the measure and theat the purser onely undertooke and medled both with the ladeinge and unladeinge of the said corne”.<sup>47</sup>

The *Delight* then sailed from Barcelona to Leghorne, where a thousand sacks of corn was laden into the ship at, and mixed with the remainders of the corn laden at the Arches. The ship then returned to Barcelona, but the Leghorne merchant who had laded the 1000 sacks then ordered this corn to be returned to leghorne, being dissatisfied with corn prices at Barcelona.

#### **SHOOTING RYE FROM SACKS INTO A KETCH TO TRANSPORT FROM LONDON TO DUNKIRK [1635]**

“In June laste paste [1635] John Johnson of London merchant did agree with this examineate being the master of a ketch called the *Thomas* of London of the burthen of twenty tonnes or thereabouts, to take in here at London his said ketchs full ladeing of rye and to carry the same to Dunquercke, and there to deliver that rye to Lewis Lambrecht, and after that affreementw as made, the said John Johnson did cause to bee here laden in the said ketch which was shott aboard out of sacks as much rye as by this examineate’s computation (yf the sacks did containe soe much as the porters that brought them to the said ketch said they did) did amounte to one hundred and five and twenty quarters London measure, to bee delivered to the said Lewes Lambrecht at Dunquercke by the [?raizeepe], and the said Johnson did agree with this examineate that the said Lewis Lambrecht at the receite of the said rye at Dunquercke shoulde pay to this examineate for the freighte thereof a gilder for every raizeere of that rye with primage and averidge accustomed, And =hee sayeth upon his oath, That all the said rye which the said Johnson caused to bee laden as aforesaid in the said ketch here in this port of London was delivered to the said Lewes Lambrecht at Dunquercke drye and well conditioned for ought this examineate knoweth. And this hee affirmeth upon his oath to bee true who was master of the said ketch the voyage aforesaid and sawe the ladeinge of the said rye in this port of London, and the delivery thereof in Dunckerke and kepte an accompte thereof, and coulde not see or discerne that after the ladeing thereof here at London the bulcke was broken or any of the said rye conveyed away or taken out of the said ketch before the same was delivered to the Lewes Lambrecht or his assigne at Duncquerque.”<sup>48</sup>

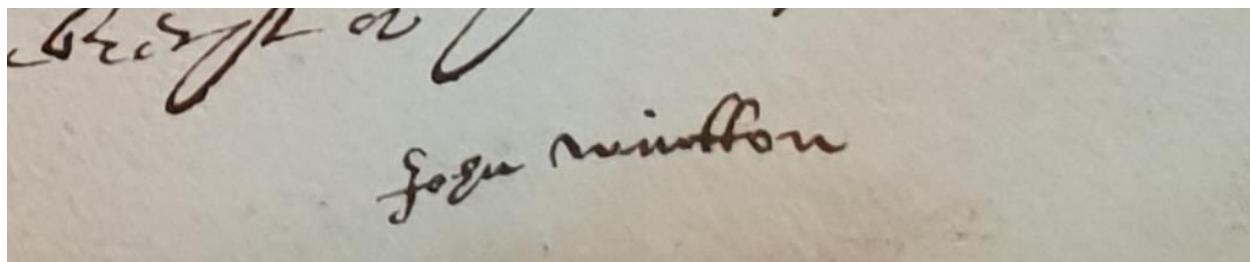
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<sup>45</sup> HCA 13/50 f.1r

<sup>46</sup> HCA 13/50 f.1v

<sup>47</sup> HCA 13/50 f.1v

<sup>48</sup> HCA 13/52 f.81r



Signature of John Wintwone, mariner of London. Master of the *Thomas of London*. English High Court of Admiralty. August 31<sup>st</sup> 1635. HCA 13/52 f.81r

### STORM DAMAGE TO WHEAT AND MALT LANDE IN A HOY AT WELLS IN NORFOLK [1640]

John Albyn was a twenty-seaven year old mariner from Kings Lynn in Norfolk. He reported in December 1640 about a lading of wheat and malt on a hoy named the *Thomas and ffrrancis*. The goods were laden in the River of Wells, and the ship headed towards London, putting into Woodbridge haven due to adverse weather. There the ship sprang a leak during twenty four hours of stormy weather, requiring the crew to pump 400 strokes per hour.

"There were 4 lasts of wheate and eighte lasts of malte laden aboard the interrate hoye at Wells aforesayd by the interrate [?Congham], [?Lerry] and ffurnace to bee broughte to this porte of London and the same was dry and seemed to bee well conditioned at the tyme of the ladeinge thereof." Due to a storm the grain was damaged. XXX observed the unlading of the grain at London and "there was almost three lasts of the wheate and aboute a laste of the malte dampnified that voyage with salte water which came by reason of the foresaid storne".<sup>49</sup>

### UNLAWFUL MEASURES [BUSHELS OF WHEAT AND BEANS AT BORDEAUX] [1635]

The company of the ship the *fflowers of Yarmouth* detected the use of an unlawful measure at the port of Bordeaux to measure wheat from shore into their ship. Comparing the measure used for the wheat with the bushel measure used for the beans, the company established that the bushel for the wheat was measuring three pints less than that for the beans. The boatswain complained to the factor, who got restitution from the merchants. The unlawful wheat bushel "was bent and bowed in the bottome and by that meanes it helde the lesse".

"The bushell by which the wheat laden abord the sayd shipp at Bordeax was measured into the sayd shipp was an unlawfull measure and did not conteyne soe much by three pints in every bushell and upwards as the bushell did by which the sayd beanies was measured and delivered abord the sayd shipp did conteyne, and the bushell by which the sayd wheat was measured was bent and bowed in the bottome and by that meanes it helde the lesse. The premisses he knoweth to be true for that he this deponent and others of the company measured and compared both the sayd bushells together and found that the sayd bushell by which the sayd wheat was measured and delivered abord the sayd shipp did contayne by three pints at the least lesse then the bushell did conteyne by which the sayd beanies were measured, and the boatswayne and others of the company tould the factor that laded the sayd wheat and beanies with the difference that was in the sayd two bushells and thereupon the sayd factor (as he

<sup>49</sup> HCA 13/56 ff.363v-364v

himselfe sayd) went to the merchants of whome he boughte the sayd wheat and acquaynted them therwith and gott satisfaction of them for the same"<sup>50</sup>

### The boatswain of the flowers of Yarmouth provided more detail

"At Bordeaulx there were laden abord the sayd shipp the flowers' of Yarmouth by one John Lucas for the accompte of the arlate Andrewe Hawes and Thomas Horth one thousand five hundred and sixtye bushells of wheat accordinge to that bushell by which it was measured and five hundred bushells of beanies and that at Bourdeaulx there is comonlye accompted twentye bushells and noe more of wheat or beanies to a tonne, which wheat was to be transported in the sayd shipp to this port of London. The premisses he knoweth to be true for that he ws boatswayne of the sayd shipp and hath broughte corne from Bordeaulx for the accompte of the sayd Hawes in one voyage besides the voyage in question" <sup>51</sup>

### UNLOADING CORN AT LONDON BRIDGE [1650]

**Detailed account of the unloading of 137 quarters of barley from a ship named the *William* (Master: Robert Hoskins) in April 1650. The account is given by Richard Staples, a fifty-three year old corn meter, living in Saint Mary Magdalen parish, Southwark, "being the person that was employed to measure the said ship's lading of corne at Bridgehouse key neere London Bridge."<sup>52</sup> The barley was for the account of one Robert Jeffries, who had sold the grain to one William Parnes. It was Parnes who hired the two barges to fetch the grain out of the *William*.**

"The said ship the *William* was brought to Bridge House key arlate laden with barly and other goods and merchandizes". Two barges were brought down from Hammersmith "to fetch the same to that place from Bridge House Key". The barges were "placed on the outside of the said ship close by her side to take in the said barly from abord her in such manner as is arlate".

"After the bringing of the said two barges to the side of the said ship the *William* there was put into the lesser of the said barges the number of about forty quarters of barly with which the said barge was sent away through bridge for Hammersmith..There was likewise the number of about fowerscore and twelve quarters of barly laden abord the said greater narge (twelve quarters whereof were put into the same after the departure of the said lesser barge as aforesaid) for the taking of the quantye of the said corne the said greater barge did stay beside the other [?XXX] at the tyme of the doeing of the damage in question"<sup>53</sup>

As the barley was taken out of the *William*, "the said ship the *William* wanting ballast abord her did leane unto the said key which the said Hoskins perceaveing he did cause the roape belonging to the crane standing thereupon to bee fastned to that side of the ship thereunto adioyning with and intent as hee then and there affirmed to sett and keepe the same upright thereby" <sup>54</sup>

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<sup>50</sup> HCA 13/51 f.498r

<sup>51</sup> HCA 13/51 f.498v

<sup>52</sup> HCA 13/64 unfol. IMG\_128\_5\_2561. The case is first mentioned in HCA 13/63. See, for example, dthe deposition of Griffinus Rogers, a sixty year old labourer, of Saint Saviours in Southwark ([HCA 13/63 f.237r](#))

<sup>53</sup> HCA 13/64 unfol. IMG\_128\_5\_2562

<sup>54</sup> HCA 13/64 unfol. IMG\_128\_5\_2562

"Soe soone as the purpose and intention of the said Hoskins to sett his said ship upright againe was perceaved, hee the said Hoskins was advised and tould by divers then present that if hee did not desist from soe doeing hee would spoyle all, and was desired not to endeavour the setting up thereof untill shee was quite discharged of all the said 137 quarters of baley abord her". He was also told that if he continued with his actions ""hee would oversee the said ship upon the said barge and soe either splitt ot sincke her together with her ladeing abord her". Notwithstanding the advice "Hoskins having fastened the rope of the said crane to the said shippes side next thereunto hee did in this deponents perceaving command some of his company to goe into the said crane and they hee saith endeavouring (as they afterwards affirmed) to sett the said shipp upright againe did through their owne unskillfullnes or neglect quite over throw the said ship upon the said greater barge". The barge was sunke "quite under water" and received "great damage".<sup>55</sup>

Hoskins, seeking to sort out the mess, then commanded a "great hulke", filled with pieces of timber, to be brought up to his ship and "sett upon that part of the barge which was not altogether under the said ship". His intent was to save his ship, but these actions "did quite presse downe the said barge with her said lading quite under water", leading to further damage to the barge and lading.<sup>56</sup>

Prior to the unlading of the barley, earlier that day, Hoskins had taken out of his ship "a great quantity of tinne and sent the same away into London". "Incase it had not beene taken thence but had been abord the said ship when the said barley was delivered would without doubt have kept her more steady than afterwards she was"<sup>57</sup>

Staples noted that "att and before the tyme arlate there were certaine great iron rings which are fastned to the timbers belonging to the said key, which are there placed on purpose to fasten ships (comeing thither) thereunto".<sup>58</sup>

Staples noted that the barge was "much brusied broken and damnified" and estimated the costs of restoring her to her earlier state at £20 at the least.<sup>59</sup> In addition, the owner of the barge "did loose the mast saile oares and all the roapes and tackle to the said barge belonging to the vallew of about £3 steriling, all which were carried away by the stremme, and allsoe severall sacks together with severall wearing cloths and wastcott to himselfe and servants belonging".<sup>60</sup>

## VALUING MALT IN LAMBETH [1624]

**Robert Wilson, thirty-eight year old brewer, resident in the parish of Saint Olaves in the borough of Southwark, Surrey. Asked with others to view and estimate the value of a parcel of malt lying in rooms in Lambeth. Deposed May 1624.**

"Upon the thirteenth day of Augste last paste [1623] this examinate and John Kinge a baker but dwellingt alsoe in the parishe of Saint Olaves in the borouge of Southwarke, and one Henery Kinge of Lambeth (as this examinate thinketh) a brewer or malster, beinge at Lambeth togeather did at the request of the party producent view and make an estimate of certeine malte lyeinge in certeine roomes in Lambeth, which (as was said) belonged to Thomas Bener, George Glascocke and Thomas ffanell three of the party producents, and had bin caste away and recovered in a barge, in the ryver of Thames, belonginge to the arlate [?CXXX], and did with one consente accordinge to the beste of their

<sup>55</sup> HCA 13/64 unfol. IMG\_128\_5\_2563

<sup>56</sup> HCA 13/64 unfol. IMG\_128\_5\_2563

<sup>57</sup> HCA 13/64 unfol. IMG\_128\_5\_2563

<sup>58</sup> HCA 13/64 unfol. IMG\_128\_5\_2563

<sup>59</sup> HCA 13/64 unfol. IMG\_128\_5\_2563

<sup>60</sup> HCA 13/64 unfol. IMG\_128\_5\_2563-4

judgements estimate the same malte as yt then was (being cured as well as the owners coulde gett yt to bee cured) all togeather one quarter with another at 12 s a quarter and noe more yt was then worth (as this examineate verily beleeveth in his conscience, and this examineate who is a brewer and useth to buy malte, would not have given ten shillings a quarter for the said malte one quarter with another, but what the qauntitye of the same malte that they soe viewed was, he knoweth not, but this examineate and his fellowe appraisors aforesaid imagined and guesed the same to bee upwards of 80 quarters of malte, and twas all the malte which was recovered as the owers therof said.

This examineate was to have had twenty quarters of the said malte delivered to him for his use , and should have paid for yt before yt ws caste away 30 s or thirty three shillings and upwards a quarter, and accordeinge to that rate such malte as the same was, was at that tyme commonly boughte and soulde, and soe much yt was well worth.”<sup>61</sup>

**The malt appears to have been in a barge named the *Griffin*, which was in collision on the River Thames with a ship named the *Speedwell*, as the barge was rowed upstream. Hugo Wilson, thirty-nine year old pulleymaker of Wapping, Middlesex, was an eyewitness to the collision and sinking of the barge. The barge was full of water and all her malt was wet.**  
**Deposed June 1624.**

“At the tyme arlate the watermen in the arlate bardge were roweing her upp the Thames towards London in the currente and middle of the tide as is usuall for boates and barges to doe, and the *Speedwell* goeinge downewards from London ran upon her the said bardge and bruised and sancke her as aforesaid....those in the nardge in this examineate’s sighte did rowe as much as they coulde to pull the said barge out of the way of the shippe.”<sup>62</sup>



Mark of Hugo Wilson, pulleymaker of Ratcliff, Middlesex. English High Court of Admiralty. June 1<sup>st</sup> 1624. HCA 13/44 f.327r

### **VALUING RYE IN LONDON [1636; 1667]**

**John Smith, eighteen year old son of Simon Smith, party producent and owner of the rye sunk near Wapping in the *Caulkman* of Copenhagen by bilging on an anchor. Valued rye at 24 shillings per quarter, compared with the 20 hillings per quarter for rye of the same quality recovered from the *Caulkman* after it had been dried and preserved. Deposed April 1637.**

“The sayd goods were much dampnifyed, in soe much that after there had bene great charges layed out and disbursed by his sayd ffather the producent in dryeinge and preservinge of the sayd rye the same was sould for twenty shillings per quarter, wheras he sayeth that about a moneth before the arrivall of the sayd shipp the *Caulkman* there arrived another shipp called the *White Swann* of Copenhagen in which shipp there were broughte about eighte hundred quarters of the same kinde of rye (as the rye in question was of) one halfe parte of which rye the sayd producent sould unto Mr Bradly and Mr

<sup>61</sup> HCA 13/44 ff.301r-301v

<sup>62</sup> HCA 13/44 f.226v

ffarington of London merchants for 24s per quarter which this deponent knoweth to be true for that he received most part of the money for that rye."<sup>63</sup>

**Jacob de Raet, broker, resident in Saint Katherine Coleman, London. Valued Danske rye sold to a baker at 20 shillings per quarter. Later in the year he could only get 16 to 18 shillings per quarter, due to a profusion of English rye in london. Deposed July 1657.**

"That he beinge admitted a broker by the Court of Aldermen of London, did in the moneth of October 1636 sell for one James Baker of London merchant five hundred quarters of Danske rye unto one Powell a baker dwellinge in Southwarke for twentye shillings per quarter, which was as much he could gett for the same, and that there were divers other chapmen at the tyme which offred money for the sayd Danske rye but none would give soe much as the sayd Powell gave for the same, and that part of the sayd rye which laye upper most in the shipp wherein it was brought was very good and well conditioned corne, but that which laye lower most neere the bottome of the sayd shipp was some what warme and did swell and fill the measures more then it would have done if it had bene aswell conditioned as that which laye upper most, and in that respecte and for that the sayd Powell when he bargayned for the sayd rye did condition to give 20 shillings per quarter for all the whole shipps ladinge if it all rose soe well conditioned as that was which lay upp most the said Mr Baker did abate the sayd Powell fifteeene pounds sterlign upon the whole quantitye of the sayd rye, and yet the sayd Powell sayd that he had a hard bargaine of it, and desired him this deponent to helpe him to the chapmen to buy the same rye of him agayne which this deponent did endeavour by the space of two or three monethes after that tyme and did offer the same to sale to divers mealemen and bakers and others that traded in that commoditey and none of them did offer above sixteene seaventeene or eighteene shillings per quarter, because there was then a great deale of English rye to be bought very cheape"<sup>64</sup>

**WHEAT DAMAGED DUE TO LACK OF MATS LAYED UNDER THE CORN IN A BARK SAILING FROM GRIMSBY IN LINCOLNSHIRE [16XX]**

[ADD DETAILS]<sup>65</sup>

**WINCHESTER MEASURES [1633; 1639]**

**John Burward, thirty-three year old mariner and ship master, of Wapping. Deposed July 1633 concerning the equivalence of a Danzig last of rye to a Winchester measure of the same.**

"Every last of Dansicke rye doth make ten quarters at the least Winchester measure, which he knoweth to be true for that the last yeare he brought rye from Dansicke in a shipp (wherof he was master) and then delivered out ten quarters for every laste laden abord his shipp and had some over plus remayninge over and above 10 quarters to a laste".<sup>66</sup>

**Richard Bennett, twenty-eight year old merchant of Saint Margaret's Lothbury. Deposed July 10<sup>th</sup> 1639 regarding a shipment of corn from France.**

"18 measures according to the measure in which the corne in question was measured by doe make a tonne ffrench measure, and usually 42 bushells English measure and 40 bushells Winchester measure is accounted to a tonne English measure.

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<sup>63</sup> HCA 13/53 f.108v

<sup>64</sup> HCA 13/53 f.231v; HCA 13/53 f.232r

<sup>65</sup> HCA 13/52 f.354r

<sup>66</sup> HCA 13/50 f.351r

The corne in question was put into lighters to bee carryed aboard the interrate shipp the *Mary Anne*, and was delivered out of those lighters into the said shippe as this examineate hath heard, but hee this examineate did not see the said corne delivered aboard the said shippe out of the siad lighters, but saith there were some of the said Wappells men to looke to the delivery thereof, and hee saith it was not delivered as hee conceiveth out of the said lighters into the said shippe by measure for that it is not the use or custome amongst merchants or others after they have mesured corne into lighters to bee carried a shippe board to remeasure the same againe out of those lighters into the shippe in which it is to bee transported."<sup>67</sup>

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<sup>67</sup> HCA 13/55 f.170v

**Types of grain & legumes:**

Barley, beans, corn, malt, meal, oats, pyed wheat, rye, red wheat, white wheat

**Measures:**

Bag of hops; Bordeaux bushells, bushels, sacks, quarters, Dartmouth measure [wheat],  
Winchester measure [rye; wheat]; end of hops; end of madder

## BEER

**William Allam, thirty-six year old hoyman of Saint Katherines near the Tower of London.**  
**Allam gives an account of loading beer into his hoy at Mr Dupper's brewhouse for delivery to Chatham. Subsequently the hoy sprung a major leak and the beer was contaminated with seawater, rendering it good only for sale to a vinegar maker. Deposed May 1660.**

"This examinate's hoy was taken upp to cary her Majestie's beere to Chattam and thereupon this examinate receaved into his sayd hoy at Mr Dupper's brewhouse 14 tonnes of her Majestie's beere over nighte and came to an anker in the River of Thames over against the brewhouse intendinge n the morninge to take in a cheese for the purser and to departe towardes Chattam. And sayth that the same nighte aboute 12 of the clock as this examinate and one other were on borde the said hoy and at rest there sparange out a planck of the hoy by reason of the weather which that nighte was verey foule and strong whereby such abundance of water suddenly came in that the beare was overflowen and this examinate's cabon ful of water whereby he awaked and called the other person named William ffennell up otherwise he verely beleeveth they had perished therein, and so tooke his skiffe and wente ashore to gett helpe to save the hoy and beare from sinkinge, but all men beinge at rest he coulde not procure eany and so returned aborde, and this examinate and the said Fennell labored all night and gott the hoy into Saint Katherines dock and in the morninge caused a lighter to be brought to the hoyes side and the beare to be taken out of the hoy into the said lighter and to be tasted by such as Mr Darrell and Mr Bluther appointed to thet purpose howebeit, yt had soe taken water that yt was not serviceable, and was sould to one ffox a vineger maker for £3 - 4s or £3 - 2s after the rate of 12d the barrell, and more could not be made of yt of this examinate's certaine knowledge."<sup>68</sup>



Mark of William Allam, hoyman of Saint Katherines near the Tower of London. English High Court of Admiralty. May 9<sup>th</sup> 1600.  
HCA 13/34 f.213r

<sup>68</sup> HCA 13/34 ff.212v-213r

## BULLION

**Samuel Hardwin, eighteen year old mariner of Ratcliff, Middlesex. Servant to Robert Ensom, master of the *Hopefull Elizabeth* of London. The ship had sailed from San Lucar to London with a mixed lading of goods, including plate. Deposed May 1636.**

"The sayd shipp the *Hopefull Elizabeth* tooke in the last of the goods of the merchants freighters of her on Wednesday the tenth daye of februarye last past [1636] late in the nighte and on the Thursday followinge in the afternoone sayled over the barr of San Lucar, and there stayed for the company of other shippes untill the Sattirday then next followinge in the afternoone and then sett sayle from thence for England...

After the sayd shipp was gotten over the barr of San Lucar there was broughte abord her by a Spanish boate one barr of silver for the accompte of the arlate ffrancis Lenthall, worth £250 or £260 or therabouts, which he knoweth to be true for that he sawe when the sayd barr was broughte abord and sawe the bill of lading signed by the sayd Ensome for the receipte therof...

The plate laden abord the sayd shipp at San Lucar was stowed in the powder roome and gun roome and some in the hould and some in other holes and under cabins in the sayd shipp, but the merchants tonnage was no wayes hindred therbye...

### In response to interrogatories:

...There were some chests of plate and some barrells of oranges and lemons, and of olives and figgs which laye upon the wynes in the sayd shipp...

The sayd Ensom and company the voyage in question did take into the sayd shipp before she came over the barr of San Lucar sixtye nyne chests of plate, some of which were taken in after the sayd Harris and Throgmorton's goods were laden...and that the sayd chests of plate were laden in the name of the Kinge of Spayne, and after she was gone over the barr of San Lucar she stayed there from Thursday in the afternoone untill the Sattirday noone nexte followinge and she soe stayed there (as the master affirmed) for company and whilst she stayed there she tooke in about fiftye nyne barrs of silver, and that when she came over the sayd barr she might as then winde then was, have putt off to sea towards England, for which barrs the sayd Ensome was to have (as by the bills of ladeinge appeared) one in the hundred) and that one barr of the sayd silver was consigned to Mr Porter another to Mr Lenthall, another to John Boone and another to Richard Boone, and most of the rest were consigned to Arnold Braems, David Hampson and others of Dover merchants..."<sup>69</sup>

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<sup>69</sup> HCA 13/52 ff.464r-465v

## **BUTTER, TALLOW**

## CLOTH, YARN

### DAMAGE TO WINCHES OF CABLE YARN

Ropemaker, **George Harrison** of Deptford Strand had been employed to receive 78 winches of cable yarn out of a lighter, which had been brought by ship to London. Harrison and others placed the winches into a storehouse in Deptford" belonging to a William Bladwell, on whose behalf they were working. But seven winches had been made "outwardly wet" whilst in the lighter. They had to "warpe off the quantitye of fourteene or fifteene hundred weighte before they could come to that which was drye and that wett yarne soe warped off was dampnifyed and less worth to be sould by five shillings in every hundred or thereabouts".

To see whether any of the remaining yarn was damaged, "In or about the moneth of February last past [1639] this deponent and others did uncase all the rest of the winches of cable yarne which came out of the said Mr Swaleyes shipp, and amongst them did finde seaven other winches of cable yarne which (although they were then dried) had taken wett and were outwardly rotten"<sup>70</sup>

### SHIPMENT OF KERSIES FROM LONDON TO ROTTERDAM AND AMSTERDAM[1634 - 1642]

#### **William Bow, forty-one year old merchant of Saint Swithins London. Deposed April 1642.**

"The usuall custome for kersies shipped out from London to Roterdam which is usually paid upon their landing at Roterdam is three stivers for each kersy beeing interlopers goods, and usuall the freight for transporting of a kersy from London to Roterdam is likewise three stivers. And this hee affirmeth upon his oath to bee true who for these ten yeaeres last past hath used that trade, and often paid freight and custome for kersyes send by him from London to Roterdam.

By the common estimation of merchants tradinge too and from Roterdam, Amsterdam and other places in Holland, a guilder in flemish money is commonly accompted for two shillings sterlinc, ten stivers for twelve pence sterlinc, and sixtene deneers for a stiver, and at those rates, five hindred fifty fower guilders , nyneteene stivers and 8 deneers doe make fifty five poundes, not reconinge the exchange. And this he knoweth to bee true, using much to trade for those parts, and hath often bin there.

In response to interrogatories:

"In the yeare 1634 and for some yeaeres before hee knoweth yt was the custome amongst merchants trading to Amsterdam to send their goodes by way of Roterdam, and the factor at Roterdam to send those goodes to the factor at Amsterdam who was to dispose of them there."<sup>71</sup>

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<sup>70</sup> HCA 13/53 f.21r-21v

<sup>71</sup> HCA 13/58 ff.13v-14r

## **COAL**

## **COCHINEAL**

**Cochineal will keep a dozen years when laid up dry in a dry place [1608]**

**Cutting out original marks from barrels containing cochineal [1609]**

**Filling, heading, weighing and nailing up of casks containing cochineal [1636]**

## **COCHINEAL WILL KEEP A DOZEN YEARS WHEN LAID UP DRY IN A DRY PLACE [1608]**

**John Woodward, forty-six year old grocer of London. Deposed July 1609.**

"Indico and cochineale beeing well conditioned and good as it bee laied up drie and in a drie place will keepe a douzoin yeares and upwards as this examinate beleeveth"<sup>72</sup>

## **CUTTING OUT ORIGINAL MARKS FROM BARRELS CONTAINING COCHINEAL [1609]**

**Edmund Bradshaw, thirty year old draper and merchant of London. Purchased valuable goods from a ship made prize in Barbary, which he subsequently lost, impoverishing him. Bradshaw cut out the original merchants' marks from the wooden barrels and replaced them with his own marks. Deposed June 1609.**

"He hath sett downe with what markes the said goodes were marked when they were taken from this respondent, beinge the marks in the margent which this respondent sett on the said goodes, then being in barrells and the cochineile within the barrells were in baggs."<sup>73</sup>

## **FILLING, HEADING, WEIGHING AND NAILING UP OF CASKS CONTAINING COCHINEAL [1636]**

**John Woodburne, twenty-eight year old merchant of All Hallows Barking. He had bought indigo and cochineal at Seville, and had it shipped from San Lucar in a ship called the Raynebowe of London. Deposed 1636.**

"He did not see the indigoe in question when it was laden abord the said Arnoulds shipp but came to San Lucar before the said shipps departure from thence and spake divers tymes with the said Arnould and he this rendent was present at the filling headinge weighinge and naylinge up of the sayd fower barrells of coucheneale, and sawe that they were all full and that none of them did want any thinge of beinge full" (HCA 13/52 f.456r)

### **Name variants:**

Cochenille

### **Packaging:**

Bags; barrels

### **Places of origin:**

### **Ports shipped from:**

San Lucar; Seville

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<sup>72</sup> HCA 13/40 f.194v

<sup>73</sup> HCA 13/40 f.169v

## COPPERAS

DEFINITION: "*Cooperas is a name given from early times to the protosulfates of copper, iron and zinc. However in English use, when undistinguished by attribute or context, it has always been most commonly, and is now exclusively, applied to green cooperas or 'green-vitriol', the protosulfate of iron or ferrous sulfate ( $FeSO_4$ ), used in dyeing, tanning, and making ink.*"<sup>74</sup>

### CARTING OF GREEN COPPERAS FROM A SALTER'S SHOP OR WAREHOUSE TO THREE CRANES WHARF [1642]

**John Beale, twenty-eight year old salter of Saint Margarett Moses. Beale supplied sixty-six casks of green cooperas to Mathew Skinner, a London merchant, which were to be transferred by lighter to a ship in the River Thames. There was a delay carrying the cooperas to the ship, due to a dispute with the lighterman over lightreage per ton. Deposed May 1642.**

"About the latter end of february or beginning of January last past [1642] ...the arlate Mathewe Skinner boughte of him this examineate sixtye six smale and greate caskes wherein was greene cooperas which hee sayd hee was then to sende beyonde seas but to what place or in what shipp or what was the master thereof for his parte hee knoweth not nor can tell but saieth the said Skinner by his assigne whoe bespoake the same of him payde him this examineate for the said 66 several casks of greene cooperas the summe of one hundred fiftye six pounds and thirteene shillings sterlinge the first pennye which was the price agreed upon for the same, which cooperas was afterwards taken with carts appointed to carrye the same to the Three Cranes to bee sent or conveyed therehence to the shipp in which it was to bee transported in for which the same Skinner was at some other chardges and expenses but howe much hee knoweth not but saieth hee sawe moneyes payd to the carrmen and sawe the said cooperas put or laden into the carrs and heard the directions given to the carrmen whether to carrye the same ...Hee this examineate sawe the said sixtie six casks of greene cooperas in a certaine lighter at the Three Cranes wharfe or key aforesaid in safetie and did helpe to deliver parte of them into that lighter the morrowe after the the first parte of them went from this examineate's shopp or warehouse but to whome that lighter did belonge or the name thereof hee knoweth not..."

After the cooperas in question was safelye delivered into the foresaid lighter hee this rendent heard the lighterman saye that hee was informed the merchante or owner of the said cooperas would give him but a groate a tonne for the carriage of the same to the shipp wherin it was to bee transported and heard him saye that if the said merchante would not give him six pence a tonne hee would not carrye it at all and therefore hee was resolved it should staye that tyde it beinge then earlie in the morneinge and to his best remembrance highe water or heere highe water but howe longe after the said lighter with the said cooperas in her did stay for his parte hee knoweth not but saieth the lighterman which ought that lighter was in his bedd when this rendent heard him speake and declare him selfe as aforesaid and one or his servants or one for him whoe did helpe to put parte of the said cooperas into the lighter went alonge with him this rendente and a cooper to the place where the lighterman laye to speake with him and tell him that the cooperas was all laden as aforesaid and to knowe of him when he would goe awaye with the same, where the said lighterman declared himselfe as before is deposd...

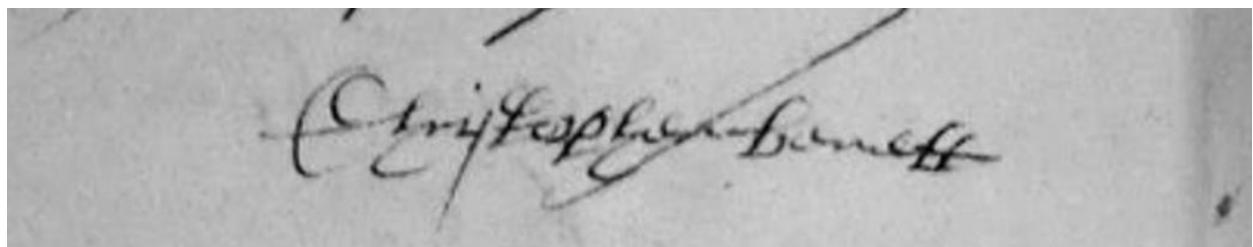
All the foresaid 66 casks of greene cooperas was not laden or put into the lighter in question at one and the same tyme but some of it over nighte and some onlye the next morneinge..."<sup>75</sup>

<sup>74</sup> Nicholas Eastaugh, Valentine Walsh, Tracey Chaplin, Ruth Sidall (eds.), *Pigment Compendium; A Dictionary of Historical Pigments* (Oxford, 2004), p.131

<sup>75</sup> HCA 13/58 ff.37r-37v

**Christopher Bennett, twenty-two year old, occupation unclear, of Saint Margarets Moses Fridaystreet London. Deposed May 1642.**

"John Beale this deponent's precontest did hyer this deponent to watch a lighter lyeinge at the Three Cranes in the Vintrey laden with greene copperas, but to whom the lighter belonged or whoe was master thereof this deponent sayeth he knoweth not nor at which tyme there laye nyne hogsheads not then laden onboard upon the topp of the key. And this deponent sayeth that he watched accordingly all night And he further sayeth that next morning about 2 or 3 of the clock the lighterman came unto this deponent to take in the said 9 hoggsheads but the water was so high that it could not then be done whereupon the said lighterman stayed with this deponent till betwixt 4 and 5 of the clock that morninge and then procured another man to come downe to the key to helpe [?XXX] in the said 9 hogsheads which beinge done and he havinge told his master that the said lighter was laden the master made answer that he understood he should have but a groate a tonne wherfore he sayd he would have more and therefore would speake with the merchant before he would carry the said goods whither they were to be carried."<sup>76</sup>



Signature of Christopher Bennett of Saint Margarets Moses Friday Street, London. English High Court of Admiralty. May 13<sup>th</sup> 1642. HCA 13/58 f.48v

**Richard Dawkes, fifty-five year old labourer of Saint Giles without Cripplegate, describes the hire of porters and a carman at Three Cranes wharf to transport of the barrels of copperas to from the warehouse to the wharf. Dawkes paid porters and a carman part of the charges due them, on behalf of the merchant Mathew Skinner. Dawkes himself was involved in slinging all the hogsheads into the lighter. Deposed May 1642.**

"The producent Mathew Skynner at the Three Cranes wharfe in the Vintrey did bargaine with and hyre porters and a carrman to lade and putt on boarde the said cart and bringe downe to the said wharfe the copperas arlate which they did accordingly. And this deponent sayeth that the said Skynner left twenty shillings in this deponent's hands for and towards the payment of the charges thereof, which this deponent sayeth he disbursed accordingly and that the producnet Skynner came downe to the wharfe afterwards and satisfied the remaynder himself..."

The producent Mathew Skinner at the Three Cranes wharfe aforesaid in this respondent's presence and hearing did bargaine and contract with the arlate Thomas Tack a lighter man and agreed with him to carry on board the arlate shippe the *Richard* then rydeinge at anchor in the Ryver of Thames a good quantitie of cooperas much aboute the number of hogsheads schedulated (the certaine number this deponent sayeth he doth not well remember) and there to deliver the same unto the master of her or some of her company. And the said Tack did undertake soe to doe for 6d per tonne...

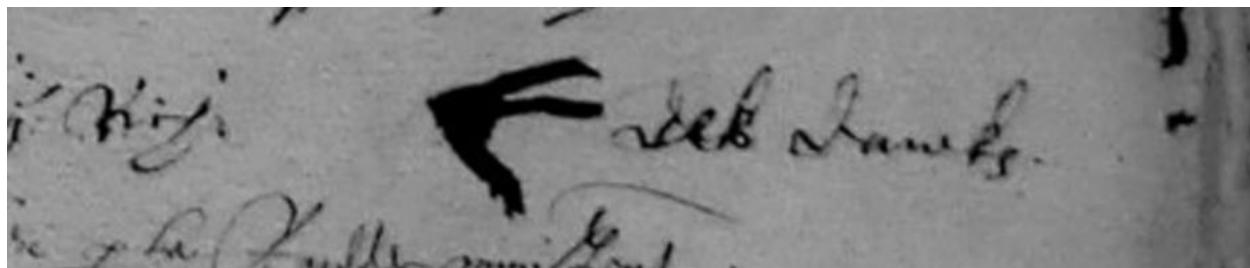
Upon and according to contract and agreement aforesaid the producent Mathew Skynner did cause to be delivered on board a lighter (belonging into the said Tack as this deponent beleeveth of which the said Tack was master) the said quantitie of cooperas to be carried on board the shipp the *Richard* as

<sup>76</sup> HCA 13/58 f.48r

aforesaid and there to be delivered on boarde her unto the master of her or some others of the said shipp's company appointed by him to receive the same. All which he sayeth hee knoweth to be true ffor that he this deponent was ymployed in slinging and did sling all the said hogshaeads of copperas on board the said lighter."<sup>77</sup>

**According to Dawkes there was a dispute between the lighterman and the merchant, Mathew Skinner, as to the lighterage per ton, with the lighterman demanding 8 pence per ton, but agreeing 6 pence per ton.**

"Before such tyme as the copperas interrate was putt on board the interrate lighter, the lighterman asked what the merchant owner thereof would give per tonne for carrying on board thereof and that whereupon replye was made that the merchant or owner was a very honest man and would give him content, whereupon the said lighterman took into his sayd lighter about 10 or 12 tonns of the sayd copperas and then the producent Skynner comeing downe to the wharfe the lighterman demannded of him 8d per tonne whoe refused to give any more then 6d per tonn of which the sayd lighterman accepted and had a noate written by the hand of the producent to the master of the shippe the *Richarde* concerning the sayd Copperas whereupon the lighterman aforesayd took in all the rest of the sayd copperas."<sup>78</sup>



Mark of Richard Dawkes, labourer of Daint Giles without Cripplegate, London. English High Court of Admiralty. May 19<sup>th</sup> 1642.  
HCA 13/58 f.54r

[CHECK WHETHER A DEPOSITION EXISTS FOR THE RELEVANT LIGHTERMAN]

#### **LOSS OF A LIGHTER CARRYING COPPERAS [1643]**

**Mathew Broadwater, thirty year old carpenter of Saint Catherines Creechurh London. Carpenter on board a ship named the *Robert* at anchor in the River Thames. Deposed February 1643.**

"It was about four or five of the clock in the afternoone when the lighter of coppes arlate came to bee laden aboard the arlate shippe the *Roberte* whereof the arlate [?Ridler] was master and it was the same thinge [?darcke] and the nighte [?greene] on soe that it could not then bee laden or taken on board the said shippe and soe much the said Ridker did tell and signifie to the lighterman that brought yt. And this hee affirmeth upon his oath to bee true for that hee this examineate did then worcke as a carpenter to and upon the said shippe.

When the lighterman that brought the copperis in question to bee laden aboard the foresaid shippe the arlate Riddler the master of her told the lighterman that it was almoste darcke nighte and too late then to take the said copperis on board the shippe, and that for his parte hee would not take chardge of the lighter nor of the copperis therein because it was darcke soe that it could not bee taken into his shippe

<sup>77</sup> HCA 13/58 f.53v-54r

<sup>78</sup> HCA 13/58 f.54v

that nighte and therefore wished the lighterman himselfe to looke to the saide lighter and the goods in yt and to returne therewith to the shoare from whence it came or used words to the same or the like effecte to the same lighterman which hee knoweth to bee true for that hee was present and heard him when hee spoake to the said lighterman.

When the lighter of copperis arlate came to bee laden aboard the arlate shippe the *Roberte* the wynde did blowe very hard and the weather was very stormy and tempestuous and in that respecte and in respecte it was then darcke the master and company for feare of damage which mighte have happened in case they had medled therewith which as this examineate conceiveth they muste then have made goode if any had thereby happened) they refused and did not medle with the said lighter or her ladeing.

The lighter of copperis in question was suncke the same nighte in which yt came to the said shippe the *Roberte* to bee taken aboard which hee knoweth to bee true for that comeinge the next daye earlye to worcke aboard the said shipp as hee used to doe hee then founde the said lighter and copperis suncke by the said shipp's side.”<sup>79</sup>

#### **HANDLING AND PRICING OF COPPERAS [1655]**

**Thomas Hall, forty year old barber chirurgion of London dealt in copperas. Deposed January 1655.**

“The said twelve hogsheads of copperes at the time of such their ladeing as aforesaid were really worth one with another between fifty shillings and three pounds sterling a hogshead and after that rate this deponent at or about that time sold 20 hogsheads of the like commoditie to the said Anthonie Tether”<sup>80</sup>

**James Burton, fifty-five year old London merchant, had considerable experience of the French trade and of the price of transporting a hogshead of copperas. Deposed May 1656.**

“Hee hath used the ffranch trade divers yeaeres and saith the freight for transporting of a hogshead of copperis from London to Roane in ffrance is somtymes fower livers, somtymes three livers and a halfe, and sometymes three livers, every liver making of sterling money one shilling sixe pence.”<sup>81</sup>

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<sup>79</sup> HCA 13/58 f.385r-385v

<sup>80</sup> HCA 13/70 f.216r

<sup>81</sup> HCA 13/71 f.235r

## CORK

### SPANISH CORK [1626]

**Nicholas Brant, thirty-three year old mariner of Calais, France. Amongst goods laded at San Lucar in Spain onto the *Saint Olawde* were Spanish cork and Spanish salt. Deposed February 1626.**

"There were laden in the said shippe twoe hundred dozen of Spanishe corcke for his the said Adriansons owne proper accomt, and the said Adrianson was owner of an eighte parte of the said shipp."<sup>82</sup>

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<sup>82</sup> HCA 13/45 f.162v

## COTTON WOOL

**Handling cotton wool [1656]**

**Price of cotton wool on London market [1655]**

**Steeving of cotton wool in the fore-peake of a ship [1655]**

**Steeving of cotton wool in the trave way of a ship [1630]**

**Unlading of cotton wool bags into the Lazaretta at Porto Ferrara [1655]**

## HANDLING COTTON WOOL

**Richard Heaniside**, a 29 year old lighterman of the parish of Saint Dunstans in the East London was involved in the unloading of coarse goods from the ship the *Smirna Factor* in ?March 1655 into an open lighter, He stated:

"the goods laden into the sayd open lyter were most of them cotton woolls and the freight of them smale and inconsiderable about 2 d a bagg and and saith that had shee had her full ladeing hee beleeveth the same would not have amounted to above xiiij s sterling at the most but rather to lesse"<sup>83</sup>

**Edward Maplesden, a 32 year old mariner** of Redrith in the county of Surrey stated that:

"some small losse may happen in the ladeing and unlading of cotton wools and galls, though the same be not wilfully embeazeled...hee knoweth not the manner of lading of cottons or galls in the Straights, but hath observed at the arrivall of cotton wools here at London, that the same are usually hand steeved, insomuch that some times some of the baggs doe breake in the unlading of them, and that in such a case the merchants concerned therein doe usually send canvas to repaire them"<sup>84</sup>

**George Browne**, a 60 year old mariner of Limehouse, deposed on February 13<sup>th</sup> 1656 in the case of Keate Jennings and others against ffrederick Chowne and others that:

"hee knoweth nothing thereof not knowing what goods a shipp of the burthen interrate may have in at the time of the bringing aboard lading or steeving of such quantities of woolls as is interrate, saying that baggs of wooll must be received aboard in such convenient quantities as that they may be fairely and conveniently steeved without incommoding the shipp, which cannot be above 20. att a time in aboard a shipp of the like burthen as the shipp *Thomas Bonadventure* and that therefore 44. men in such a shipp cannot in such due manner as is necessary steeve one hundred and seventy baggs in ten dayes in his this deponents Judgment. And hee further saith that a shipp of the burthen interrate having stones or metall for ballast may receive as hee iudgeth about two hundred and fifty baggs of cotton in and for her whole lading but if she be ballasted with galls noe more than fitting, shee cannot receive as he judgeth above two hundred bags in all on board her."<sup>85</sup>

"in the lading of cotton wools It is the usuall way and custome first to lay a tierie of baggs, and then to steeve in as many more as are layd in the tierie; But whether the said shippes company observed the sayd usuall way of steeving hee knoweth not for the reasons aforesayd."<sup>86</sup>

"when a shippes compayne steeving of cotton woolls it is usuall as the wind and weather will permitt to receyve on board their shipp some tymes ten sometymes fifteen some tymes twenty baggs, and not upwards, in one day [#INSERTION 1], To the end noe tyme may be lost, but imployed to the best advantage of the voyage: But whether this order was observed, in the steeving of the wolls on board the shipp interrogat hee cannot depose for the reasons aforesayd."<sup>87</sup>

"to the laying and steeving of cotton wools there is much tyme necessarily spent in laying and removing of the crane, the beames, the blockes and other necessary Implements. And saith that in a shipp of the burthen interrate, in some places of her twelve baggs and not more (as he judgeth) they be layd, and twelve more steived by the number of men interrate, in the space of three dayes and not lesse in his

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<sup>83</sup> HCA 13/70 ff.311v-312r

<sup>84</sup> HCA 13/69 no. fol. : IMG\_1271

<sup>85</sup> HCA 13/71 f.19v

<sup>86</sup> HCA 13/71 f.19v

<sup>87</sup> HCA 13/71 f.19v

judgment. and in other places or parts of the shipp 8 or 6 baggs may be layd and as many more steived in a tyme proportion [able] allotting for every eight baggs one day as aforesayd.”<sup>88</sup>

**Isaac Taylor**, a 44 year old mariner of Deptford, deposed on February 25<sup>th</sup> 1656 in the case of Keate Jennings and others against ffrederick Chowne and others that:

“being by profession a mariner and having bene master and Commander of shipps for the fifteen years and having made four severall voyages to Ciprus, he knoweth it experimentally to be true, That Ciprus woolls are putt in very great baggs, much bigger than the cotton woolls of other places, by reason whereof they are stowed with much labour and difficulty, especially after the vessell whereon they are laden hath receyved any considerable number of these baggs. And by like experiance he knoweth it to be true, that forty four men in a shipp of two hundred and eighty tonnes in which 100 baggs of cotton reeles and 400. and odde baggs of galls are allready laden will find sufficient labour to receive on board and steeve eight baggs of those woolls a day one day with another, and indeed judgeth, that if they stow and steeve as they ought they can scarce possibly exceed that proportion, for he saith he hath often seene that fifty of this deponents owne men in a shipp of larger tonnage though they have plyed their worke with great industry have never bene not able to receive and steeve above eight baggs a day one day with another”<sup>89</sup>

**John Buckworth**, a 33 year old merchant of Saint Andrewes Undershaft deposed on behalfe of Alderman ffredericke and others in a case concerning the freighting of goods from Scanderoon and Cyprus that:

“Cottons (but not gawles) are upon their lading in the Straights usually soe steeved and rammed downe with engines soe hard that it is not easie to take out the baggs without breaking some of them”<sup>90</sup>

**Henry Bowjer**, a 42 year old merchant of Saint Olaves Jury London, had bin a merchant for five or six years at Aleppo, and knew the ports of Scanderoon and Cyprus. He deposed on January 2th 1654 in the case of ffrederick and others against keate and others, that:

“Each kintall maketh an hundred rotulo's, and every Rotolo is foure pounds and thirteene ounces Aver du pois English weight, soe that two hundred fiftie two kintalls and 26 rotolos and 44 kintalls and eight rotolos of cotton wooll make in all 296 kintalls, and 34 rotolos, which hee knoweth being a merchant dealing in such commodities, and well acquainted with the wights the thereof and of other things mentioned in this allegation, and with the computation by kintalls and rotolo's having longe lived a merchant at Aleppo” and “296 kintalls and 34 rotolos of cotton woolls, make English weight one hundred fourtie two thousand six hundred and thirteene pounds and a halfe, which hee knoweth for the reasons aforesaid”<sup>91</sup>

“every rotolo of neate Turkish weight maketh foure pounds and thirteene ounces of English weight and soe thirtie thousand three hundred and ninetie rotolos, make in English weight 1305 hundred weight - 3 quarters and 7 pounds of galls”<sup>92</sup>

“every Rotolo of Cyprus neate weight maketh six pounds and one third of a pound of Cyprus weight”<sup>93</sup>

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<sup>88</sup> HCA 13/71 f.19v

<sup>89</sup> HCA 13/71 ff.22r-22v

<sup>90</sup> HCA 13/70 f.70v

<sup>91</sup> HCA 13/70 f.72v

<sup>92</sup> HCA 13/70 f.73r

<sup>93</sup> HCA 13/70 f.73r

"hee this deponent according to the note of delivery made by George Hughes (given this deponent by Mr ffowke) findeth that the said Hughes came short in his delivery according to the English pounds, 6970 pounds and five ounces of cotton woolls, and for galls 57 hundred weight, one quarter and eleaven pounds"<sup>94</sup>

"the whole grosse weight of the galls which were delivered to the said George Norleigh for the accompt of the said Alderman ffrederick and others, was 187981 pounds of Cyprus, of which hee saith the tare of the ropes and canvas was and ought to be eight Ligorne pounds and one third (or foure ounces ligorne) per bagg for very bagg; which tare amounteth to 4075 pounds ligorne, and that being deducted out of the aforesaid 187981 pounds, Ligorne, the neate weight delivered to the said George Norleigh appeares to be 183906 pounds Ligorne neate, soe that the said George Hughes appears to this deponent to have delivered short of the galls aforesaid in Ligorne weight 8564 pounds ligorne which make an amount to in English weight fiftie seaven hundred [?weight] one quarter and eleaven pounds"<sup>95</sup>

"Cottons upon their lading in the straights are steeved hard in with engines, and soe hard that it is very difficult to get them out without tering some of the baggs, and that it is usuall for the owners of such goods namely for cottons and galls upon warning from the master to send canvas (upon their arrivall) to make more baggs in place of them that are torne apeeces, and to mend the old"<sup>96</sup>

**John Nelson** was a 39 year old London merchant who had experience trading in cotton woolls and galls. He deposed on February 6<sup>th</sup> 1655 in the case of Alderman ffrederick and XXXX that: "hee beleeveth that cotton woolls and galls will weigh the same weight after the time interrogated than they did at the first if none by stolen or imbeazeld" (HCA 13/70 f.82v) **[NELSON CLAIMED THAT THERE SHOULD BE NO INCREASE OR DECREASE IN WEIGHT OF COTTON WOOLS AND GALLS OVER TIME (e.g. from drying out or gaining moisture)]**

**Thomas Death**, a 61 year old goldsmith of Saint Lauence London, had been a passenger on the ship the *Mary Rose* in company with the ship the *Thomas Bonadventure*. He was experienced in the Turkey trade, but it was his first time at Cyprus.<sup>97</sup> Specifically, "hee this rendent hath made foure Voiages into Turkey upon his owne accompt as a merchant and not otherwise."<sup>98</sup> He deposed on February 27<sup>th</sup> 1655 in **the case of Jennings keate and others against Alderman ffrederick and others** **that:** "hee this deponent at his last being at Cyprus and Scanderoon, and severall other Voiages in the parts of Turkey hath observed and knoweth by his the practize of himselfe and others that goods there received aboard although they be well knowne by their weight to the merchants or ffacctors lading them, yet are received in and aboard by the masters of shippes onely by take and not by weight and are usually so delivered at their discharging and delivery to the merchants interresed therein".<sup>99</sup> He added that: "having been severall voiages in Turkey hee hath observed and well knoweth, That gaules laden in those parts are usually stowed the first load lowest in the shipp, and that Cotton woolls are usually stowed uppermost and steeved and rammed downe with an Engine in such manner that upon their unladeing it was and is usuall and ordinary for some of the baggs to be broken and torne, and that in such case the persons interessed therein doe usually provide pack thread and Canvas, as occasion requireth, for the reparation of the same"<sup>100</sup>

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<sup>94</sup> HCA 13/70 f.73r

<sup>95</sup> HCA 13/70 f.73v

<sup>96</sup> HCA 13/70 f.75r

<sup>97</sup> HCA 13/70 f.275v

<sup>98</sup> HCA 13/70 f.276r

<sup>99</sup> HCA 13/70 f.274v

<sup>100</sup> HCA 13/70 f.274v

**William Jefferey**, a 29 year old mariner of Wapping and gunner of the ship the *Thomas Bonadventure*, deposed on February 13<sup>th</sup> 1655 in the case of Jennings keate and Companie against ffredericke Chowne and companie., that: “ the master or commander of the said shipp *Thomas Bonadventure* being then willing to depart from Cyprus and to proceed upon his intended Voiage, the said Richard Chewne aboard the said shipp in the presence of her said master this deponent the shipps carpenter and his mates and the boateswaine gave order that the said shipp should attend for and saile in companie with the said convoy, and to that effect, contrary to the said Master his liking hee the said Chewne required that the forepeake of the said shipp should bee steeved with Cotton woolls which accordingly was done, the said Chewne then also sayeing that if any dammage happened upon the said steeving of the forepeake, and thereby attending the said convoy, it should rest upon him, and for encouragement of the said shipps company therein hee the said Chewne promised and have them a hogshead of Cyprus wyne”.<sup>101</sup> Later, Jefferey stated that: “there were of this deponents sight and observation about 20. sacks of cotton wooll laden aboard the said shipp at Cyprus by order of her freightors there, which were not of the same marke with the rest of the baggs of cotton wooll there received aboard the said shipp, but were as hee beleeveth, belonging to some other merchant and not to the generall freighters of the said shipp, and were unladen in this deponents sight at Porto Longoone together with the rest of the said shipps kading, but whether any freight were particularly payd for the same, or how much hee saith hee knoweth not.”<sup>102</sup> Jefferey added that: “it was and is an usuall thing for those which lade cotton wooll at Scanderoone Cyprus and other parts of Turkey to ramm and steeve the same downe with engines as hard as possibly they cann, and so that in the unlading thereof the sacks wherein the same are contained doe ordinarily teare and breake in peeces, insomuch that the owners thereof or others intrusted with such unlading doe at such time usually provide canvas to repaire the breaches made therein, to prevent the losse which otherwise would accrue, but as for gauls hee saith, they are ordinarily stowed onely lightly without any such force or ramming. The premisses hee well knoweth and hath observed by and in severall Turkey voiaages wherein hee hath seene and observed the manner of lading and unlading the sorts of goods predeposed”<sup>103</sup>

**Henry Hughes**, now a 23 year old roap merchant of Deptford, but formerly a mariner on the ship the *Thomas Bonadventure*, deposed on February 16<sup>th</sup> 1655 in the case of Keats and Jennings against ffrederick} Chewne and others, that: “by the Credible relation of the Pursers of the shipps the *Mary Rose* and *William and Thomas* (which discharged their ladeings at Porta fferrara at one and the same time as the *Thomas Bonadventure*) was informed, That cotton woolls and galls and other goods unladen out of the said respective shipps being weighed at Porta fferrara, and afterwards conveied to Leghorne, and there reweighed were found and observed to be of much greater weight being weighed at Leghorne then when weighed at Porta fferrara, and this deponent seeing and observing the weighing of sewerall goods belonging to particular merchants out of the said shipp *Thomas Bonadventure* at Porta fferrara, and afterwards the re=weighing thereof at Legorne, did thereby find, that the said goods did very much advance (in the weight upon such their reweighing, And by those who delivered some goods at Porta fferrara, and afterwards saw and procured the same to be weighed over againe at Leghorne, this deponent was credibly informed, that in such weighing and reweighing of swerall goods there was found to be one in three hundred weight advance or thereabouts. And further cannot depose, saving, that as ths deponent for the reasons before recited verily beleeveth the difference aforesaid did proceed from the badnesse of weight or Stillyard at Porta fferrara, and the carelessness or partiality of the weighers”<sup>104</sup>

He added that: “the goods in question were taken aboard the said shipp the *Thomas Bonadventure* at Scanderoone and Cyprus onely by tale or number of baggs, and not by weight, And saith that in such a

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<sup>101</sup> HCA 13/70 f.263v

<sup>102</sup> HCA 13/70 f.265r

<sup>103</sup> HCA 13/70 f.265v

<sup>104</sup> HCA 13/70 ff.268v-269r

case as now is in controversie, it is not usuall for goods so received to be delivered in any other manner then as they are received aboard, Which hee knoweth having in the voyage in question observed and been credibly informed and assured by Merchants inhabitants in Legorne that it was not nor is the usuall practice in those parts for goods to be discharged by weight<sup>105</sup> And that: "That cotton woolls galls and other merchandizes laden aboard shippes at Scanderoon Cyprus and other parts and places of Turkey are usually rammed and steeved in with engines expressly made for that purpose, in such manner that upon their unladeing, many of the sacks so steeved and rammed are usually torne and broken in the discharge, so that the merchants or their agents therein concerned are usually necessitated to provide Canvas, twine and other necessaries for the reparation of the same, and so much hee saith the factor did provide and procure upon the receipt of the goods in controversie at Porta fferrara"<sup>106</sup> And that: "Norleigh the factor of the saidffrederick Chewne and companie, at the delivery of the goods in question at Porta fferrara perceiving severall baggs of goods to be torne and broken did himselfe provide and procure Canvas twine and other necessaries for the reparation thereof, but saith that this deponent being present both at the discharge of the said goods, and at the delivery of the same to the said Norleigh out of the Lazaretta saw and well observed that none of them were purloyned or stolne away, but came to the hands and possession of the said Norleigh"<sup>107</sup>

**William Porter**, a 25 year old mariner of Stepney, had been at Porto Longoone in 1652, but was not a member of the company of the *Thomas Bonadventure*. He deposed on March 15<sup>th</sup> 1655 in the case of Alderman John ffrederick Henry Chewne and others against Thomas Jennings Gilbert Keate and George hughes that: "hee sawe divers goods which came out of both the shippes *William and Thomas* and *Mary Rose* weighed at Porto fferrara and sawe divers of the same goods at their arrivall at Legorne weighed againe there and well remembreth that they were found to weigh more at Legorne then they weighed at Porto fferrara And saith there is much deceipt many tymes used in parts beyond the seas in weighing of goods, and hee hath observed that the weighers doe usually favour the factors in weighing...in his judgment there will bee of necessitie wast in galls in the ladeing and unladeing though none of them bee stolne by the shippes company for that there is usually dust amongst them for that if they be shott loose into the shipp out of their baggs the losse will be the greater, but whether they bee shott or not shott there will bee some losse in them, And as to cotton wools hee beleeveth there can bee little or noe losse therein if it bee not imbeziled by the shippes company...hee never was at Cyprus nor Scanderoone, And saith hee this rendent thinketh it a hard and unequall thing that a master of a shipp receiving in his goods by tale should be forced to dilver them by weight and to make them good in case they fall short of the weight of them expressed in the ffactor...cottons are usuall in the streights steeved soe hard as that it is impossible to get them out without tearing some of the baggs and saith it is customary for the owners of such goods as cottons and galls when a ship arriveth at her designed port, (upon notice given) to send Canvas and twine to make new baggs or mend the old"<sup>108</sup>

## PRICE OF COTTON WOOLS ON LONDON MARKET

**William Kennon**, a 44 year old citizen and haberdasher of Saint Catherin Coleman in ffanchurchstreete, deposed on January 9<sup>th</sup> 1655 in the case of Alderman ffrederick and company against Jennings and others, that:

"in and continually since the moneth of September [?1654 CHECK YEAR] last Cyprus cotton woolls have bin sold here in London at 9 d sterlign and 10 d per pound and not above and such hath bin the usuall and currant price here in this citie upon that commoditie, which hee knoweth for that hee as a merchant useth to deale in that commoditie, and hath bought and sold thereof in that space, and that

<sup>105</sup> HCA 13/70 f.269r

<sup>106</sup> HCA 13/70 f.269r

<sup>107</sup> HCA 13/70 f.269r

<sup>108</sup> HCA 13/70 f.278r

in that space namely in or about October last hee this deponent bought of that commoditie at 9 d sterlinc per pound and about the end of that moneth sold the same againe at 10 d per pound as being the heighth of the market for the same"<sup>109</sup>

**Henry Bowjer**, a 42 year old merchant of Saint Olaves Jury London, had bin a merchant for five or six years at Aleppo, and knew the ports of Scanderoon and Cyprus. He deposed on January 2th 1654 in the case of ffrederick and others against Keate and others, that:

"for six monethes space after the moneth of february 1652 and even to the end of the yeare 1653 cotton woolls were sold here in London some at 15 d some at 16 d and some at 18 d or more per pound, and the usuall price of that commoditie for all that time was fifteene pence at least per pound, and after that rate Alderman ffrederick and others might have sold their Cotton woolls if they had had them here which hee knoweth being a Turkey marchant, and thereby well acquainted with the prices and rates of such commodities"<sup>110</sup>

### STEEVING OF COTTON WOOL IN THE FORE-PEAKE OF A SHIP

**Henry Gleade**, a 20 year old Chirurgion's assistant on the ship the *Thomas Bonadventure* deposed on January 12<sup>th</sup> 1655 in the case of Jennings and others against ffrederick and others concerning the shipp the *Thomas Bonadventure* that:

"the 16th day of May 1652 interrate, the said shipp *Thomas Bonadventure* was fully laden in her hold, and the steaving geare was carried on shoare, but by order of the said Richard Chewne was againe brought aboard expresselly for the steaving of cotton woolls into the fore-peake of the said shipp, and for so doing the said Chewne promised the said shippes companie a hogshead of wyne, which upon that consideration hee performed and this rendent partcipated thereof"<sup>111</sup>

### SACKS OF COTTONS

**Edward Leske**, a mariner living in Ratcliff, deposed in 1639, giving details from 1636 of a ship's lading of cotton. Leske had been boatswaine on the ship, the *Lewes*, which had arrived in London from Smyrna carrying cotton in sacks.

"After the arrival of the arlate shipp the *Lewes* from the voyage in question into the River of Thames neere Blackwall, videlicet uppon the fourteenth daye of June Anno Dom. 1636, there were delivered out of the sayd shipp twentye eighte sacks of cotton under the marke in the margent, free from the tackle of the sayd shipp into a lighter which was to receive the same, amongst divers other sacs of cotton..."<sup>112</sup> Leske knew of no sacks which had been lost and not delivered.

### STEEVING OF COTTON WOOL IN THE TRAVE WAY OF A SHIP [1630]

"Hee beleeveth that a shippe of 200 tonnes of the best and easiest tonnage will not carry above 160 tonnes of cotton stived, besides the trave way in which sometymes may be stowed 30 tonnes of other goods not to bee stived"<sup>113</sup>

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<sup>109</sup> HCA 13/70 f.68r

<sup>110</sup> HCA 13/70 ff.74r-74v

<sup>111</sup> (HCA 13/70 f.174v

<sup>112</sup> HCA 13/54 f.42v

<sup>113</sup> HCA 13/49 f.22v

## UNLOADING OF COTTON WOOL BAGS INTO THE LAZARETTA AT PORTO FERRARA

**William Jefferey**, a 29 year old mariner of Wapping and gunner of the ship the *Thomas Bonadventure*, deposed on February 13<sup>th</sup> 1655 in the case of Jennings keate and companie against ffredericke Chowne and companie., that: “the galls and cotton woolls laden on board the said shipp the *Thomas Bonadventure* the Voiage in question were not so farr as this deponent ever heard saw or observed received into the said shipp by weight, but onely by the number of baggs, nor hath this deponent though hee have been severall times and at severall ports and places of Turkey ever seene any goods of the like nature taken in by weight but onely by baggs or sacks in grosse.”<sup>114</sup> Later, he stated that “the galls and cotton woolls interrate were delivered into the Lazarettta interrate by baggs and not by weight and saith hee observed not any deterioration in the said goods at their said delivery saving that some of the baggs being torne, as in such cases is usuall, the same were then and there repaire”.<sup>115</sup> Jefferey added that: “hee this rendent hath made three Voiages into Turkey in two whereof hee bore no office, and in the last was master gunner”<sup>116</sup>

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<sup>114</sup> HCA 13/70 f.265r

<sup>115</sup> HCA 13/70 f.267v

<sup>116</sup> HCA 13/70 f.268r



## CURRANTS

The English imported currants in great quantities from Zant, Petras and Nathalagoe in the Morea, and to a lesser extent from Lepanto. Currants were usually transported in casks, but were sometimes moved around loose. Cask currants were “stived” into the casks by labourers. Separately, raisins (described as “Raysins Solis”) were imported from Mallega (and ?XX) in Spain.

**Candied currants [1635]**

**Steeving of currants into casks at Cephalonia [1634]**

**Ton of currants in England equals twenty hundred weight [1640]**  
**Transporting currants [1635]**

**CANDIED CURRANTS [1635]**

**Zacharias Macklin, thirty year old boatswain's mate of the Assurance of London, which was on a voyage to the Eastern Mediterranean. Deposed December 1635.**

“The sayd shipp the Assurance did take in some part of her ladinge of currents on the first second and third of September last past [1635], and some of the caratells of currence at the tyme when they should have bene laden were canded with longe lyeinge, and were not fitt to be laden, and for that reason were newe stived, and this deponent and others of the company stayed the stivinge of them, which currance soe newe stived were the last goods which were laden abord her at Zephalonia aforesayd...”<sup>117</sup>

**STEEVING OF CURRANTS INTO CASKS AT CEPHALONIA [1634]**

**John Barrell, forty-three year old shipwright of Yrmouth, Norolk. One of the company f the Jonathan of Yarmouth, which laded casked currants at Cephalonia in August 1630. Deposed March 1634.**

“In August 1630...the arlate William Goose and his company in the shippe called the *Jonathan* of Yarmouth arrived in the Straights at a place called by some Zephalonia, and by others Argastowe, and there shee and her master and company stayed sixty five or sixty six dayes., and sixty of those dayes were expired before all the currances there laden in the said shipp the *Jonathan* by the said Edward Abbott were laden aboard her there, and hee saieth that the reason whie those currances were noe sooner laden into the said shipp was (as hee beleeveth) because the same (as hee beleeveth) were not stived into the casks wherein they were brought home any sooner, for hee saieth that not above a day or two before the said sixty dayes were spired hee sawe worckmen a shoare at Zephalonia alias Argastowe stiveinge into casks some of the currances laden into the said shippe by the said Edward Abbott at Zaphalonia alias Argostowe aforesaid and after thirtyt of those sixty dayes were expired this examineate went a shoare many dayes within the said sixty dayes and sawe the currances that the said Abbott laded as aforesaid still stiveinge into casks a shoare, and after the said shipp had stayed there

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<sup>117</sup> HCA 13/52 f.194r

thirty dayes this examinate often heard the said Goose aske the said Abbott when his shippe shoulde bee laden, and Abbott tolde him that hee should bee laden soe soone as currances came downe and hee could gett them stived sayeing what needed hee the said Goose to care for that hee should bee paid for his dayes of demorage"<sup>118</sup>

### **TON OF CURRANTS IN ENGLAND EQUALS TWENTY HUNDRED WEIGHT [1640]**

**Henry Campion, svnt and apprentice to John Mannes, party producent. Factor to John Mannes in Zant and Zephalaria. Deposed 1640.**

"Every tonne of currances here in England doth weigh twenty hundred weight, and soe much is usually accompted to be true. And this hee knoweth to bee true who hath bin ymployed in merchandizing for these seaven yeaeres last past and seen many a tonn of currance weighed"<sup>119</sup>

### **TRANSPORTING CURRANTS [1655]**

**Roger Middleton, a 30 year old merchant of Lothbury in the City of London, a former English vice consul in the Morea, deposed on July 2<sup>nd</sup> 1655 in the case John Tayler and Company against} 15 tons of currance brought to this port of London from Morea in Turkey in the Castle ffriggott, wherof John Wall was master, laden by William ffowke against the said John Hall and William ffowke and all others et cetera:**

"The currants interrate were those in the boate not caskt at the time interrate"<sup>120</sup>

**Thomas Child, the purser on the *Cesar*, stated in February 1656:**

"The currants aforesayd brought from the Gulfe aforesayd were hoysed on board the *Cesar* in baggs and then steeved by the sayd shippes company and cooper and other steevers and coopers appointed by the sayd Thomas Oliver into casks brought in the sayd shipp *Cesar* from Castle de Marr arlate, and all the rest of the currants brought home in the sayd shipp were brought in casks ready steeved out of the warehouses of the arlate William ffowke then deceased and of the sayd Thomas Oliver at Petras, this hee deposeth of his sight and knowledge being purser as aforesayd"<sup>121</sup>

### **Containers**

Bags; casks

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<sup>118</sup> HCA 13/50 f.643v

<sup>119</sup> HCA 13/56 f.313v

<sup>120</sup> HCA 13/70 f.393r

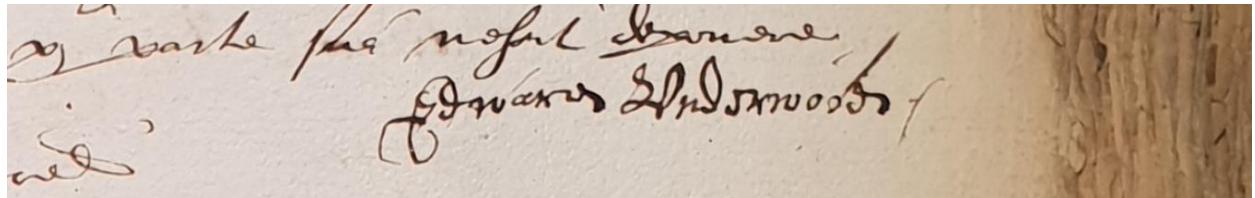
<sup>121</sup> [HCA 13/71 f.67v](#)

## DRUGS

### ALLOES

**Edward Underwood, thirty-seaven year old drugister of Saint Stephens Walbrooke, London. Deposed November 1641.**

"For these 13 or 14 yeares laste paste hee this examine hath traded and dealte for alloes and such like comodities and therby knoweth the weigthe of them and howe many poundes are ordinarilye accounted to and doe usually make a hundred and sayeth that one hundred and twelve poundes of alloes are usuallye accounted to a hundred."<sup>122</sup>



Signature of Edward Underwood, drugister of Saint Stephens Walbrooke, London. English High Court of Admiralty. November 18<sup>th</sup> 1641. HCA 13/57 f.308r

### HALAPPA OR JALLOP

**Diego de Guevara, twenty-four year old master or super cargo of the Peahen of Cadiz. Resident in Seville. Deposed March 1660.**

"Shee had then aboard foure and twenty baggs of the drugg called halappa or jallop which were laded by don ffernando Attalia Menda a Spaniard and subiect of the said Kinge and the same were at Teneriff to be delivered to the said don ffernando for his owne account."<sup>123</sup>

<sup>122</sup> HCA 13/57 f.308r

<sup>123</sup> HCA 13/73 f.482r

## FEATHERS

**William Platt, twenty year old nephew of Thomas Leaver of Allhallowes Barking, London.  
Deeposed July 1634.**

"In the moneth of Aprill last past [1634] this deponent beinge at Saint Michaels Islands and about to come for London in a shipp called the *Blessinge* (wherof Alexander Hare was master) this deponent's master, the arlate Robert Woodruffe, tould this deponent that by the next shipp which came from thence he would send an accompte to the arlate Thomas Briggs, of the goods laden by him abord the arlate shipp the *William and Elizabeth*, the voyage in question and that he would give this deponent order what satisfaction he should give the sayd Briggs for his sayd goods but the sayd Woodruffe never tould this deponent or any other in his hearinge (to his nowe best remembrance) that the sixteene hundred seaventye three ducketts of gould, feathers and indico arlate or any part therof were the proceed of his the sayd Mr Briggs his goods but he verilye beleiveth that the sayd Mr Briggs is to recive satisfaction either in part or in whole out of the sayd goulde or out of the proceed of the sayd feathers and indico, for that there were noe other goods of any great vallue laden abord the sayd shipp by the sayd Woodruffe unconsigned besids the gould, ffeathers and indico aforesayd, and a certayne quantitye of fryeinge panns..."

There were laden abord the sayd shipp the voyage in question foure baggs, one chest, and one trucnke of feathers, and some feathers were stowed in a laocker in the great cabon of the sayd shipp, and were all broughte in her to this port of London, and after the sayd shipp came up into the river of Thames this rendent findinge the sayd locker to be open tooke out the sayd feathers and in the presence of the surveyors of the custome house putt them into a cheste and there left them aboard the shipp."<sup>124</sup>

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<sup>124</sup> HCA 13/51 f.54r



## FIGS

**Chosing of frayle fruit by lot when marks are rubbed out [1634]**

**Figs damaged during voyage by water from above deck and by oil [1637]**

**Lading of figs on cork dennage at Faro [1634]**

**Late arrival of ship at Faro lead to extra shipping costs [1636]**

**Marks set on pieces of canvas eaten by rats [1634]**

**Price of good figs in London [1635]**

**Purchase price of figs in Faro, Portugal [1637-38]**

### **CHOSING OF FRAYLE FRUIT BY LOT WHEN MARKS AREA RUBBED OUT [1634]**

**William Lord, thirty-two year old mariner of Ratcliffe. Master of the Valentine of London.  
Deposed April 1634.**

"It is a usuall thinge for marks which are sett upon frayles of fruite to be rubbed out by ladinge and unladinge which the master and company of a shipp cann noe wayes prevent, and that in such cases it is a usuall custome amongst merchants to drawe lotts which shall choose first and who next, and soe every merchante accordinge to his lott doth make choyse of soe many of the peeces of fruite (the marks wherof are defaced and rubbed out) as he wants of his complement, and havinge received their whole complement by tale they never use to trouble the master of the shipp in which they are brought, because the master cannot prevent the rubbinge out of the sayd marks in the ladinge and unladinge, that marks on frayle fruite are usually putt on slightly with redd oaker and are easely rubbed out. The premisses he knoweth to be true for that within these three yeares last past he hath gone master of the shipp the *Valentine* of London (to Mallega, and there taken in frayle fruite and in every of the sayd voyages many of the marks sett upon the sayd frayles have bene rubbed out, and the merchants who wanted of their complement did cast lotts and devide the fruite the marks wherof were rubbed out amongst themselves accordinge to their severall wants and never troubled him this deponent for the same."<sup>125</sup>

### **FIGS DAMAGED DURING VOYAGE BY WATER FROM ABOVE DECK AND BY OIL [1637]**

**John Browne, twenty-five year old mariner of Wapping Wall, Middlesex. Browne, the boatswain of the *Catherine* damage to figs carried from Faro, which he ascribed to water from a severe storm flowing down through gratings, scuttles and the capsten onto the fruit, as well leaking oils. Deposed March 1637.**

"The arlate shipp the *Catherine* (wherof the sayd Samuel Andrewes was master) when she came from Pharo in her last voyage was a very strong, staunce and thighte shipp under water, and in her course from thence towards the porte of London there happened a very great violent storme in soemuch that in the sayd storme there came into her over her decks which ran downe betwixte her decks aboute a

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<sup>125</sup> HCA 13/51 f.710r

tonne of water. The premisses he knoweth to be true beinge boatswayne of the sayd shipp the sayd voyage.

The merchants that fraughted the sayd shipp the sayd voyage did at the tyme of the delivery of the goods out of the sayd shipp in the porte of London complayne that some of the barrells of figgs delivered out of her had taken wett and were dampnifyed but sayeth that he beleiveth that the sayd damage happened by reason of the sayd tempestuous weather and by the water which came over the decks and run downe through the gratings, skuttles and capsten of the sayd shipp, and bu the leakines of the oyles in the sayd shipp which he conceiveth did either run uppon the sayd figgs or swam uppon the water which came into her and washed uppon the sayd figgs by the tossinge and rowlinge of the sayd shipp in the sayd storme, and could not be dampnifyed otherwise for that the sayd shipp was tight and staunch under water as before he hath deposid and because the figgs which laye lower most in the hould of the sayd shipp were deniged with corke about two feet deeope but where those figgs laye which were soe dampnifyed he knoweth not, because this deponent had nothinge to doe with the stowage of the sayd goods, but most of his busines was above the decks.”<sup>126</sup>

**George Pitchwell, thirty four year oild mariner of Wapping, Middlesex and gunner of the Katherine of London, provides more detail on the amount of water which came into the Katherine and steps the company took to get the water to the pumps. Pitchwell, in contrast to John Browne, makes no mention of damage to the merchants' goods from leakage of oils. Deposed March 1637.**

“There came a great quantitye of water into her over her hatches in soemuch that this deponent and others of her company (which in the sayd stormes went into the fore peake of the sayd shipp to cleere her timbers, and lett the water which came into her downe into her hould that it might come to her pumpes, stood about the legge up in water.”<sup>127</sup>

Pitchwell was keen to assert that the company used all care to deal with the water and to look after the merchants' goods, saying “The sayd goods were very well stowed and the company of the sayd shipp did use all diligence and care to pumpe the sayd shipp and to keepe their merchants goods from damage and in fowle weather did pumpe her every glasse (being halfe an hour) and in fayre weather every two glasses.”<sup>128</sup>

According to Pitchwell, only certain barrels of figgs were damaged. “Some of the barrells of figgs which were dampnifyed were stowed under the fore peake of the sayd shipp where noe bilge water could come, but that water which came to those figgs came downe through the decos or sids of the sayd shipp in the sayd storme, and all the tapnettts of figgs laye a topp of the oyles in the sayd shipp soe that noe water could come to them but such as came in over the hatches in the sayd storme.”<sup>129</sup>

**One of the quartermasters, thirty-seven year old Andrewe Ashington of Wapping, Middlesex, suggests that there was rat damage to the merchants' goods as well as water damage. Ashington had been present at the taking in and stowing of all the goods and helped to deliver them out in the port of London. Deposed March 1637.**

“The damage which happened to their sayd goods came by reason of the sayd tempestuours and fowle weather, and by rats, and that the most of the sayd goods soe dampnifyed laye a toppe of all the

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<sup>126</sup> HCA 13/53 f.83v

<sup>127</sup> HCA 13/53 f.84r

<sup>128</sup> HCA 13/53 f.84r

<sup>129</sup> HCA 13/53 f.84r

goods under the fore peake, and all the goods which laye in the bottome of the sayd shipp were drye and well condisitoned (except two or three barrells of figgs which were wett with the leakage of oyles in the sayd shipp and the water which came to the sayd figgs soe dampnifyed came in over her hatches in the sayd stormes.)<sup>130</sup>

### LADING OF FIGS ON CORK DENNAGE AT FARO [1634]

**John Cox, thirty-two year old mariner of Shadwell, Middlesex. Quarter master of a ship named the *Hopefull Elizabeth* of London, which carried a full lading of figs from Faro to London. Deposed April 1635.**

"In or about the moneth of November last past [1634] at ffaro in Portugall the arlate shipp called the *Hopefull Elizabeth* of London was fully laden with figgs, which were discharged and delivered out of the sayd shipp in this port of London in the moneth of January last past [1635], but howe many tonnes of figgs were taken or delivered out of her or by whom or for which accompte they were laden or unto whom they were delivered he knoweth not savinge he sayeth that all the sayd figgs were well and sufficiently stowed abord the sayd shipp, and very well denniged with corke videlicet there were fower teere of corke in the bilge of the sayd shipp and three teere or corke fore and afte her side and floore, and the decks of the sayd shipp were sufficientlye caulked and parcelled or covered with pitcht canvas and made tighte and staunch soe that noe damage could come to her ladinge that maye, The premisses he knoweth to be true for that he was oe of the quarter masters of the sayd shipp and helped to stowe the sayd figgds the voyage aforesayd."<sup>131</sup>

The ship experienced very bad weather en route to London, between the Northern and Southern capes, some thirty-five leagues off the coast of Portugal. The force of the storm pressed the ship down in the water on her starboard side, causing water to flow into the bilge on the starboard side and to be inaccessible to the pumps.

"At the tyme of the discharginge of the sayd shipps ladinge of figgs in this port of London it did appeare that ll the figgs which laye on the larbord side, and likewise all those which laye on her bottom fore and afte, were drye and had taken noe wett, but those figgs onlye which laye in the bilge of her starrbord on which side she was pressed downe in the sayd storme by reason of the violence therof as aforesayd, were wett and dampnifyed, by water which came into her in the sayd storme and lay in her bilge and could not come to her pumpe as aforesayd, which damage happened by the casaultye of the sea and not by any insufficiencye in the sayd shipp nor by the faulfe of the master and company in the stowage of the sayd figggs..."

After the arrivall of the sayd shipp in this porte of London and before any of the barrells of figgs which laye in the bilge of her starrborde side and on and neere her kelson were removed out of the places where they were first stowed at ffaro, Mr Tutchin and Mr Bennett two of the masters of Trinitye house came abord the sayd shipp to viewe the stowage of the sayd figgs and it did appeare to them, that the barrells of figgs which laye uppon and neere the kelson of the sayd shipp and floore of her larbord side were drye and not toucht with any wett, but those which laye in the bilge of her starr bord side only were wett and dampnifyed and after the sayd masters had well viewed the sayd barrells of figgs and the stowage of them, they did in this deponent's presence and hearinge saye that the sayd figgs were well stowed and denniged, and that the sayd damage happened by stormy weather and casaultye of the sea, and not by the insufficiencye of the sayd shipp of fault or negligence of the master and company."<sup>132</sup>

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<sup>130</sup> HCA 13/53 f.84r

<sup>131</sup> HCA 13/51 f.527r

<sup>132</sup> HCA 13/51 f.527v

## LATE ARRIVAL OF SHIP AT FARO LEAD TO EXTRA SHIPPING COSTS [1636]

**Ambrose Smyth, nineteen year old son of leatherseller John Smyth, of Saint Leonards Shoreditch, London. Ambrose had been at Faro in late 1636, when Robert Craven had bought a large quantity of figs at Faro in Portugal, expecting to ship them on the *ffortune* of Dover, which failed to arrive as agreed. He was left with the figs until early December, when the ship finally arrived. Deposed May 1637.**

"Within the tyme arlate videlicet in the monethes of August September and October last past [1636] the arlate Robert Craven did buy and provide at ffaro arlate seaventye five tonnes or therabouts of figgs which as the sayd Craven tould this deponent he intended to send for England in the arlate shipp called the *ffortune* of Dover (wherof the arlate John White was master) for the use and accompte of the sayd Craven. The premisses he knoweth to be true for that he was at ffaro when the sayd Craven bought the syd figgs, and sawe them weighed and putt up in to casks, small and great, and into frayles and basketts accomptinge betweene twentye and one and twentye hundred wight to a tonne.

The sayd White with his sayd shipp the *ffortune* did not come to ffaro accordinge to the sayd Craven's expectation to transporte the sayd figgs from thence for England.

The sayd Robert Craven did staye and abide with his figgs at ffaro untill the fourth day of December arlate expectinge the cominge of the sayd shipp the *ffortune* thither to take in his sayd figgs to transporte them for London, and after the sayd fourth day of December the sayd Craven findeinge himselfe to be deluded and frustrated of his expectation of the sayd White's coming thither, was inforced at his great costs and charges to hire boats and other vessells to transporte his sayd figgs from thence to Saint Lucar, there beinge then noe shippes at ffaro to transporte them from thence for London.

The sayd Craven's seaventye tonnes of figgs aforesayd or therabouts were transported from ffaro to Saint Lucar in fower boats one wherof was twice laden with the sayd figgs from ffaro to Saint Lucar, and the sayd Craven did in this deponents hearinge agree with the master of one of the sayd boats to paye him twenty mill rees (which is about twelve pounds ten shillings sterlunge) for the fraigte of one voyage from ffaro to Saint Lucar, and the other three boats (as this deponent guesseth) were neere about the same burthen, and therfore this deponent verily beleiveth that the fraigte of the sayd figgs from ffaro to Saint Lucar did cost the sayd Craven the somme of sixty pounds sterlunge or therabouts.

After the sayd Mr Craven's figgs aforesayd were brought from ffaro to Saint Lucar there sas seaven and a halfe in the hundred demannded for the custome of the sayd figgs (every hundred of the sayd figgs beinge then esteemed at Saint Lucar to be worth eight ryalls) and before the sayd goods were suffred to be shipte from thence for England one Mr Mountstephen beinge factor or agent for the sayd Craven at Saint Lucar did ingage himselfe for the payment of the sayd custome, the custome of which figgs after the rate aforesayd amounted to seaventye three pounds or therabouts, alsoe the sayd Craven was by bill of ladinge obliged to paye unto Captayne Limbrey for one boats ladinge of figgs after the rate of fower pounds per tonneand upwards for the transportation therof from thence to London. Th premisses he knoweth to be true for that he was at Saint Lucar when the sayd figgs were brought thither from ffaro, and sawe them shipte from thence to England, and because the sayd White came not accordinge to expectation this deponent at the request of the sayd Craven did take speciall notice of the charges which the sayd Craven expended by reason of his not cominge, and of transportinge of the sayd figgs from ffaro to London.

The sayd Craven by reason he was disappointed of the sayd shipp the *ffortune* was constrainyd to shipp the sayd figgs abord these severall shippes followeing videlicet the *Swan* of London (wherof Captaine

Limbry was comannder), the *Blessinge* of London (wherof Beniamyn Bingley was master), a shipp of London (wherof Robert Ensome was master), the *Unitye* of Poole (wherof John Stephens was master) all ehhich shipps were chiefelye laden with wines at Saint Lucar, and by reason that the sayd figgs were stowed uppon the sayd wines they were therby much dampnifyed, and the colour and condition of them were therby much altered. The premisses he knoweth to be true for that hee sawe the sayd figgs when they were laden abord the sayd shipps at Saint Lucar, and after the arrivall of the sayd shipps into England this deponent was imployed by the sayd Mr Craven to goe to Southampton to shipp the ffiggs which were brought in the *Unitye* of Poole in some other shipp or vessell from Southampton to London and sawe that those figgs were much spoyled and dampnifyed, and sawe many of the barrells of figgs opened which were broughte to the porte of London in the three London shipps before mentioned and therby found that they were likewise much damnifyed...The sayd Craven did pay for the freight of the sayd figgs sgipt in the sayd shipp the *Unitye* from Poole to Southampton and from thence to London the somme of £12 sterlunge which this deponent knoweth to be true for that he agreed for the sayd freight on the sayd Craven's behalfe and payd part therof.

**In response to interrogatories, Ambrose Smyth stated:**

He liveth with his ffather in the parish of Saint Leonard Shoreditch, and that he cometh to testifie in this cause at the request of the sayd Robert Craven, havinge bene formerlye requested by him to take notice of the premisses when he was in Spayne that he mighte testifie the same when he came into England.”<sup>133</sup>

**MARKS SETT ON PIECES OF CANVAS EATEN BY RATS [1634]**

**John Ellison, fifty-two year old mariner of Shadwell, Middlesex. Deposed May 1634.**

“When the marks are sett on peeces of canvas sewed to the frayles, they are many tymes eaten away with rats, and that it is a usuall and customary thinge amoung merchants in those cases (when marks are rubbed of or defaced soe that they cannott be discerned, if all the fruities broughte home in that shipp wherin those frayles of fruite the marks wherof are rubd or worne of came, were laden all at one place quietlye and without trouble to receive soe many of those frayles of fruite the markes wherof are rubbed out by tale as they want of their complement under their marke, The premisses he knoweth to be true for that he hath used to trade and lade fruite at Mallega and other places in Spaine in many voyages within these thirtye yeaeres last past and therby hath seene and observed the custome aforesayd.”<sup>134</sup>

**PRICE OF GOOD FIGS IN LONDON [1635]**

**William Broughton, twenty-two year old servant of Samuel Harsnett, a grocer of Saint Bartholomews by the Exchange. Praises the quality of one merchant's figs over anothre, claiming they are mor truly packed and better cured, and as a result will yeild two or three shillings more per hundred weight. Deposed May 1638.**

“In the moneth of December anno domini 1635 good figgs were worth and commonlye sould in the City of London for twenty seaven shillings per hundred weighte and twentye eight shillings per hundred weighte in readye money at nyne monethes discounte, that is to say abatinge soe much money as the use of the money came to for nyne monethes, redens racionem scien he sayeth that in the sayd moneth of December 1635 or January then next followinge this deponent Mr Samuell Harsenett and

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<sup>133</sup> HCA 13/52 f.444r

<sup>134</sup> HCA 13/51 f.714r

partners did buy of Mr John Busfield of London merchant the quantye of fower hundred barrells of figgs or upwards at the prices aforesayd, and that the figgs shipt by the arlate Craven for his owne accompte from ffaro, are commonly better and **will yeild of more by two or three shillings in an hundred weighte then the sayd Busfields or any other mans figgs**, for that the sayd Cravens figgs are more trulye packed and better cured the other mens figgs are, which come from other places, and the reason thereof is (as this deponent hath heard the sayd Craven saye) because he is present at the curinge and packinge of them and hath an eye over them that he employeth in that behalfe.

That in the moneth of Aprill 1636 Richard Piggott and the foresayd Samuel Harsenett and others of London grocers did buy of Mr Waff[?XX], Mr Horne , and Mr Dighton of London merchant and company ffifteene hundred barrels of figgs and upwards at eightene shillings and weighte per hundred weight pence at six monethes instance which in ready money is not above eightene shillings per hundred weight or thereabouts, reddens raconem scien sue in premisses he sayeth that he this deponent kepte the accompte of the sayd figgs and sawe most of them weighed and payd part of the money for them, and that in the sayd moneth of April 1636 the best sorte of figges were commonlye sould in London at the price aforesayd because the season for them was past."<sup>135</sup>

**Samuel Busfield, twenty-two year old merchant of Allhallowes on the Wall, London. Deposed May 1638.**

"That in the moneth of September 1635 this deponents then master, John Cornelison Luyqueberger did take to freighte the arlate shipp called the *ffortune* of Dover whereof the arlate John White was master for a voyage from London to Plymouth and from thence to Bayon in ffrance and from thence backe agayne to London which voyage the sayd shipp accordinglye performed, and was discharged of the homewards ladinge in the porte of London in the moneth of March then next followeinge.

in the moneth of Januarye anno domini 1635 this deponents brother John Busfield of London merchant did sell a thousand or fifteene hundred barrels of figgs unto Thomas Browne John Browne and Samuel Harsenett and others of London grocers for the some of twenty eighte shillings per hundred weight at nyne monethes..."<sup>136</sup>

**PURCHASE PRICE OF FIGS IN FARO, PORTGUAL [1637-1638]**

**Robert Craven, thirty-six year old merchant of Saint Michaels in the Querne, London. Deposed March 1638.**

"There were laden abord the sayd shipp the *Katherine* at ffaro by him this deponent for his owne accompte, these goods followeinge videlicet eightie five single tapetts of figgs six double tapetts; sixtie eight basketts full of figgs, thirteeene hundred fower score and fower barrels of figgs blewe and white and raysons, one hundred and twelve dozen and halfe of corke, thirtye two pipes of oyle in ten pipes wheroft Mr John Questle merchant is interessed one hundred and fourtye two dozen of brushes, and one hundred and foureteene dozen or therabouts of hande basketts, all which goods did amounte unto in tonnage by weight to fiftye sixe tonnes and a halfe or therabouts accompting twentye two hundred weighte to a tonne and two pipes of oyle to a tonne, all which barrels of figgs and oyles were marked as in the margent and numbred from one upwards to the whole number, but for the particular weighte of the sayd goods he referreth himselfe to an invoyce remayninge in his owne custodye, which he is readye to produce at all tymes, and that **the sayd barrels of fruite cost at ffaro cleare of all charges abord the sayd shipp severall prices videlicet from twenty seaven ryalls to fourtye eight ryalls the**

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<sup>135</sup> HCA 13/54 ff. 82r-82v

<sup>136</sup> HCA 13/54 f.82v

**small kintal, each kintall contayninge five score pounds weight and the sayd tapetts and basketts of figgs cost abord cleare of all charges six ryalls the arope, every arope contayninge thirtye two pounds or therabouts, and the sayd oyles cost cleare abord ten pounds per pipe or therabouts, and the sayd brushes cost 6 d per dozen, and the sayd corke cost three ryalls per dozen, and the hand basketts cost fower ryalls and a halfe per dozen.**

He hath receaved out of the sayd shipp all the goods before mentioned excepte nyne barrells of figgs, fourtye seaven tapetts of figgs twentye five dozen and a halfe of corke, fourteene dozen of hande basketts and one hundred fourtye two dozen of brushes which were wantinge and not delivered unto him as aforesayd did weigh at the tyme of their ladinge abord the sayd shipp at ffaro nyne small kintalls and eightye fower pounds or therabouts and the sayd goods cost at ffaro as before he hath deposid. Alsoe this deponent sayeth that one of the butts of oyle aforesayd at the tyme of the delivery therof was out end for end, and three butts more made but two filled up and eightye three barrells of the sayd figgs had receaved wett abord the sayd shipp, and **by reason therof he this deponent lost in the sale of them of the price which he sould themfor, if they had bene drye as the rest were fourtye two pounds sterlinge.**

He beleiveth that the damage aforesayd which happened to the sayd goods by wett, came by the water in the hould of the sayd shipp and by the negligence of the company for want of pumping, and that the losses of the sayd oyles came by the negligence of the sayd company for that they oughte to have pumped up and saved it in vessels as it is the use of all mariners to doe that lade oyle, and as the company of other shipps did that came home in company of the sayd shipp the *Katherine* from ffaro, the voyage in question, and that he doth not demannd any damage for fourtye odd barrells of figgs which were ratt eaten, but the nyne barrells of figgs before mentioned were wantinge barrells and all and that it did not appeare by the barrells or by any of the rest of the figgs in the foresayd **39 barrells out of which was taken the foresayd 653 lb of figgs**, that any of the sayd figgs were ratt eaten, but it did appeare by those barrells that he heads of them had bene taken out, and putt in agayne, and therfore beleiveth that the sayd damage came by the company of the sayd shipp"<sup>137</sup>

### Calculation

**Tapetts and basketts of figs cost at Faro 6 ryalls per arope**

**1 arope = 32 pounds**

**1 pound of figs at Faro cost = 0.1875 ryalls**

**39 barrels = 653 lb**

**1 barrel = 16.75 lb**

**1 barrel therefore cost at Faro  $16.75 \times 0.1875 = 3.14$  ryalls**

**John Busfield, twenty-six year old merchant of Allhallowes on the Wall, London. Deposed March 1638.**

"At ffaro there were laden abord the arlate shipp the *Katherine* in the voyage in question for the accompte of this deponent and company, one thousand five hundred and eighty barrells of figgs one hundred and seaventy basketts of figgsm and twelve hundred tapetts of figgs, (as by a bill of ladinge under the hand of Samuel Andrewes master of the sayd shipp nowe remayneinge in the custodye of him this deponent doth appeare) which barrells and basketts of figgs were marked as in the margent, but the sayd tapetts were without marke, and the sayd barrells were numbred from one to five hundred and from one to a thousand and the sayd basketts were numbred from one to one hundred and

<sup>137</sup> HCA 13/53 ff.87r-87v

seaventye, and the **first five hundred of the sayd barrells (as by his factor's invoyce appeareth)** weighed five hundred fourty nyne kintalls and eighty three pounds Portugall weight, each kintall beinge of five score pounds weight, fourtye more of the sayd barrells weighed twenty kintalls and sixtye five pounds, and the other 1040 barrells weighed one thousand twentye nyne kintalls fourtye one pounds, and the sayd **one hundred and seaventy basketts of figgs weighed one hundred fourtye eighte kintalls and fiftye eight pounds, which barrells of figgs cost this deponent with all charges cleere abord the sayd shipp at ffaro eighte and twenty rialls per kintall or therabouts one with another, rather more than lesse, and the sayd basketts and tapetts of figgs cleere of all charges at ffaro cost him 22 rialls per kintall.**

He hath received all his whole complement of figgs laden abord the sayd shipp for the accompte of himselfe and company excepte two and twentye basketts of figgs which were never delivered into him (besidess the 22 basketts of figgs which Mr Robert Craven received of this deponent's figgs, which he is content to receive of the sayd Craven and doth not demannde or require them of the master and company of the sayd shipp, and those 22 basketts of figgs which he wants of his complement did weigh nineteene kintalls and a halfe or therabouts, (as he beleiveth for that he wanteth soe much of the weigthe of his basketts of figgs expressed in his factor's invoyce besides the sayd basketts of figgs in the hands of the sayd Mr Craven.

Eightene barrells and ten basketts and one hundred and fourtye three tapnetts of this deponent's and companyes figgs were wett with salte water (as was adiudged vy grocers and other experienced men that viewed the same) and by reason therof and of the [?XXXX] and imbezellinge of some of the barrells and tapnetts did loose in the sale of those wett and [?XXXX] figgs five and twentye pounds sterlinge and did abate so much to the grocers that bought them of the price for which he sould the like wuantitye of drye abd [?unXXXX] figgs brought in the same shipp, but howe the same damage came he knoweth not for that he was not in the sayd shipp the voyage in question neither did he see howe the sayd figgs were stowed.”<sup>138</sup>

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<sup>138</sup> HCA 13/53 ff.91r-91v

## FISH

**Beam and weight used to weigh fish at Newfoundland was sent out from England on ship [1635]**

**Boatswain supervised loading of fish at Newfoundland by tally and unlading of fish by weight [1639]**

**Cutting hoops on barrels of herrings for convenient storage [1608]**

**Damage to pilchards in hold due to it being an old ship, whose upper work was not properly trimmed [1666]**

**Delivery of fish in River Thames [XXXX]**

**Distribution of Newfoundland fish between victualer of ship, ship owners and ship company [1598]**

**Fishing voyage at Hope island in Hudson's bay upon the coast of Canada [XXXX]**

**Herrings stored in dryest part of ship to the disadvantage of pack goods [1608]**

**Insufficient space in hold for merchants' fish [1640]**

**Long lading times in Newfoundland for fish [1637]**

**Private adventures of fish [1637]**

**Problems of selling Newfoundland fish at Marseilles [1601]**

**Storage of fish in bulk on ships [XXXX]**

**Storage of fish on ships for consumption by crew [XXXX]**

**Ten per cent profit on pilchards supplied from Plymouth to the Canaries, clear of all charges, and fifty per cent loss on pilchards shipped to Malaga [1635]**

**Warehousing of dry Newfoundland fish in Lisbon, piled up under straw [1610]**

**Water damage to Newfoundland cod and attempted litigation over corrupted unsaleable fish at Marseilles [1601]**

**Wet fish spoiled quickly [XXXX]**

## **BEAM AND WEIGHT USED TO WEIGH FISH AT NEWFOUNDLAND WAS SENT OUT FROM ENGLAND ON SHIP [1635]**

**Thomas Bredcake, forty-five year old mariner of Lee, Essex. Master of the *ffayth*, which laded fish in Newfoundland, using a beam and weights carried out from England, and then delivered the fish in the Spanish ports of Carthagena and Barcelona. Bredcake had a short fall in the fish delivered out in the Spanish ports, when weighed according to Spanish kintals, and attempts to explain the difference largely through embezelment as the fish was transported from ship to warehouse. Deposed June 1635.**

"All which fish soe delivered was delivered in as good condition as fish brought thither from the Newfoundland could be delivered, and was delivered out at Carthagena and Barselona by the beame and weights sent in the said shipp by the sayd Delabarr, by which it was weighed when it was laden abord the sayd shipp at the Newfoundland. The premisses he knoweth to be true for that he tooke an accompte every day from his company whome he appoynted to see the same weighed when it was laden abord the sayd shipp at the Newfoundland owe many kintalls were taken in at Newfoundland, and upon the accompte received from his sayd company he signed two bills of exchange on the behalfe of the sayd Delabarr, and alsoe tooke an accompte from his company at Carthahena and Barselona howe much fish was there delivered out of her every day."<sup>139</sup>

"Every English kintall of fish oughte to exceed the Spanish kintall twelve pound weight in every kintall, but after it was delivered on shoare and weighed by the Spanish weights at Carthagena, it did not advance there above six pounds weight more then the Spanish kintall and at Barsolona it did not advance above five pounds or thereabouts more then the Spanish kintall by reason that they weighed seaben or eighte kintalls togeither and gave very great draughte to it when it was weighed on shoarem and because much of the sayd fish was broken in caryeing from the sayd shipp on shoare, and some part of it was snatched and stolne away in caryeing it from the shoare to the warehouse, and that the English kintall of lead or tynne doth accordinge to the usuall and ordinarye accompte of merchants produce and amounte unto twelve pound and more in weight then the Spanish kintall and that accordinge to that rate of twelve per centum, 3784 English kintalls should produce 4238 Spanish kintalls but fish doth wast and ramble so in weighinge and caryeing of it, on shoare to the warehouse, and by imbeazelling therof as aforesayd that it will not by the ordinary accompte of merchants produce above six per centum above the Spanish weighte.

Three thousand seaven hundred eighty foure kintalls of Newfoundland fish doeth amounte unto two hundred and twenty tonnes or thereabouts accomptinge seaventeene English kintalls to a tonne.

He knoweth noe certayne freighte for the transportation of goods by the tonne from Allicant or Maiorca to the porte of London neither did he ever lade goods at either of those places, but beleiveth that if there be many shippes there, goods may be brought from thence to London for thirtye or fourye shillings per tonne, but if thr bee fewe shippes there and much goods to be laden it may be worth three pounds per tonne."<sup>140</sup>

## **BOATSWAIN SUPERVISED LOADING OF FISH AT NEWFOUNDLAND BY TALLY AND UNLADING OF THE FISH BY WEIGHT [1639]**

**Edward Rooke, thirty-four year old mariner of Stepney. Boatswaine of the *Hopewell*, which laded fish at Newfoundland. Deposed November 1639.**

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<sup>139</sup> HCA 13/52 ff.24r-24v

<sup>140</sup> HCA 13/52 ff.25r-25v

"The voyage in question the arlate Christopher ffothergall master of the *Hopewell* whileste shee was at Newfoundland did give order to his mate and twoe or three more of the shippes company to goe a shoare and there to looke over the mmerchants store of ffishe and out of the same to make choyce of that which was sounde and good and to separate the same to make choyce of that which was sound and good and to separate the same from the reste to bee laden aboard the same shippe, and every day they laded fishe they went ashore to that purpose, and the said fishe was received into the said shippe by tale and was all to his beste remembrance good and merchantable fishe at leaste soe much soe to bee...Hee this examinate beinge boateswayne of the said shippe did helpe to take in the said ffishe into the said shippe at Newfoundland aforesayd but what number or quantity of ffishes were laden aboard hee knoweth not for that the said ffothergall himselfe kepte an accounte therof or at leaste seemed soe to doe."<sup>141</sup>

**It took time for the fish to settle in the hold. When they did, more room was created and fish could be repacked.**

"The masters fishe which hee hadd aboard the said shippe the said voyage was as fgood and merchantable fishe as any fishe the merchants had, and that after the said shippe was at sea and the fishe was settled in the said shippes hold there was some of the masters fishe put into the hold to cleare the decks, but how much the same was by tale hee knoweth not but saith there was asmuch put into the hold as was contained in twoe dry fattes, and that fishe was as goo as any fishe the merchants had."<sup>142</sup>

**Though the fishe were counted in by tally at Newfoundland, they were received at Oporto by weight. As boatswaine, Rooke supervised the weighing of the fish and observed the receiving merchant to pop extra fish into the scale after full weight had been declared and also to slip fish aside, without them being weighed.**

"The interrate Page upon delivery of the fyshe out of the foresaid shippe at Porto Porte did receive the same by weight, and had full weight upon every kintall of fishe and sometymes over weighte which hee knoweth to bee true for that hee this examinate sawe the said ffishe weighed, and did many tymes observe the said Page to popp into the scale a fishe or twoe more after the full weighte was in the scale, and sometymes hee would throwe a fishe or twoe into the [?Gaver] which were not weighed nor reckoned into the wighte at all."<sup>143</sup>

**Rooke was not properly familiar with weights at Oporto:**

"Hee hath heard there is some difference betweene the Englishe weighte and the weighte at Porto Porte but howe much they differ hee knoweth not."<sup>144</sup>

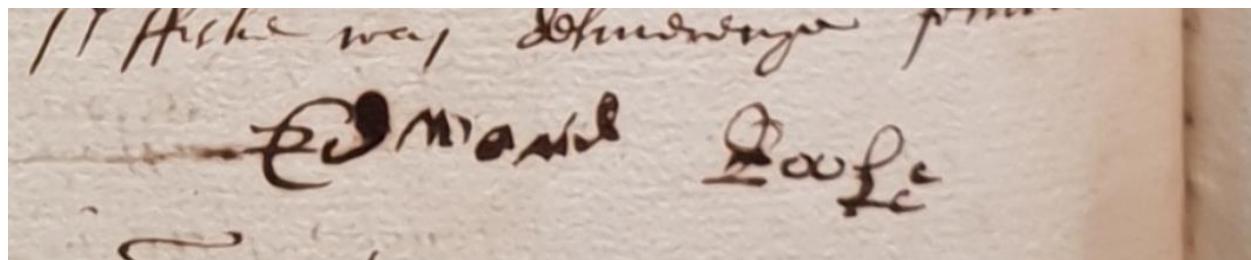
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<sup>141</sup> HCA 13/55 f.374r

<sup>142</sup> HCA 13/55 f.374v

<sup>143</sup> HCA 13/55 f.374-374v

<sup>144</sup> HCA 13/55 f.374v

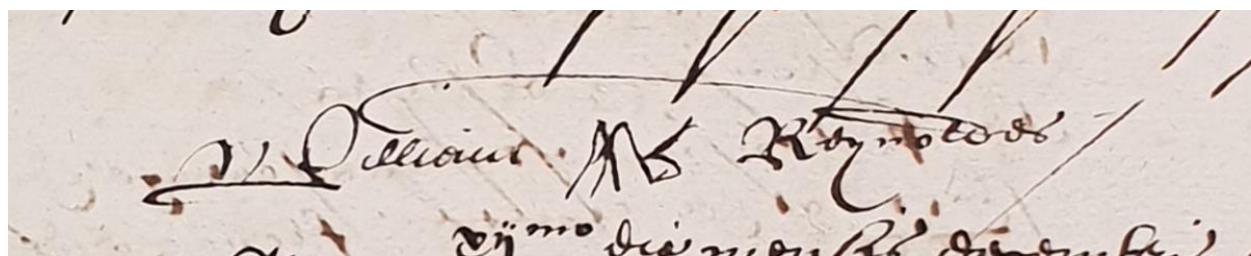


Signature of Edward Rooke, mariner of Stepney. Boatswain of the *Hopewell*. English High Court of Admiralty. November 21<sup>st</sup> 1639.

#### CUTTING HOOPS ON BARRELS OF HERRINGS FOR CONVENIENT STORAGE [1608]

William Reynoldes, thirty-one year old mariner of Ratcliffe, Middlesex, was boatswaine of the ship the *Seaventure*. The ship took her lading in at London, a mixed cargo of herrings, cloth, lead, tin and copperas. The hopps on some of the barrels of herrings were cut, apparently to facilitate storage. Deposed December 1608.

"All the saied merchannts goodes were stowed in the houlde convenientlie in verie fitt places for theire safe trasporteinge, onelie hee saieth there were some of the hoopes of the barrells wherein the herringes were cutt for conveniente stowage but hee beleeveth they received noe dammage in that respecte."<sup>145</sup>



Initials of William Reynoldes, mariner of Ratcliff, Middlesex, and boatswain of the *Seaventure*. English High Court of Admiralty. December 10<sup>th</sup> 1608. HCA 13/40 f.27v

<sup>145</sup> HCA 13/40 f.27r

**DAMAGE TO PILCHARDS IN HOLD DUE TO IT BEING AN OLD SHIP, WHOSE UPPER WORK WAS NOT PROPERLY TRIMMED [1666]**

**Henry Tobose, thirty year old mariner of Plymstock in Devon. Boatswain of a ship named the *Welfare*, which was old and poorly trimmed. Its outward lading of pilchards from Plymouth to Livorno was damaged by sea water leaking into the ship's hold. Deposed November 1666.**

"When she went forth from Plymouth she was an old shipp, some part of her upper worke untrimmed, and her pumpes not fitted as they should bee. And by reason of the defects of the said shipp and stresse of weather then happening neere the Northern Cape the goods and lading of the said shipp received dammage by the waters running into the hold amongst them. And saith that had the upper workes of the said shipp bin trimmed and she fitted as she ought to have bin hee eleeveth that the dammage might not have bin soe great as it was."<sup>146</sup>

**DELIVERY OF FISH IN RIVER THAMES**

**Delivery of herrings at the key of a certain Coxe, in the River Thames, from a busse called the *Denbye*. The busse belonged to Phillip Earle of Pembroke**

[INSERT]for<sup>147</sup>

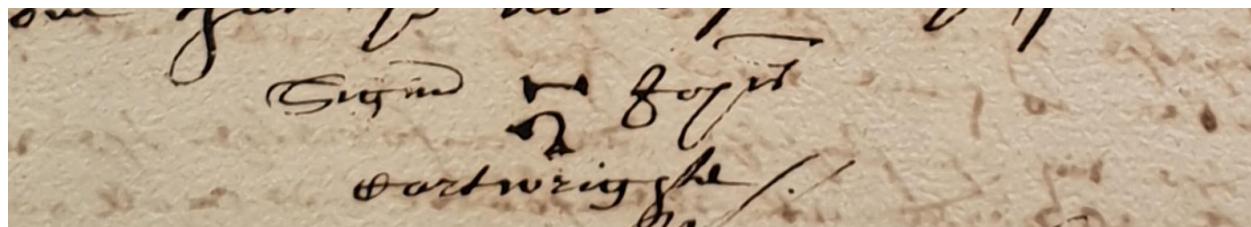
**DISTRIBUTION OF NEWFOUNDLAND FISH BETWEEN VICTUALER OF SHIP, SHIP OWNERS AND SHIP COMPANY [1598]**

**Jernonumus Buttin, twenty-four year old mariner of Olon in France and one of the company of the *Markye* of Olon, which went to a fishing voyage from Olon to Newfoundland and allegedly was heading back to La Rocchelle in France, when it was seized by the English, suspiciously close to the coas of Northern Spain. Deposed August 1598.**

"The ffyshe taken in the said shipp apperteyneth to the said owners and to the victualler and company of the said shipp, videlicet one haulf to the victualers a quarter to the owners and a quarter to the company affirminge that about 17 thousand of fishe was laden at Newfoundland into the sad shipp."<sup>148</sup>

**An attempt at bribing local officers inspecting the fish in Marseilles may or may not have failed:**

"He sawe the merchaunts servants att Marcelles give the officers that looked to the fishe a double pistollett att one tyme to lett theire fishe continue in the seller that they myghte sell it, for that before that they were aboute to caste the same or some parte therof awaye."



<sup>146</sup> HCA 13/76 f.30r

<sup>147</sup> HCA 13/56 f.27r

<sup>148</sup> HCA 13/33 f.153r

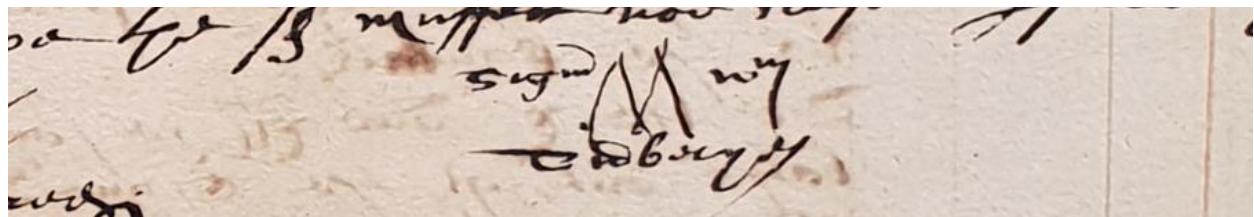
Initials of John Cartwrighte, master's mate of the Sonne. English High Court of Admiralty. Deposited June 18<sup>th</sup> 1601. HCA 13/35 f.151v

**Another man from Poole in Dorset, William Tydbery, was one of the Sonne's quartermasters. He emphasised that the fishing at Newfoundland was supervised by the ship's outward bound master, Richard Lamberte.**

"Muffett dyd some tymes helpe in the busines of fishinge but for the most parte he kepte him selfe a shippe borde buringe the fisheinge as he sayeth."<sup>149</sup>

**The condition of the ship and its impact on the lading of fish was debatable:**

"The Sonne both a for and a sterne and on eache side above water was leakey, but under the water shee was as stanche as any shippe need to be, and by meanes of these leakes some of the fishe tooke wette in such sorte that some of it was rotten and stucncke of this examinates sighte and knowledge.



Initial of William Tydbery, quartermaster of the Sonne. English High Court of Admiralty. Deposited June 2<sup>th</sup> 1601. HCA 13/35 f.153r

**FISHING VOYAGE AT HOPE ISLAND IN HUDSONS BAY UPON THE COAST OF CANADA [XXXX]**

**Thomas Peach, thirty-eight year old mariner, of Redriffe in Surrey, had been on a fishing voyage to Hope Island in Hudsons Bay.**

"The shipp called the *Butterflye* of London (wherof this examinate was master) beinge bounde for Hope Island in Hudsons Bay uppon the coast of America on a fishinge voyage and followeing hher course towards the sayd Island, uppon the eighte day of Julye last past about thirtye leagues withn Hudsons Streights, mett with much ice, dryvinge and flotinge upon the sea to and fro within the sayd Straights, in soe much that one great peice of ice (which this examinate and company could not avoyde) fell foule of the sayd shipp and stroke her soe vehementlye that presentlye within halfe an hours tyme she foundred in the sea, and noe part of the sayd shipp tackle and furniture (except two bald sayles of small vallue which this examinate gave to some of his company who had lost all their clothes to cover their nakednes) nor any part of her provisions abord her were or could be saved or recovered, and that the sayd shipp tackle and furniture at the tyme of her departure from the port of London on the sayd voyage was worth the some of twelve hundred pounds sterlinge at the least, and soe she was bought and sould not longe before she proceeded on the sayd voyage."<sup>150</sup>

<sup>149</sup> HCA 13/35 f.152r

<sup>150</sup> HCA 13/50 ff.113v-114r

## HERRINGS STORED IN DRYEST PART OF SHIP TO THE DISADVANTAGE OF PACK GOODS [1608]

**Jeremy Swanley, thirty-eight year old mariner of Ratcliff, Middlesex. Pilot of the Seaventure of Orford. Deposed May 1608.**

"He knoweth that in November laste [1607] was about 12 butes of kersye, seven or 8 barrells of tynn, and about 12 packes of red muscovia skyns, 12 or 16 packes of muscovia cowe hides in the heare or thereaboute, fyve or six hundred barrells of herrings and what more he remembreth not were laden on bord the arlate shipp the *Seaventure* of Ordord whereof Edward Hayward was master in this porte of London and at Woolwich for the accompte of Nicholas Lente, Hughe Hamesey, Jeffrey Kirby and William Russell and John Nedell to be caried to Legorne and there to be sold by th saoid John Bedell who wente in the said shipp and was ffactor and parte merchant for the viadge, andotherwise he doth not knowe that the said goods were consigned to eany, affirminge that the said Edward Haward master of the said shipp is a good and sufficient mariner, but was not [?particularly] for Legorne for that he was never there before this laste viadge nether did he take uppon him the absolute guydinge of the said ship after he came within the Straightes, And he giveth a reason of his knowledge in the premisses for that at the request of the said merchants this examinate sought out the said shipp and brought the master to them and they agreed with him for the same to serve the said viadge. And this examinate went pilott of the said shipp, and sawe most parte of the said goods unladen at Legorne and receaved by the said John Bedell for the use of him self and the said merchants to this examinate's knowledge.

The said shipp departed from Woolwich on the said viadge on the firste of December last as he remembreth, and was overmuch pestered in his iudgement with merchants goodes. And when this examinate came on bord the shipp at Woolwich and sawe howe the shipp was pestered, he tould the master that if he had his goodes on shore againe, he would not goe on the viadge if he would give him £10 a moneth only because the shipp was so pestered and all [?XXX] unfitting.

At the said ship's departure from Woolwiche the hould was stowed full of merchant's goodes and some were layd also on the overloppe whereby the shipp was pestered of his knowledge.

The herrings were stowed in the driest place of the shipp and the dry and ritch goodes were stowed soreawrd, which usually are stowed abafte for more suretye. So as in his opinion the said goodes were not conveniently and fitly stowed to be free from dammage. And he confesseth that some of the goodes were unpacked and some of the barrells of herrings were mangled and striped of some of theire hoopes for the better advantage of stowadge as is uasuall many tymes of his knowledge.

Cow hides in heyre and red herrings in barrells were layed on the overloppe, for that the hould was full and they could not be stowed there, and the said goodes on the overlop lay there untill the shipp came to Legorne and were not stowed in holde of his knowledge.

He knoweth the said shipp was thight under water, but her decks and orloppe were not calked as they ought to have byn, for that the water passed throughe her upper worckes into the houlde. And the ssame shipp was at her departure apparelled bad enough for such a viadge and at Hampton there were [?XXXX] made for the more security of the goods which as he supposeth were [?dampnified] before.

There were 21 men and boyes taken in at London for the viadge, whereof foure or fyve were youthes of smale service. The rest both officers and others were sufficient in his iudgemente, savinge that the boatswaine was hurte before the ship wente from London.

[Between the Isle of Wight and Dartmouth hit a hard gale of wind] so as this examineate and company could hardly mainteyne course and [?XXX], yer were inforced to beare saile to kepe the shipp off the shore.

The shipp did not spring eany leake, But sayth that in kepinge a [?forst] saile the shipp toke in water on the decks where for wante of good caulking and [?XXXX] waters ran into hould and dampnified the goods of the merchantes, as also for that the maine maste wanted a coate.

The master wente into Hampton water after the said hard gale of winde, to fitt the shipp better and to see whether the goodes were dampnified. And there the merchants supplied his wants and shipped two men more, for that one ran away and that he wanted one of his number appointed by charter party as he hearde.

The *Seaventure* arrived at Legorne on the 14<sup>th</sup> of January laste as he remembrethe, and uppon her arrivall the red skynns, cowe hideas in heyre and herrings were greatly dampnified, And the cloth also was some what dampnified, which dammadge as he hearde came to betwixte two and three hunreth pounds ffor as he sauth he sawe the red skyns and herrings greatly dampnified, and many of the barrells with herrings not worth the carriage away.

The dammadge grewe as he verely beleeveth by the not sufficient caulkinge of the upper worckes of the said shipp and whether eany faulte were in the men in workeinge the pumps he knoweth not, but in a morninge after he came from shipe he iudgeth bby the eye the ship was deepe, and supposed all was not well, in so much that he sayd to the master walkinge on the deck, I think the shipp is [?himself] founderd, and so this examineate willed one pull upp the box of the weather pumpe and sound, and there was found betwixte two foote and two foote and a haulf water in the weather pumpe, whether the company plied the pumpe when this examineate was asked or no he knoweth not.

The arlate John Neadle the merchants' factor complayned of the unsufficiencyof the shipp and of the men and of the boxes of the pumps not being sufficient, at Hampton, and after the shipp came to Legorne he complayned also of the [?Xxing] and manglinge of the caske whereby the sales were hindered of this examineate's knowledge who hearde him make such complainte.

#### In response to interrogatories:

He is not a subsedy man and most of his estate ys in other mens' handes.<sup>"151</sup>

### INSUFFICIENT SPACE IN HOLD FOR MERCHANTS' FISH [1640]

**Robert Davy, twenty-seven year old mariner of Saint Mary church, Devon. Deposed February 1640. Davy describes a voyage of the Hopewell from Newfoundland to Oporto in Portugal.**

"At the first ladeing of the merchants fishe there being more then they could store in the houlde, the master caused some of the merchants fishe to bee put into the forepike abafte his owne."<sup>152</sup>

**Interestingly, another deponent, Abraham Ward, thirty-seven year old mariner of Southampton and master's mate of the Hopwell, states that fish was taken in both by tally and by weight.**

"The *Hopewell* at Newfoundland was full laden with dry and marchantabke fishe which shee tooke in there both by tally and weight, accompting 120 for a hundred for the accompte of the arlate Henry

<sup>151</sup> HCA 13/39 ff.200v-201v

<sup>152</sup> HCA 13/55 f.520r

[?ScXXX] and company to bee carried to Porto Port in Portugall and there delivered to the said Sweate and company, or their assignes but in iust number of that fishe hee now remembreth not. And this hee affirmeth uppon his oath to bee true whoe did helpe to take in the said fish as aforesaid".<sup>153</sup>

## LONG LADING TIMES IN NEWFOUNDLAND FOR FISH

The ship the *Castle* of London spent ten to twelve weeks at Newfoundland lading fish for sale in Spain in 1637, a time made lengthier by the need to stop her leaks.<sup>154</sup>

## PRIVATE ADVENTURES OF FISH

See the *Castle* of London (1637)<sup>155</sup>

## PROBLEMS OF SELLING NEWFOUNDLAND FISH AT MARSEILLES [1601]

John Cartwrighte, from Poole in Dorset, was one of the master's mates of the *Sonne*. He provides more detail on the problems at Marseilles in selling the Newfoundland fish:

"There was aboute some twenty fower or twenty kintalls of fishe that was not marchanteable taken out of a seller at Marcelles and caste awaye by the officers [?commanndemente] there for this examinate sawe the same in aboate and therby judgeth the quantitye to be as afore he hath declared."<sup>156</sup>

Cartwrighte identifies two processes of curing or drying the fish – salt burning and sun burning.

"Some parte of the fishe was salte burnte and some was sunne burnte, but howe muche was soe conditioned neither he nor any other as he belevest can answeare. And muffett dyd sende some of the fishe a shoare agayne because it was not soe well dried as other was, but this examinate hathe seen and knownen worese then that was broughte from thence, And there was not any ill conditioned fishe putte into the shippe that this respondente knewe of, for suche as the sayd Muffett refused was carried ashoare agayne."<sup>157</sup>

At Marseilles there was disagreement between the orginal master of the ship, Richard Lamberte, who had carried the ship to Newfoundland and John Muffett, the master who had carreid the ship from Newfoundland into the Mediterranean. Vincente, the servant of Mr Cobb at Marseilles, insisted on pursuing legal remedies at Marseilles, rather than waiting to resolve the dispute about the condition of the fish in London.

"There were twoe younge men that were the merchants factors and servants wente alongeste in the *Sonne* the sayd voyadge which had neithe rlanguage or much experience as he belevest, aAnd the sayd Lamberte dyd some tymmes finde faulfe with the wetnes of the fishe, And [?XXXX] att one tyme there came three or fower Englishe masters onboard the *Sonne* att Marcelles to viewe the sayd fishe, when as

<sup>153</sup> HCA 13/55 f.520v

<sup>154</sup> HCA 13/54 f.4v

<sup>155</sup> HCA 13/54 f.4v

<sup>156</sup> HCA 13/35 f.150v

<sup>157</sup> HCA 13/35 f.151r

the sayd Muffett affirminge the same to be drye, he the sayd Lamberte in theire presence affirmed the same was wette, as in the trueth it was of this respondents knowledge, And Vincente, Mr Cobbs man dyd roseucte lawe att Marcelles agayneste the sayd Muffett when the sayd fishe was a sellinge. And the sayd Muffett there uppon sente some of his ment o the sayd Vincente, wheroft this examinate was one, whoe wente twise to him, to intreate him that he woulde leave of his suite, till they came to Englande and he answered this rendente he had there begone it and there he woulde ende it.”<sup>158</sup>

**Muffet's relationship with the merchants factors was antagonistic, as described by Cartwrighte:**

“He hearde the sayd Muffett advise the sayd merchants factors not to lye, where the Englishe merchanntes dyd leaste they shoulde prevente them in theire sayd busines as he thinketh.”<sup>159</sup>

### **STORAGE OF FISH IN BULK ON SHIPS**

**William Hamand was a thirty-two year Southwark fisherman, who was one of the company of the *Castle*.**

He commented that: “All the fish laden by the master and company of the sayd shipp was stored in the Lazarita betweene her decks and noe part of it in her hould, which he knoweth to be true for that he helped to stowe the same.”<sup>160</sup>

Hamand describes the process of stowing and pressing the fish at Newfoundland, saying “there were a great many deales used and imployed at the Newfoundland in the stoweinge and pressinge of the fish, and some of them were spoyled and shaken to peeces, and about a dozen of them (as hee hath heard the company saye) were throwen overbord in a storme”<sup>161</sup>

### **STORAGE OF FISH ON SHIPS FOR CONSUMPTION BY CREW**

**Thomas Chelston, twenty four year old servant of London fishmonger James Pickeringe, was from the parish of Saint Martins Orgar, where his master's shop was presumably located. He gives details of the storage of fish on board a ship in the River Thames for consumption by the ship's company.**

“This deponent went with the sayd Wolverton and Balls fish beinge stowed in a boate which lay at the ould Swan or some other place above London bridge, in which boate this deponents masters fish was likewise stowed, and sawe the sayd foure hundred haberdines and three hundred linges soud by the sayd Wolverstone and Balls as aforesaid delivered abord the sayd shipp by tale and helped to stowe the same, which fish at the tyme of the delivery therof were worth the respective summes of money mentioned in the schedule arlate....The matts carryed downe with the sayd fish to stowe the same on and the caryage of the sayd fish from the sayd Balls shopp to the waters side did not stand lesse then five shillings”<sup>162</sup>

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<sup>158</sup> HCA 13/35 f.151v

<sup>159</sup> HCA 13/35 f.151v

<sup>160</sup> HCA 13/54 f.4v

<sup>161</sup> HCA 13/54 f.4v

<sup>162</sup> ADD REFERENCE

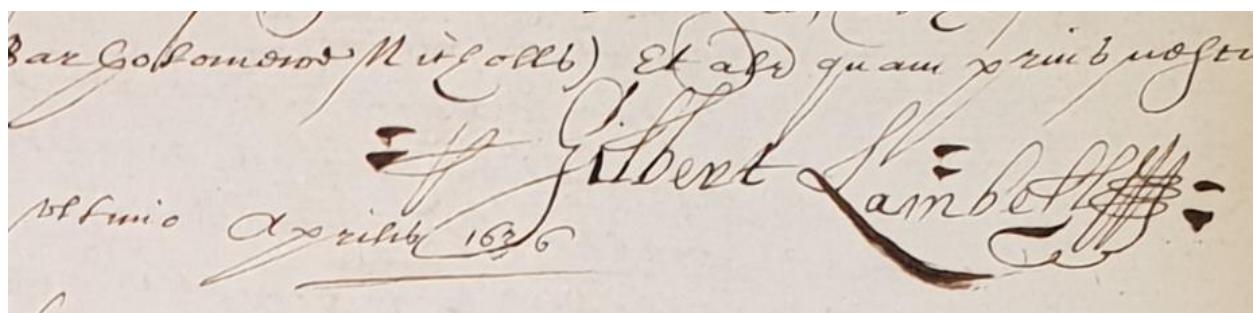
**TEN PERCENT PROFIT ON PILCHARDS SHIPPED FROM PLYMOUTH TO THE CANARIES, CLEAR OF ALL CHARGES, AND 50% LOSS ON PILCHARDS SHIPPED FROM PLYMOUTH TO MALAGA [1635]**

Gilbert Lambell, thirty-two year old merchant of Allhallowes Barking, London. Cousin of London merchant Richard Lant. Lambell describes the different performance and profitability of two different ships, both freighted by London merchant Richard Lant, and both carrying pilchards laded at Plymouth. The one ship (the *Endeavour*) sailed with a cargo of pilchards to the Canaries, where the pilchards were sold for ten percent profit, clear of all charges. The other ship (the *Peter of Dover*) sailed with its cargo of pilchards to Malaga, where it lost fifty percent relative to the cost of the fish. Deposed April 1636.

"The arlate John Woodgreenne accoordinge to the charterpartye made betweene him and the arlate Richrd Lant for the voyage in question was upon the 22<sup>nd</sup> day of August 1635 last past cleered and discharged by the sayd Lant in the port of London, to depart from thence with the first opportunitye of winde and weather and to sayle to Plymouth, which he knoweth to be true for that he was present when the sayd Lant delivered his letters to the sayd Woodgreenne and gave him order to depart with the first winde...A shipp of London (wherof Daniel Harrye was master) beinge likewise fraughted by the sayd Lant to goe for Plymouth from this port of London was of this deponent's certayne knowledge dispatched and cleered of the sayd Lant ten dayes or therabouts after the sayd Woodgreenne's discharge, videlicet after the sayd 22<sup>nd</sup> day of August [1635], and the sayd Harrye and company by the relation of Bartholomewe Nicholls (the sayd Richard Lant's factor at Plymouth) arrived at Plymouth and tooke in one hundred hogsheads of pilchards there, before the sayd Woodgreen's shipp arrived there..."

Upon or about the 20<sup>th</sup> day of October last past [1635] this deponent came to Plymouth and then the sayd Woodgreen's shipp of this deponent's sighte was remayninge in the port of Plymouth called Catwater...

At the Canaryes this examinee as factor for the sayd Richard Lant and company did sell the most of the hundred hogsheads of pilchards laden abord the foresayd Daniel Harrye his shipp the *Hopewell* at Plymouth (beinge fish of the same takeinge that the fish was of which was laden abord the sayd Woodgreen's shipp) for the somme of eighte per centa profit cleere of all charges, all the sayd fish beinge sweet and good, wheras it appeareth by severall letters received by the sayd Richard Lant from his factors in Spayne (which this deponent hath seene) the fish broughte in the sayd Woodgreens shipp to Mallega for the sayd Lant's accompte was much perished and rotten, and that there would be at least fiftye pound per centa losse of what they cost in England, by reason of the sayd Woodgreen's neglecte of his voyage."<sup>163</sup>

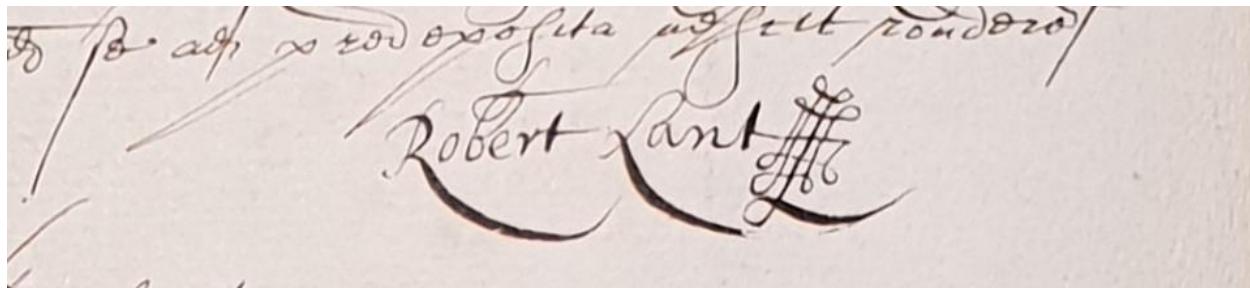


Signature of Gilbert Lambell, merchant of Allhallowes Barking, London. English High Court of Admiralty. Deposed April 29<sup>th</sup> 1636. HCA 13/52 f.378r

<sup>163</sup> HCA 13/52 ff.377r-377v

We learn from a second deposition, that of Robert Lant, natural brother of the party producent Richard Lant, that John Woodgreen's ship, the *Peter of Dover*, arrived at Malaga thirty or forty days after another ship arrived at San Lucar, just twenty leagues from Malaga. This second ship, whose master was Timothy Arnold, had been intended to depart Plymouth at the same time, as John Woodgreen's. Robert Lant had been resident at Seville and was himself "a fourth part adventurer" with his brother.

"About the beginninge of November last past [1635] this deponent (then livinge at Sivill in Spayne) receaved a letter by a shipp wherof one Timothy Arnold was master) from one Bartholomewe Nicholls of Plymouth merchant, wherby the sayd Nicholls advised him that he had laden abord a shipp called the *Peter of Dover* (wherof John Woodgreen was master) foure hundred hogsheads of pilcherds for the accompte of the arlate Richard Lant and company and that the sayd Woodgreen was dispatched and was to depart from Plymouth in company with the sayd Timothe Arnold, and that he was likewise advised by a letter which he received from the producents factor Jarvis Sutton resident at Mallega, that the sayd Woodgreen arrived not at Mallega untill betweene thirtye or fourtye dayes after the sayd Arnolds arrivall at San Lucar (which he sayeth is distant but about twentye leagues from Mallega) and the sayd Sutton likewise advised him that if the sayd Woodgreen had arrived at Mallega twentye or thirtye dayes sooner then he did, pilchers would have yeilded or mighte have bene soould for in Mallega one hundred and twentye ryalls per hogshead, and the like advise concerninge the price of pilchers this deponent had from severall merchants livinge at Mallega, whilst he was resident at Sivill, and that at the tyme of the arrivall of the sayd Woodgreen at Mallega pilchers were then generallye soould for and would not yeilde above sixtye ryalls per hogshead, by reason that they had bene longe laden, and for that there came other shipps thither in company of the sayd Woodgreen laden with pilchers likewise which glutted the markett, and for the reasons aforesayd this deponent verily beleiveth that the sayd Richard Lant and company are dampnifyed in the sale of his pilcherds by the late cominge of the sayd Woodgreen to Mallega, to the vallue of betwixt three and fower hundred pounds sterlinge, besides his damage in the imployment of the moneys which the sayd pilchers mighte have bene soould for, if the sayd Woodgreen had come twentye or thirtye dayes to Mallega sooner then he did, and that by the weekly advise which this deponent received at Sivill from Mallega from those merchants with whome he had correspondence there wynes and fruite were soould at Mallega neere upon twentye per cent better cheape, for about thirtye dayes before the sayd Woodgreen's arrivall there, then they were soould for after his arrivall there, and that the sayd Richard Lant's factor by reason of the sayd Woodgreen's late cominge thithe rwas forced to buy the refuse of wynes of that yeare, and in that respecte this deponent beleiveth the sayd producent and company sustayned damage to the vallue of three hundred pounds at the least."<sup>164</sup>



Signature of Robert Lambell, merchant of Allhallowes Barking, London. English High Court of Admiralty. Deposed April 30<sup>th</sup> 1636. HCA 13/52 f.378v

<sup>164</sup> HCA 13/52 f.378r

## TRANSPORTING FISH

**Certain bulk commodities could be carried in a leaky ship, but not fish, which quickly rotted if damp**

"A leakie shipp may carry tarr, deales and balkes without any dammage to them, but noe fish, for that must or ought to be put into a drie shipp"<sup>165</sup>

"The said fish was laden in rainy weather and received dammage in the transportation by meanes of very fowle weather and greate stormes"<sup>166</sup>

## WAREHOUSING OF DRY NEWFOUNDLAND FISH IN LISBON, PILED UP UNDER STRAW [1610]

**William Wadland, a twenty-four year old merchant from Bideford in Devon, was present in Lisbon in 1609, when drief fish was brought there in a ship from Portsmouth.**

"He knoweth that the articulate Anthony Nox did arrive at Lixborne in November or December last with the shipp the *Ursula* and brought certen drye Newland fishe thither in the same shipp, and uppon his arrivall there he inyerteyned the arlate Rdmund Banes as a broker to ayde and assiste him in his busines, and about the sale of the said fish and other goodes which the said Nox brought thither which he knoweth to be true ffor that this examinate was then at Lixborne, and sawe the said Banes bringe merchants to the house where the said fish was cellered to buy the said fishe. And this examinate heard that the said Nox by the helpe of the said Banes entered the said fishe in the Custome house in his owne name and as his goodes, and that the said Banes gave his worde for the said Nox that he should pay the tax of 20 per centum and thre per centum and other duties there due about the same"<sup>167</sup>

"He knoweth that the said fishe was putt into an Englishe woman's house in Lixborne by the mariners of the said Nox ffor this examinate sawe them pile it in the said house and fetch strawe from the shippe to cover it, and this examinate was presente when as the said Nox padid the porters and a boate or two which broughte parte of the said fish ashore. But whoe hired the said house wherein the said fishe was putt or paid the rente for the same he knoweth not...He thinketh that the said Nox kepte the key of the said warehouse where the said fishe was layd, and delivered it to keepe to the woman of the house as he thinketh for that this examinate was presente when as the said Nox accused the said woman that some of the fish was wanting and that the piles were lesse then when the fish was first piled upp"<sup>168</sup>

## WATER DAMAGE TO NEWFOUNDLAND COD AND ATTEMPTED LITIGATION OVER CORRUPTED UNSALEABLE FISH AT MARSEILLES [1601]

**Andrewe Casley, thirty year old sailor from Kingescastell in Devon, had been on a ship named the *Sonne*, which carried fish from Newfoundland for sale at Marseilles. Part of the fish was corrupted and two young factors on the ship, with poor french language skills, resorted to legal action in Marseilles against the ship's master.**

"Muffett had chardge of the *Sonne* as master and beganne to take this chardge uppon him at Newfoundelande after the fishe was taken and laded there into the *Sonne*. And one Richard Lambarte

<sup>165</sup> HCA 13/71 f.213r

<sup>166</sup> HCA 13/71 f.213v

<sup>167</sup> HCA 13/41 f.23r

<sup>168</sup> HCA 13/41 f.23r

had thr chardge concerninge the fishinge , which beinge ended his chardge and commannde there seassed as it was sayd.

Muffett after the fishinge was ended att Newfoundland, tooke the chardge of the *Sonne* to carry her to the Straights and the sayd Richard Lambert had chardge of her to and att Newfoundland and there he gave direction for and concerninge the ladinge and orderinge of the fishe of this examinates sight.

It is very likely that amongeste such a quantity of fishe (as was by the company of the *Sonne* then taken and laded into her) that some parte therof was either salte or [?smoked], And he hearde not the sayd Muffett finde faulte att any tyme withe any parte of the sayd fishe or howe much therof was corrupted, or whether that soe corrupted dyd any hurerte to the reste that was good or howe muche hurt it dyd this rendent cannot answer.

It was aggred and contracted betwixte the mariners and merchannts of the *Sonne* in generall that all the fishe which in that voyadge shoulde be taken should be in good condition delyvered on borde the sayd shippe *the Sonne*. And that the merchanntes shoulde deale for such parte therof as was for the compayne, as well as for theire owne.

There were by Muffetts direction certayne loges of tymber or woode some wherof were drye and some greene broughte abord the *Sonne* att Newfoundland which laye on the hatches aboue a senighte before it was stowed in the hould. And the sayd loges allsoe by his direction were stowed in the hould, and some of the fishe removed to lett the sayd wood downe and some pipe staves were stowed betwixt them and the fishe And the sayd Muffett dyd give chardge to his said compayne to bestowe and laye the sayd woode soe carefully as the fishe mighte receave noe damadge therby. And more he cannot answeare saveinge he sayeth that some of the fishe aswell where the woode laye as in other places of the shippe were corrupted...

There wente in the shippe two youngmen for the merchannts who had either very little or noe ffrench and had never been in the countrye before as he thinketh that went to make sale of the fishe And they att Marcelles wente to Lawe with Muffett aboue the hurt and dammage of the fishe of this rendents knowledge. And there uppon as he sayeth the sayd Muffett in this rendents hearinge, did will somme of his compayne and by name one John Carteridge, to goe to [BLANK IN MANUSCRIPT] Vincente Mr Cobbs man the partye that pursued the lawe, and withe him surcease and leave of the same there till they came home, And to come and procure sayle of his masters fishe as others did. And the sayd Carteridge accordingly wente to the sayd Vincente of this rendents knowledge....

Noe shippe be shee never soe good and well provided can carrie fishe from Newfoundland into the Straights, (be the sayd fishe laded into her soe well conditioned as usually maye bee) but that some damadge will arryse from the sayd fishe before it can be dischardged and unladen..."<sup>169</sup>

**Several more sailors from the ship the *Sonne* made depositions. Twenty four year old Devon sailor William Hooper stated that:**

"The *Sonne*'s compayne tooke some twelve score and eight thousande fishes att Newfoundland there abouts of which was laden into the *Sonne* there soe neare as he can judge aboue twelve score and forwer thousande, which was soe drye and good fishe as usually is made and laded in that place, for merchants of this examinates sight, whoe hathe beene there a fishinge fyve or sixe voyadges before."<sup>170</sup>

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<sup>169</sup> HCA 13/36 ff.147r-147v

<sup>170</sup> HCA 13/35 f.149r

**The storage of the fish was problematic, with a leak causing some of the fish to be damaged, with William Hooper observing:**

"Ther was a leake in the *Sonne* that voyadge a bathe the maste in the sterne sheetts att the goeon, where the fishe att the tyme of the unladinge rise very rotten and stuncke in suche sorte that one coulde not abyde yt of his sighte and knowledg And betwixte that place and the maste, the fishe in some places rise drye and well conditioned, and in some other places wett and danckishe from the toppe to the bottome.

When they came to unlade the fishe at Marcelles<sup>171</sup> some of it was rotten and stancke soe that it was caste awaye and somme parte of it beinge wett was bye the compayne dried and saved, but howe much was soe rotted, or howe much was soe wett and saved he cannot depose, but he thinketh there was some twoe or three thousand of the sayd fishe caste awaye att Marcelles, where they stayed for the sayle therof for that it was wett, two monthes longer, then they should have done if it had been good and well conditioned.

The best sorte of fishe was soulde att Marcelles for 9 shillings and 9 shillings and sixe pebce the kintall, the seconde sorte att eighte shillings or eight shillings six pence the kintall, and the worse sorte at five shillings or fyve shillings and six pence or there abouts And att those severall ratts the sayd fishe was soulde, saveinge as he sayeth the merchannt John Ball carried some thirty thowsand of the sayd fishe aboue fyve leagues from Marcelles where he sould some of it for sixteen shillings the kintall some for thirteen shillings, and some under as the marquett served, as he after reported in his this examinates hearinge after his retorne."<sup>172</sup>

**Hooper confirmed the poor language skills of the merchants' factors and an attempt to litigate against the ship's master:**

"There was twoe younge men in the shippe that were the merchants factors who had little or noe understandinge that of the ffrence, what experiance they had he cannot answeare But he sayeth that whilst the fishe was sellinge att Marcelles Mr Cobbs servant went there to lawe with the master aboue the fishe, and went aboue to bringe men aborde the *Sonne* to vewe the goodnes of the same and in what condition or sorte it was. And he the sayd Muffett sente some of his compayne as this rendent hearde to the sayd Mr Cobbs man to intreate him to forbeare the lawe till they came to England and to procure the sayle of his master's fishe.

#### **WET FISH SPOILED QUICKLY**

**The ship the *Castle* was leaky and took in water both on her voyage from London to Newfoundland, and then from Newfoundland to Malaga**

**William Hamand** was a thirty-two year Southwark fisherman, who was one of the company of the *Castle*. He commented that: "By reason of the leakines and insufficiency of the said shipp from the Newfoundland towards Mallega she tokke in much seawater wherbye a great quantite of the sayd fishe was wett and dampnifyed and some of it became rotten, and stuncke, insomuch that some of the sayd company with the knowledge of Richard Taylor the master of the sayd shipp threwe over board into the sea at severall tymes the quantite of two kintalls of fishe (being rotten and stinckinge fish) because it should not infecte and spoyle the rest of the fish which lay next it and that some of the company of the sayd shipp at Cartagena did of this deponents sighte and knowledge sell some of the

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<sup>171</sup> Marseilles

<sup>172</sup> HCA 13/35 f.149r

same kinde of fish which was drye and well conditioned for five and tthirtye and six and thirtye ryalls per kintall".<sup>173</sup>

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<sup>173</sup> HCA 13/54 f.4r

**TYPES OF FISH:**

Anchovies; Bank fish; cod; cod fish; hake; herrings; Irish pilchards; lampern; lamprey; lings; mackerel; North sea cod; oysters; pilchards; red herrings; salmon; spratts; stockfish; whales; white herrings

**STORAGE:**

Barrels of anchovies; in piles under straw

**TYPES OF SHIP:**

Fisher boats; busse; cock boat; crayer; dogger boats; herring busse; hoy; trawler

## **FLAX, HEMP**

## **GINGER**

**Packaging:**

Bag of ginger; sack of ginger

**Place of origin:**

**Port from whence shipped:**

Seville

## GLASS

### CASE STUDY: Breakage of Venetian drinking glasses at a London wharf [1596]

Zacharias Brovora, a Venetian glass maker living in London at the house of Sir Jerome Bowes, provided expert testimony as to the breakage of two thousand four hundred drinking glasses imported from Venice. The cause, he was convinced, was the dropping of one case of glasses from a crane as it was unloaded, which fell on a number of other cases, and was not due to poor lading at Venice, or to damage at sea.



"He knoweth that about 8 monethes past there came from Venice to this porte of London in a Venetian shippe [the] Christopher 22 cases of drinkinge glasses which were brought to Sir Jerom Bowes<sup>175</sup> house in the Blache ffriars and there the said cases were opened and all the glasses taken out by this examinate and this examinate found there were two thousand foure hundred glasses broken in the said cases and one Anthonie, cooke of the said Venetian shipp tould this examinate that as one of the said cases was in hoystinge out of the said shippe in this porte of London the ropes wherewith the case was bound did eyther breake or slippe and the case fell downe uppon other cases, and by reason of that falle this examinate iudgeth the said glasses were broken ffor in the openinge of them he found three hundredth glasses broken in one case, being the same case which fell downe as the said Cooke reported for a borde of the case was broken by the fall thereof, and two other chests whereon yt fell were wronged, and the glasses therein broken to his iudgemente...

C17th Venetian wine glass, 1H C17th, Murano, Venice; cristallo; 17.3cm tall, 10 cm bowl, 8.2 cm foot. Image from *Scottish Antiques*<sup>174</sup>

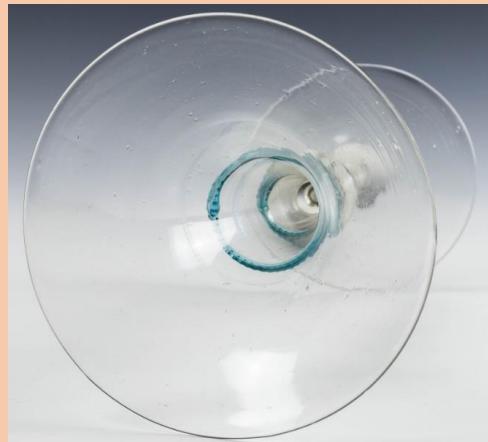
<sup>174</sup> *Scottish Antiques* website, 'A 17<sup>th</sup> Venetian Wine Glass',

[https://scottishantiques.com/index.php?route=product/product&product\\_id=16586](https://scottishantiques.com/index.php?route=product/product&product_id=16586), viewed 10/02/2019

<sup>175</sup> Venetian glassmaker Jacob Verzelini received a licence in 1574 to manufacture Venetian glass under a twenty-one year monopoly, commencing in 1574. He had already imported glass vessels from Venice and Antwerp since 1565. Verzelini built a glass works at Crossed Friars, near his house in the parish of Saint Olave. Nick Holder, 'The Medieval Friaries of London', doctoral dissertation, Department of History, Royal Holloway, University of London, August 2011, pp.196-197,

[https://pure.royalholloway.ac.uk/portal/files/4629096/holder\\_friaries\\_phd\\_thesis.pdf](https://pure.royalholloway.ac.uk/portal/files/4629096/holder_friaries_phd_thesis.pdf), viewed 10/02/2019. Sir Jerome Bowes (b.?; d. 1616) was granted a patent in 1592 giving him the sole right to make drinking glasses for twelve years. Alan Davidson, in his profile of Bowes, suggests that Bowes entrusted glass making to partners in the city of London after leasing property in Blackfriars from Sir George More to set up a glass house. 'BOWES, Sir Jerome (-d.1616), of Charing Cross, London, pub. In *The History of Parliament: The House of Commons 1604-1629*, ed. Andrew Thrush and John P. Ferris, 2010,

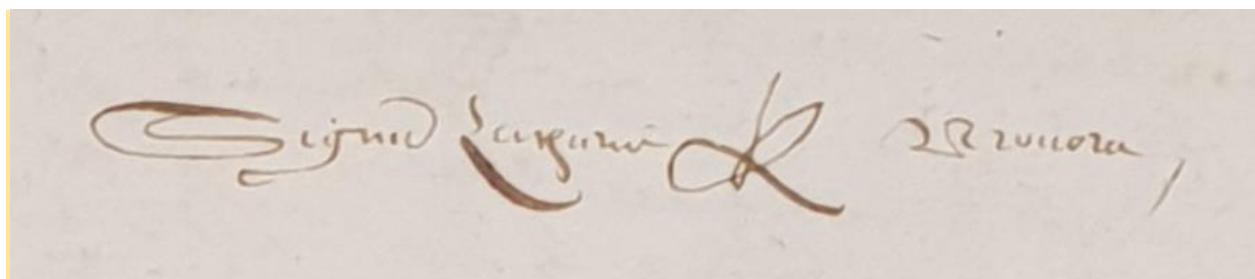
<https://www.historyofparliamentonline.org/volume/1604-1629/member/bowes-sir-jerome-1616>, viewed 10/02/2019



...Venice glasses were worth 8 shillings per dozen and soe the said glasses mighte have byn sold if they had not byn broken of his knowledge who is a glasse maker, and selleth such glasses...

...He is a glasse maker and dwelleth with Sir Jerome Bower beinge employed by him in makinge of glasses in the black ffrriers and he was morne at Morau<sup>176</sup> a mile from Venice in Italye....he is worth nothinge and liveth by his labor and is worth soe much as he monethly earneth.

...Some glasses are ordinarily broken at sea by rowlinge and tumblinge of the shippe, especially if the shipp wherein they are laden be tempested greatly, but he never knew of such a quantity to be broken especially as were broken in the said cases that came to Sir Jerome Bowes house, nether thinketh that soe many of them had byn broken, excepte some negligence had byn committed in stowinge or unladinge of them.”<sup>177</sup>



Mark of Zacharias Brovora, Venetian glass maker living in London at the house of Sir Jerome Bowers in Blackfriars, for whom he was a glass maker. Deposed in the English High Court of Admiralty, October 4<sup>th</sup> 1596

### **London lighterman, thirty-six year old Robert Wood, deposed in November 1596 regarding the hoisting of cases of Ventian glasses into his lighter.**

“This examineate wente with a lighter aborde the foresayd shippe then there rydinge (of where shee was what her name was or her master or owners name or names were he knoweth not) beinge manned with strangers italians as he tooke them to be) out of which shippe the company thereof hoysted 21 chests or cases of glasses (which came from Vennice as it was sayd) into this examineate’s lighter. And he sayethe that in the hoisteinge out of the sauyd chests the thirde case or cheste of glasses soe hoisted [?XXX] beinge in the slinge or tackle of the shippe almoste as highe as the shippes side readye to be putte over borde into this examineate’s lighter some parte of the tackle or rropes slipped and the sayd case fell downe a gayne into the houlde of the shippe, uppon the rest or some of the reste of the sayd chests or casses of glasses, which he knoweth to be true because he sawe the sayd case or cheste hoisted and fall downe as he was in his lighter to receave it and the reste into her, and after the fall he wente into the shippe and sawe that it was fallen amongeste the reste of the chests and casses. And after the cheste aforesayd was agayne taken uppe this examineate sawe that the bords of the foresayd cheste was out of order, by meanes whereof the glasses in the same case, and those upon whiche it

<sup>176</sup> The island of Morano, known for its glassmaking, lies in the Venetian lagoon ca. 1.5 km north of Venice.

<https://en.wikipedia.org/wiki/Murano>, viewed 10/02/2019

<sup>177</sup> ADD REFERENCE

fell as he thinkethe were hurte and broken, but what quantity thereof were so broken or to what  
valewe the glasses soe broken extende he cannot depose."<sup>178</sup>

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<sup>178</sup> HCA 13/32 f.163Ar

## HAY

### LIGHTER CARRYING HAY CAPSIZED NEAR BARKING CREEK [1591]

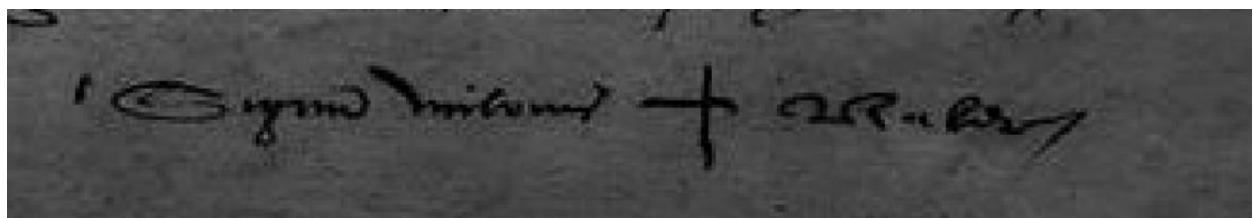
**Miles Baker, forty year old fisherman of Barking.** Baker assisted a Thomas Plate, the owner of a twenty-four ton lighter moored near Barking Creek to lade fourteen and a half loads of hay into the lighter, to be carried from Barking to Puddle dock in London for sale. However, a coal carrying ship from Harwich collided with the lighter and overturned it. Deposed April 1592.

"In the moneth of December last Thomas Plate was owner of a lighter of 24 tonnes and in the same monethe he laded the said lighter in the River of Thames at the lower ende of Barkinge shelfe with 14 load and a haulfe trusse [?bande] of hay with intente to cary the same to London and there to make money thereof to his best proffett, which he knoweth to be true for that this examinate was presente and did healpe to lade the said hay into the said lighter and was appointed to healpe to bringe upp the said lighter and hay to Puddle docke there to be soulde and he knoweth that the said Plate did builde the said lighter and ever since the building thereof, he enjoyed the same as his owne..."<sup>179</sup>

"There were 14 loads and a haulfe of hay in the said lighter at such tyme as she was suncke, for this examinate did healpe to lade the same, and every lode was worth 19s at that presente ffor this examinate knoweth that Mr Plate sould of the like hay at that tyme for that prize. And sayth there was also a payre of oares in the said lighter which he iudgeth to be worth 8 or 9s, also a pole, a rope and two pitch forckes worth as he estemeth them 2s 6d. More a rigge and a cloke worth 8s or thereabouts in his iudgemente, And there were two ropes in the said lighter to make faste the same which he esteemeth to be worth 10s All which things he certenly knoweth were wholy loste by the occasion aforesaid, and noe parte of them saved althoughe this examinate did his endeavor to finde and save them.

The said lighter's rudder was broken by lyeinge suncke in the ryver and rowlinge to and fro, and the lighter greatly spoyled and broken in many places, and was made worse by overturninge and drowninge to the valewe of 40s at the leaste ffor a carpenter was willed to looke on the said lighter and he sayd he would not for 40s take upon him to make the lighter as good as she was befor she was overunn And besides he knoweth there were boats and men hired to way the said lighter, which cost the owner 13s 4s as he tould this examinate, and this examinate is persuaded they could not [?XXXX] lesse [?with] allowinge somewhat for the boats that were prepared to way the said lighter.

The lighter in a monethes space after the sinkinge made noe viadge, neither earned the owner eany peny, and in that tyme she mighte have made three freights and the owner had usually for every freighte made with the said lighter 24s."<sup>180</sup>



Mark of Miles Baker, fisherman of Barking. English High Court of Admiralty,. Deposed April 13<sup>th</sup> 1592. HCA 13/30 f.17r

<sup>179</sup> HCA 13/30 f.16v

<sup>180</sup> HCA 13/30 f.17r

## LIGHTER OF HAY CAUSED A LIGHTER OF COALS TO COLLIDE WITH MORE LIGHTERS [1644]

**George Browne, twenty-eight year old waterman of Horseydowne, Surrey. Deposed December 1644.**

"For all the tyme arlate and at this presente the arlate [?Cogee] was and is the proprietor and owner of a certaine lighter called the *Anne* which hee knoweth to bee true hee this examinate liveinge with the same Cogee and roweing in the said lighter and uppon or aboute the 15 or 16 daye of Augste laste paste the said lighter the *Anne* beinge laden with coales which were to bee delivered or landed at Peppe Allye comeinge upp the river in compayne of twoe other lighters which went before the said lighter the *Anne* one of which lighters did alsoe belonqe unto the said Cogee and the other to one Mr Perkins, a certaine lighter laden with haye which as hee hath since heard belonginge to the foresaid Silvester and [?Bretten] lyeinge neere Sheffields locke and soe neere that the said lighters could scarce passe by her they in the said lighters before they came neere [?there] to the lighter of haye called to them in the said lighter of haye they lyeinge at an anchor to sheare upp to the northwarde and make waye for the said lighters to passe through at the foresaid locke that beinge the beste safeste and moste convenient locke for the said lighter to passe through at that tyme it beinge then a tyde of fludd and twoe of the said lighters with much difficulty did passe by the sayd lighter of haye they beinge the twoe foremoste lighters of the three hee this examinate beinge in the *Anne* and followeinge the sayd twoe other lighters they in the lighter of haye [?XXXXge] upp came and fell foule of the sayd lighter the *Anne* upon her midd beame and beate in her side and much broake and [?tore] the said lighter the *Anne* hee this examinate then useinge what meanes hee could to put to the shoare thereby to avoyde the sayd lighter of haye and by the dammage which the sayd lighter of haye did to the sayd lighter the *Anne* thei sprunge a greate leake and was in greate dannger of sinckinge downe presentlye and the sayd Cogee hath received much dammage and wronge in his lighter aforesayd don to her by the sayd lighter of haye but howe to estimate that dammage hee knoweth not for that hee neither knoweth what hee either hath or must paye for the repairinge and amendinge of her againe but saieth before that damage happened and came to her as aforesayd which was occasioned as hee conceiveth meerelye by the willfullnes or carelesnes of the lightermen in the sayd lighter of haye and not otherwise the *Anne* was a stronge staunch and sufficient lighter and since that shee hath not bine thighte.

Hee this examinate hath used the river a a waterman for the space of these eleaven yeares laste paste and in that tyme hath observed that it is not the use or custome for any lighters or other such like vessels to lye at anchor soe neere the bridge as the lighter of haye in question did when shee did the damage in question to the *Anne*.

The arlate lighter the *Anne* at such tyme when the damage happened to her was laden with coales and it was then impossible for him this examinate as shee was then beinge fullye laden and comeinge upp with the tyde of fflude to rowe the sayd lighter out of the way from Sheffields locke aforesayd.

The lightermen in the lighter of haye mighte as this examinate conceiveth if they had used meanes and theire endeavours accordinglye before theire lighter came fowle of the *Anne* have sheared to the northward and have aboyded the sayd damage which was done to the *Anne* they lyeinge at an anchor as they did.

There are but three locks in all in the arlate bridge throughe which lighters yf laden with coales as the lighter in question was can passe throughe it and that which was neereste to Sheffields locke was fower locks distant from Sheffields locke.

To this examinate's knowledge the arlate lighter the *Anne* before sheereceived the damagein question could and hath [?carried] easillye 16 chaldron of coales from a shippe to the shoare but since shee

received the sayd damage shee cannot carrie wellabov eleaven chaldron of coales at moste but what damage the sayd Cogee hath thereby sustained hee for his parte cannot declare.

The arlate lighter hath bine twice or thrice at the arpenter's yard to bee repaire and amendinge of the samage sustained as aforesaid and is yet insufficient.

**In reponse to interrogatories:**

The Bridge house is but a little distant from Sheffield locke and the lighter of haye in question laye neere the bridge house but above the bridge house towards the bridge and nearer the bridge then the bridge house when the dammage in question was done.

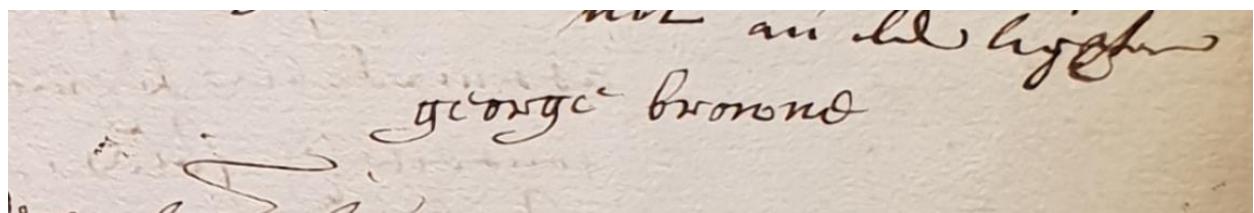
There were other lighters laden with haye which laye neere the bridge but they lay a shoare and none soe neere Sheffield locke as the lighter of haye which did the dammage.

A lighter of haye if the same bee not laden very highe maye goe throughe bridge uppon a younge fludd but not at Sheffield locke at any tyme nor in deed could the lighter of haye in question at any tyme have gon throughe at Sheffield locke beinge laden soe highe as shee was...

It was in the morneinge when the dammage in question was done to the *Anne* and when this rendent called to the lighterman in the lighter of haye to sheare to the northewards and give way to the sayd lighter to passe throughe Sheffield locke he was comeinge that wayes and aboute three or fower length distante from the said lighter of haye and had gon cleare of her had they sheered to the Northward as hee desired them or not [?Xxed] aboute upon him as they did and the reste of the locks were then open...After the damage in question was done to the sayd lighter the *Anne* the lighterman in the lighter of haye weighed anchor to gett throughe the drawe bridge and endeavouringe to gett through could not but stucke faste for a while in the bricke and beinge taxed by this rendente and his master for the damage they had done him they reviled and miscalled them.

It was a highe water iuste when this examinate made to call to the lightermen aforesaid to sheare to the northward and make waye for him this rendente with his lighter to passe by them and when hee firste called to them they were both a head of theire lighter, andcould not well shifte but both see and [?XXXX] him call to the and they had then tyme enoughe if they had made use thereof to have avoyded or prevented the said damage.

The interrate lighter the *Anne* was a verye good lighter before the damage in question was done to her and not an old lighter as is interrate."<sup>181</sup>



Signature of George Browne, waterman of Horseydowne, Surrey. English High Court of Admiralty. Deposited December 21<sup>st</sup> 1644. HCA 13/57 f.326r

**ANOTHER MISHAP AMONGST THE LOCKS OF LONDON BRIDGE [1641]**

<sup>181</sup> HCA 13/57 ff.324v-326r

**Henry Woode, a thirty-two year old coal porter, of Saint Saviours in the Borough of Southwark, Surrey, was witness to a hair raising collision in one of the arches of London Bridge. Three lighters carrying coal were moving upstream, intending to pass through the Sheffield lock. Heading downstream was a lighter carrying hay. The first two coal lighters made it through, but the third of the coal lighters ran foul of the hay lighter.**

"Hee this examinate beinge a labourer and one of those that daylye for a tyme worcke at one Mr Ellis his keye a little belowe London Bridge on the Burrough side in carreinge of coales to and froe one morninge uppon or aboute the tyme arlate was standinge upon the sayd keye readye to goe aboute his worcke and sawe three lighters of coales commeinge upp the river one of which lighters did belonge to one Mr Turner and another which was the lighter in question called the *Anne* as hee conceiveth did belonge to the arlate Daniel Coge but to whome the lighter did belonge hee knoweth not but sayeth the said Cogees lighter was the hindmoste of the three and they all comeinge upp to passe through bridge at Sheffields locke that beinge at that tyme the beste and moste convenient locke for the said lighters to passe through at and the [?XXXX] as the tyde then was (it beinge a full springe tyde) not well able to make any other locke whereby they mighte safelye passe through a lighter of haye lyeinge in theire waye some what closer to the said Sheffield locke then any lighters or other vessels doe or did oughte to lye those in the said lighters called out to them in the haye lighter a greate while before they came neere the said lighter to sheare of to the northward and make waye for them with their lighter of coales to passe by which the said lighterman in the said haye lighter mighte very well have done at and when they had notice and warneinge and were desired soe to doe but neglectinge the same or refuseinge soe to doe twoe foremoste of the three lighters of coales aforesaid with much a doe passed by the said lighter of haye and went through Sheffield locke but the said Cogee's lighter came to goe throughe the said locke as the other had formerlye done and the lighter of haye sheeringe to and againe and the tyde runninge very stronge the said lighters fell foule of each other and the said Coges lighter and the coales in her and lighterman alsoe were in greate dannger of sinckinge in the River and the said lighter man much damnified by the said lighter of haye but the name of the said lighter of haye or to whome the same did or doth belonge for his parte hee knoweth not neither doth hee knowe what or howe greate dammage the said Coghe hath by the desaster aforesaid sustained."<sup>182</sup>

**Henry Woode added, in answer to an interrogatory:**

"The lighter of haye in question laye soe neere the bridge betweene Sheffields locke and the drawe bridge locke and shewed soe to and againe that there was scarce any passahge through for any lighter at either of the said locks without beinge foule of the said lighter, and saveinge the bridgehouse is 4 or 5 houses breadth from Sheffields Locke and the ligher of haye laye neere Sgeffields locke then it did to the bridgehouse, and that there were twoe or three more lighters of haye which at that tyme laye cloe to the bridge and neerer the bridge indeede then the lighter of haye in question did but those lighters laye faste and did not sheere to and froe soe much as the lighter in question did nor laye in the midste of the streme or soe neere the middle of the [?streme] or currants that went throughe the locke as the said lighter of hay did."<sup>183</sup>

**He continued:**

"A lighter of haye cannott goe through bridge at any tyme but at a lowe water or a verye lowe neape tyde upon the firste of the fludd and soe hee hath alwayes observed and accounted.

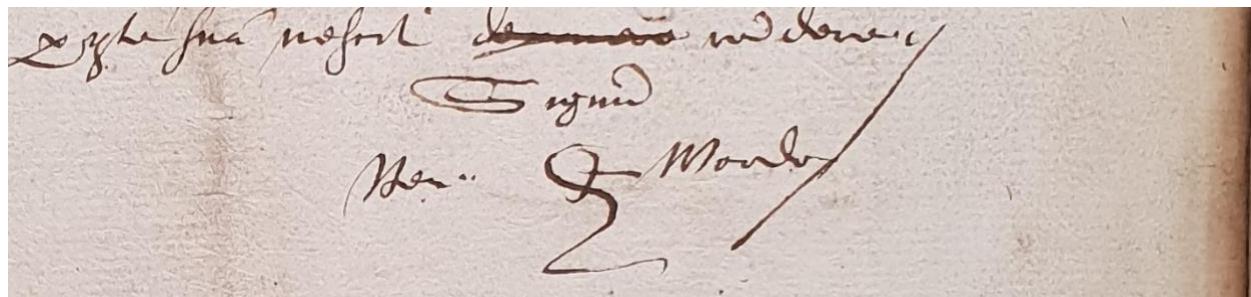
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<sup>182</sup> HCA 13/57 ff.281v-282r

<sup>183</sup> HCA 13/57 f.282r

It was in the morninge aboute five or six of the clocke when the dammage in question happened to the lighter of the said Coges in question and all the locks were then open.

There were two lightermen in the said lighter of haye a heade of the said lighter when they had notice and were firste called out to sheere to the Northward and make waye and yt was then uppon a highe water.”<sup>184</sup>



Mark of Henry Woode, coal porter of Saint Saviours in the Burough of Southwark, Surrey. English High Court of Admiralty.  
November 19<sup>th</sup> 1641. HCA 13/57 f.282v.

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<sup>184</sup> HCA 13/57 f.282v

# HORSES

## TRANSPORTING HORSES

Norway was a prime source of horses for use in the English (and other) plantations in the West Indies, and also for military purposes. A number of English Admiralty Court cases mention the exporting of horses, usually by the English, but in one case by the Dutch. The Dutch case involved the ship the *Swan* of Medenblick, which successfully transported horses from Norway to the Barbadoes, but was subsequently seized by the English at Barbadoes , after returning from the Cape Verde islands with a lading of salt and asses, supposedly belonging to English, Hamburgers and Hollanders. Another Dutch ship, the *King David*, brought horses from Amsterdam intended for the Leeward Islands, but was persuaded by the Governor of Barbados to sell them under licence in Barbados, and to fetch more from the Dutch Island of Curacao. However, on returning to Barbados from Curaco, the ship was seized by General Penn

The horses were laden into the holds of ships with pulleys at the port of embarkation, and were similarly winched out on arrival. They were housed in temporary stalls, built by the ship's carpenters. The mortality of the animals could be high during voyages, as illustrated in the case of *Tankervale*, in which storms and shoddily built wooden partitions on board ship, led to the death of all but one horse.

### Horses [Norway/Amsterdam/Barbados]

Simon Sibrantson Groot, a nineteen year old mariner of Schelling-Wouwe near Amsterdam, deposed regarding a ship named the *Swan* of Memblick in Holland. He claimed that the owners were all Dutch, and that:

"the said shipp sailed from Medenblick aforesaid in or about the moneth of July 1654 last past then bound for Norway, where they tooke in a ladeing of horses, which they brought to the Barbadoes, and afterwards sailed to the Cape de Verde Islands where they tooke in salt and asses which they brought to the Barbadoes, where the said asses and about half the salt were discharged"<sup>185</sup>

William Tickell of Birchen Lane London merchant aged fourty three yeeres went as merchant on board the ship the *Tankervale* on a voyage from London to Norway "to take in horses", and then intending to go to Barbados. He stated:

"att the sayd shipps arrivall in Norway the sayd Batsons and companies factor there did putt on board the sayd shipp forty five horses or thereabouts for their use and accompt to be carried and transported from thence to the Barbadoes And the sayd James Cooke and Maynard Johnson as mate and boatswayne were by their places to looke unto and have care of the stowage thereof, and to see that the stanchions in which they were to be placed were strong and good. And they had and were provided of such materialls for that purpose as they sayd were good and sufficient and there was enough of other boards spars. and materialls to have made the sayd stanchions more strong and they might have had them if they had pleased of the certayne knowledge of this deponent who was then there as merchant of the sayd shipp and had provided such materialls as were strong and sufficient and they the sayd

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<sup>185</sup> HCA 13/70 f.411r

**James Cooke, and Maynard and the rest of the mariners concerned in the stowing of the sayd horses did refuse to make use of them, saying that such as them had was sufficient.”<sup>186</sup>**

“the sayd horses being so putt on board, the sayd shipp *Tankervale* putt out to sea and soone after upon the shipps working, the stanchions in which the sayd horses were placed did breake downe in regard they were too weake, and the sayd horses by reason of such bad stowage fell one upon another, and thereby one killed another and all of them dyed except one horse and the sayd Cooke and company instead of goeing with the sayd shipp to the Barbadoes brought her to Newcastle”<sup>187</sup>

“the onely cause of the losse of all the sayd horses was because the stanchions were not made strong as they ought to have bene, and as they might have bene had they whom the stowage did concerne made use of the sparrs which this deponent had provided for that purpose, which he saith were strong and good. And he is well assured that in case the sayd stanchions had bene made as they so ought and might have bene the sayd sayd horses had bene preserved. And further hee saith that the care and lookeing to the making of the sayd stanchions did properly belong to the sayd James Cooke and Maynard Johnson as mate and boatswaine, which hee knoweth by the observation he hath made of the dutyes of mates and boatsways in the like case, for many yeaeres that he hath used the sea as a merchant”<sup>188</sup>

**Nicholas Hamond of St Michaels Cornhill London barber chirurgion of and belonging to the sayd shipp *Tankervale* aged thirty yeaeres added that the horses were taken on at Gottenurran in Norway, which he also called “Gottenburgh.”<sup>189</sup> He stated:**

“the care for stowage and providing and making sufficient stancheons to place the sayd horses in did belong to the sayd James Cookes as mate, and Maynard Johnson as boatswaine of the sayd shipp; And hee saith that there were boards and materialls enough to have made the sayd stanchions strong and sufficient and they might have had the same for that and in case they had pleased, which hee knoweth for that he heard one of the sayd Batson’s and companies agents offer them such materialls of att sorts as were fitt and sufficient.”<sup>190</sup>

“within a small tyme after the sayd shipp was putt out to sea from Gottenburgh with the sayd horses, the stancheons in which they were placed did all or most of them breake, being made, as then appeared too weake, and thereupon upon the working and rolling of the sayd shipp in the sea the sayd horses fell one upon another and beat and killed one another so as all of them dyed and were left, one onely escaped, which hee knoweth to be true being then on board the sayd shipp in the quality aforesayd.”<sup>191</sup>

**Jaspar Williams of Ratcliff in the parish of Stepney and County of Middlesex Carpenter of the shipp the *Edward and John* aged forty seaven yeaeres described a voyage in 1655 and 1656 from London to Barbados with horses::**

“the arlate Totty had twenty sixe horses and gueldings and two mares shipped aboard the sayd shipp to bee transported to the Barbadoes for accompt of severall owners whereof the arlate Chamberlaine was one, two of which dyed at Sea by the way and the rest arrived there in safety, and after their arrivall the severall owners came to demand them, and they were by the order of the master sent from on board as they were demanded and carried on shoare but how disposed of hee knoweth not for that hee went

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<sup>186</sup> HCA 13/71 f.168r

<sup>187</sup> HCA 13/71 ff.168r-168v

<sup>188</sup> HCA 13/71 f.168v

<sup>189</sup> HCA 13/71 ff.170r-170v

<sup>190</sup> HCA 13/71 f.170v

<sup>191</sup> HCA 13/71 f.170v

not with any of them on shoare And saith that after all the sayd horses or gueldings and mares were delivered on shoare save fower horses or gueldings and one mare; the arlate Chamberlaine came on board the sayd shipp and desyred that his horses might bee sent on shoare that evening, and this deponent sawe all the sayd fower forses or gueldings and one mare (which were all of them on shipp board and whereof the horse in question was one) heaved into a boate and carried on shoare but how they were after disposed of hee cannot of his certayne knowledge depose for that hee went not with them, but hath heard his contest Thomas Lindsey and this deponents mate Edward Cooke, two of those (who as they sayd were employed to carrie them) saye that they carried them to a hovell or stable with a rack and manger neere the Indian bridge in the Barbados which (as they sayd) was the place where all the rest of the horses whose owners were not ready on shoare to receave then was lost, and noe body being there (as they sayd to receave them) they were all five tyed there and there left"<sup>192</sup>

**Jacob Alderson was stiersman of the *King David*. Coming from Amsterdam, he deposed in August 30<sup>th</sup> 1655 i On the behalfe of Claes fflorison and companie owners of the *King David* of Amsterdam and lading seized neere the Barbadoes, that:**

"was stiersman of her at the time of her seizure hereafter mentioned, and for about five monethes space before such her seizure, and saith shee belongeth to the port of Amsterdam, and came last thence on the 18th of October last new stile, laden with 16 horses and saddles bound for the Charibbe Ilands under the conduct of Claes fflorison her master, who together with mr [?ffare] and the brothers and sisters of the said mr [?ffare], myn heer Basse and some others, all dutch and subiects of the Lords the States of the United Netherlands were and are her owners and set her out on that voyage, wherein shee had not as hee saith bin at any port betwixt the time of her departure as aforesaid from Amsterdam and her said seizure,... the said Governour gave him leave to take water, and asked him if hee would not trade there (speaking of the Barbadas) to which hee said hee answered yes, if the Governour would give him licence, rather then to [?XXXX] the Leeward Islands, and that the Governour gave him leave, and badd him trade freely, saying hee should have asmuch freedome to trade as heretofore and as any shipp in the Roade had, and desired to buy one of the horses, which the master sold and delivered, and soe having got license the said master sold the rest of the horses to the English there and delivered them ashore, and then the master got leave of the Governour to take in water and to goe to the Iland of Kersow<sup>193</sup> (being under the Dutch) and fetch more horses, and to bringe and sell them at the Barbada's, and going and fetching them and retournring with them towards the said bay, and being about foure dutch miles without the bay there came the frigot *Grantham* and seized the said shipp the *kinge david* with nine and twenty horses, and some goates, namely about 36 goates, which hoses and goates were alsoe belonging to the said owners of the said shipp, and soe were the foresaid horses delivered at the Barbada's, and saith the said horses and goates brought from kersow<sup>194</sup> were worth about five thousand gilders, and cost soe much there, and the horses brought from Amsterdam and sold at the Barbada's alsoe worth about five thousand gilders, and the said shipp tackle and furniture were worth about eight hundred pounds sterlinc or eight thousand gilders, and that shee was under saile when shee was seized by the English, and was on the open sea."<sup>195</sup>

<sup>192</sup> HCA 13/71 ff.356r-356v

<sup>193</sup> Curacao

<sup>194</sup> Curacao

<sup>195</sup> HCA 13/70 ff.594v-595r

## INDIGO

**Indigo will keep a dozen years when layed up dry and in a dry place [1609]**

**INDIGO WILL KEEP A DOZEN YEARS WHEN LAYED UP DRY IN A DRY PLACE [1609]**

**John Woodward, forty-six year old grocer of London. Deposed July 1609.**

"Indico and cochineale beeing well conditioned and good as it bee laied up drie and in a drie place will keepe a douzoin yeares and upwards as this examinate beleeveth"<sup>196</sup>

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<sup>196</sup> HCA 13/40 f.194v

## LINNEN

### TRANSPORTING LINNENS

**Michael Norman**, pilot of the ship the *Sant Jacob*, deposed on January 24<sup>th</sup> 1656 in a businnesse of examination of witnesses to perpetuall remembrance concerning certaine stormes happened to the *Saint Jacob* of Lubeck, Evert Penning master that: “To the 6th hee cannot answer for hee did not as hee saith see the delivery of any of the said linnens; but in the shipp hee saith they were stowd betweene the windles and the maine hatches, in the middle of the shipp with wood on both sides, being the safest place and manner that could be.”<sup>197</sup>

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<sup>197</sup> HCA 13/70 f.705r

## METALS [COPPER, IRON, LEAD, PEWTER, STEEL, TIN]

### CASTING OF PIGS OF LEAD INTO BARS FOR EXPORT TO BARBARY [1632]

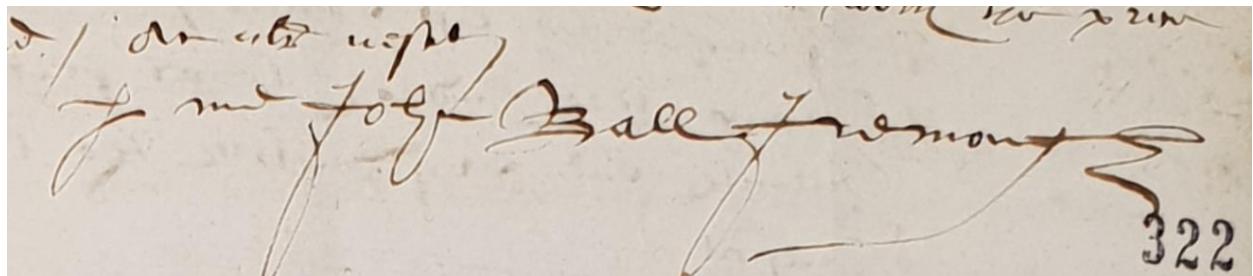
**Thomas Bardsey, forty-five year old plumber of Saint Dunstans in the East, London. Deposed January 1635.**

"In the moneth of December anno domini 1632, the arlate Thomas Briggs did buy of Mr Giles Morewood of London merchant seaventye piggs of lead, weighing one hundred nynetye eighte hundred weighte, which lead this deponent afterwards by the oprder and appoyntment of the sayd Briggs cast into barrs, and was (as this deponent understood by Robert Woodruffe of London merchant who came to this deponent's house with the sayd Briggs the same day the sayd lead was fetcht away to be shipt) to be caryed to sea and disposed of by the sayd Woodruffe in a voyage then intended by him uppon the coast of Barbary."<sup>198</sup>

### ENGLISH STEEL WORTH MORE THAN DUTCH STEEL PER POUND [1599]

**John Ball, thirty-nine year old ironmonger of London. Deposed February 1599.**

"Stele which is commonmlye used in Englande is worth here 31s the hundredth and twenty pound waigthe. But smale barrells of Duch steele which conteyne commonly 120 pound wayght the barrell were worth in London in the yeare 1596 20s the barrell beinge steele not vendible in England and now yt is worth 24s the barrell. And this he knoweth to be true ffor that he is an ironmonger and buyeth and selleth steele dayly , and both bought and sould duch steele in the said yeare 1596."<sup>199</sup>



Signature of John Ball, London ironmonger. English High Court of Admiralty. February 15<sup>th</sup> 1599. HCA 13/33 f.322r.

<sup>198</sup> HCA 13/51 f.255v

<sup>199</sup> HCA 13/33 ff.321v-322r

## MISCELLANEOUS

### Baskets

**Gilbert Angell, sixty-four year old mariner of Ratcliff, Middlesex. Master of the Pearle of London, which took on a lading at Faro in Portugal, including a number of baskets. Angell signed a bill of lading, in error, for a greater quantity of baskets than had been delivered on board. Deposed March 1637.**

"This examineate after the ladeinge of the basketts arlate aboard the arlate shippe castinge upp the accounts of the goods which hee had received aboard did finde that hee had given a bill of ladeinge for a greater quantity of basketts then hee had received or then was laden aboard the sayd shipp and there upon hee this examineate did write a letter and caused the same to bee sent to the ffactor whoe laded the sayd basketts intimateinge soe much to him and there upon the sayd ffactor came downe to the sayd shippe and told him this examineate in the presence of 4 or 5 of his company and one James Clarke a ffactor or merchante that if there were not soe many basketts aboard of his shippe as were specified and sett downe in the bill of ladeinge yet hee this examineate should suffer nothinge therby but willed him to deliver as many as hee had or used words to the like effecte.

There was laden abord the arlate shippe att ffaro aforesayd 159 dozen of basketts for the merchants accounts and noe more that hee this examineate knoweth of although hee saieth hee gave his bill of ladeinge for more videlicet for 200 dozen, but hee saieth that when hee signed the sayd bill of ladeinge for 200 sozen hee tooke the ffactors owne word for the same and did not knowe what quantity at all was laden but afterwards findeinge his error wrigg to the ffactor to re[?XXXe] the same and the sayd ffactor told him as before he hath declared and hee saieth the sayd 159 dozen of basketts after the shippes arrivall at Londonw ere delivered to the marchants to whom the same were consigned or to there assignes safely and well."<sup>200</sup>

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<sup>200</sup> HCA 13/53 f.120v

## OILS

Barrels of Genoa oils contains twenty-two gallons [1643]

City gager gaged oyles after caskes were refilled [1637]

Drawing put, rehooping and refilling casks [1598]

Lading oils [1638]

Rotten casks containing oils shipped from Deville via San Lucar [1632]

Storage of oils on lower tier on ballast [1608]

Transporting oils [1658]

Whale oil, the job of a cooper on and off a Greenland whaler [1634]

### **BARRELS OF GENOA OILS CONTAIN TWENTY-TWO GALLONS [1643]**

**John Seede, forty-two year old oilman of Saint Mary Woolchurch, London. States that a barrel of Genoa oild sent to London contains twenty-two gallons, and estimates ordinary leakage at two gallons per barrel. Deposed March 1643.**

"For the space of these sixteene yeares laste paste hee this examinate hath traded as an oyleman for himselfe and in that tyme hath observed that barrells of oyle broughte from Genoa to London doe ordinarilye and usuallye containe 22 gallons of oyle each barrell and soe much at leaste a barrell the arlate Bernardston and companyes oyle caske did containe and was able to hold the voyage in question which hee well knoweth to bee true for that hee boughte parte of the said oyle caske of him that boughte the oyle and afterwards made experience thereof to see what they would holde or containe and found them to holde or containe as much as hee hath formelye depos'd.

By this experience aforesaid...hee hath observed that the greatest leakage which is ordinarilye accounted amongste merchants in oyles broughte from the porte of Genoa to thei porte of London in barrels of the same bignes as the barrels in question is accounted not above tenn in the hundred which is after the rate of 2 gallons in a barrel but if it chance to be more it is then accounted extraordinarye leakage.

The barrells of oyle which come from Genoa to this porte of London are usually of one and the same bignes and in the yeare 1635 Genoa oyle was here in London solde for and worth one with another £3-10s and betweene £3-10s and £4 a barrell which hee knoweth to bee true for the reasons aforesaid."<sup>201</sup>

In response to interrogatories:

"There is another sorte of caske of oile broughte and transported from Genoa to this porte of London then the caske wherein the oils in question were which sorte of caske is not above halfe as bigge as the caske in question and doth not containe above halfe as much as the said caske doth."<sup>202</sup>

**Joseph Linge, thirty-four year old oilman of Saint Midlred Le Poultry, London, estimated ordinary leakage somewhat lower than John Seede, suggesting ordinary leakage of one and a half gallons a cask, some times two gallons and very seldom more. Deposed March 1643.**

"For the space of these twelve yeares laste paste and upwards hee this examinate hath traded in oyles and such like comodities and in that tyme hath observed and seene, and had the experience of oyles broughte from Genoa to this porte of London and sayeth that barrells of oyle broughte from Genoa to London ssaith as hee sawe some of the barrells in question were of did and doe usuallye or ordinarilye holde and containe 22 gallons or twentye at the least each barrell and soe much hee conceiveth is well knowne to those men that trade and deale in oyle from thence.

The ordinarye leakage in oyles broughte from Genoa to this porte of London is accounted one and a halfe per gallon in a barrell such as the barrells in question were of and some tymes twoe gallons a barrell but very seldom more."<sup>203</sup>

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<sup>201</sup> HCA 13/58 f.442v

<sup>202</sup> HCA 13/58 f.443r

<sup>203</sup> HCA 13/58 f.443r

### CITY GAGER GAGED OYLES AFTER CASKS WERE REFILLED [1637]

**John Such, twenty-four year old servant to Henry Haycocke, cooper of Allhallows Stayninge, London. Deposed March 1637.**

"About Michaelmas past after the arrivall of the arlate shipp the *Experience* of London (wherof Thomas Davies was master) with her ladine of oyles and other goods into the porte of London this deponent was appointed by his master the foresayd Henry Haycocke (who is the arlate Mr Robert Gardner's cooper) to goe aboarde the sayd shipp the *Experience* to take up and receave out of her the oyles broughte home under the sayd Gardner's marke and to looke if they wanted any hoopes or other cooper's worke, and this deponent did accordinglye goe aboard the sayd shipp and receive out of her one hundred sixtye eighte caskes or vessels of oyles small and great, under the sayd Mr Gardner's marke, some of which at the tyme of the delivery of them out of the sayd shipp into the lighters, were aboute two thirds out, and every of the sayd casks did want some what, more or lesse of beinge full, and after the sayd oyles were putt into the sellers (taken or hired for the sayd Mr Gardner's use) the sayd Haycocke and this deponent did fill up as many of the sayd casks as the oyle in them woulde extende unto, and all the oyle which was in twentye three of the same casks and one third of another caske were spent and putt into the rest of the sayd casks to fill them up, and after the same were filled one Mr Joyce the city gager did gage all the foresayd 168 caskes aswell those which were emptye as those that were full, and that by reporte of his master, who did cast up the gage of every of the sayd casks after the sayd Joyce had gaged them as aforesayd, the twentye three casks and one third of another which were spent in fillinge up of the rest as aforesayd would have contayned beinge filled up with oyle, ten tonnes and one hogshead of oyle...There was pumpte out of the sayd shipp to the quantitye of fower tonne and a halfe of oyle or therabouts which is to be sthared betweene the sayd Mr Gardner and other merchants, which had oyle in the sayd shipp accordinge to the proportion of oyles laden for every man's accompte."<sup>204</sup>

### DRAWING OUT, REHOOPING AND REFILLING CASKS [1598]

**William Alison, mariner of Wapping and one of the quartermasters of the *Phenix* of London. The *Phenix* had been on a lengthy voyage in the Mediterranean and as a result oils contained in wooden casks on a captured prize had become leaky. The ship's master ordered the rehooping and reloading of the casks.**

"There were forescore and two butts hogsheads and puncheons of oyles laden into the *Phenix* at Talowne, and afterwards at the retурne of the shipp thither agayne with a prize by reason of longe lyeinge there many of the caske became faulty, and thereupon by order of the merchante the master Peter Oliver all the said caske were shifted, some of tem newe hoped and repayedred and some beinge very bad were changed, all the oyles were drawnen out and putt into thre score and eightene caske which he knoweth to be true for that he was one that helped to shifte the said oyles and sawe them filled into the said 78 caske.

All the oyles in the said 82 caske were drawnen out and putt into 78 caske, and noe parte purloyned wasted or spente to his knowledge."<sup>205</sup>

### LADING OILS [1638]

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<sup>204</sup> HCA 13/53 f.69r

<sup>205</sup> HCA 13/33 f.60v

**Daniel Harris**, servant of William Coulterman, was deposed on May 28<sup>th</sup> 1638 in the case of Barnardiston Cliborne. He stated that:

"About two yeares since his precontest the foresayd William Coulterman and this deponent as his servant were employed by Mr Barnardiston and Mr Robert and Mr ffrancis Meade of London merchants to fill up certayne barrells of oyle then lyeinge in a warehouse within a yard belonginge to the Three Cranes Taverne right against the Customhouse London in which warehouse there were the quantitye of foure score barrells or thereabouts which had had sweet oyle in them, some of which were broken in peeces and the heads of some of them were out and nothinge left in them and some of them had not above a quart and some about a pottle and some more and some lesse of oyle in them all which foure score barrells or thereabouts did not make above nyneeteene barrells of good oyle; and a barrell and a halfe or thereabouts of the scrapings of the barrells and refuse oyle, but what became of the rest of the oyles that were in the sayd barrells or out of what shipp they came he knoweth not... some of the sayd oyles which were filled into the sayd 19 barrells were very good, but the oyle which came out of some of the sayd barrells which had but little in them became ranke and naught"<sup>206</sup>

### **ROTTEN CASKS CONTAINING OILS SHIPPED FROM SEVILLE VIA SAN LUCAR [1632]**

**Jonas Reeve, twenty-three year old mariner of Portsmouth, Hampshire. Deposed December 1632.**

"In the moneth of february last paste [1632] there were laden abord the arlate shipp the *Civil Merchant* (wherof Nicholas Hilson was master) in the port of San Lucar in Spayne, ten pipes of oyle marked with the first marke in the margent, fifty pipes of oyle of the second marke in the margent, and forty nyne pipes and noe more of the third marke in the margent, and one pipe without marke, all which oyles were brought to San Lucar in a little barke, from Sivill (as it was sayd) all which oyles marked with the third marke, except those which were leakt out were delivered in this port of London to a cooper which came to deamannd the same in the name of the arlate Nathan Wright, and he also sayeth that the leakadge and damage which happened to the sayd oyles did soe happen by reason of the insufficiencye and rottennes of the caskes in which they were laden abord the sayd shipp and not by the fault of the sayd shipp or of the master and company therof, in ill stowage of them or otherwise, The premisses he knoweth to be true for that he was boatswayne of the sayd shipp the voyage aforesayd and tooke a note of all the goods laden abord the sayd shipp and of the marks upon them which he nowe peruseth at the tyme of this his examination, and sawe the stowage of the sayd oyles, and the delivery of them heere in this port of London, and that some of the caskes wherin the sayd oyles were laden were soe rotten when they were delivered heere in the port of London that the cooper appoynted by the sayd Mr Wright to receive the sayd oyles durst not adventure to take them up in the caskes wherin they then were, but brought other butts or pipes and cutt the bunge holes of the sayd rotten pipes bigger and laded the sayd oyle out into the other pipes which he had brought and therin caryed the sayd oyle on shoare..."

**In response to interrogatories:**

"...Some of the sayd oyles marked with the third marke in the margent did receive some damage by leakage which happened by the casualty of the sea and rottennes of the sayd casks."<sup>207</sup>

### **STORAGE OF OILS ON LOWER TIER ON BALLAST [1608]**

<sup>206</sup> HCA 13/54 f.102v

<sup>207</sup> HCA 13/50 f.194r

**Robert Coxe, a thirty-nine year old cooper, living in London, was requested to view pipes of oil belonging to the London merchant John Van Erpe. They had been brought to London from Spain on the ship the *Penelope*, together with other mens' oils.**

"At such tyme as the articulate shipp the *Penelope* was dischardginge oyles and other goodes in the River of Thames, this examinate at the request of John Van Erpe articulate wente with him on bord the said shipp then ridinge at an anchor in the Thames neere Ratcliffe and sawe that aboute twenty pipes of oyle were then in the said shipp, and some of them lay in the ballast in the lowest tire, which the sayd John Van Erpe sayd were his and at his request this examinate opened the bunges of two or three of the said pipes to viewe them, and found one of them cleane run out by reason the hoopes lyeinge in the ballast were rotten and broken of, and an other pipe leaked aboute 11 ynches of full and an other pipe leaked aboute seven ynches of full, and the rest so farre as he could peruse were well conditioned".<sup>208</sup>

In response to interrogatories, Coxe added that "The said oyles were stowed in good order and very carefully in the said shippe." John van Erpe himself had been on board the ship and according to Coxe, Van Erpe "found faulfe with the stowinge of the said oyles in the ballaste for that the hoopes with the [?XXXX] thereof were rotten and broken of."<sup>209</sup>

## **TRANSPORTING OILS [1658]**

**Many sorts of oils appear in the English Admiralty Court records. These include whale oil, sometimes called traine oil, pilchard oil (also sometimes called traine oil), and sweet oils (olive oil).**

**William Hobcroft**, a 41 year old wine cooper of Saint Dunstans in the East, was deposed on October 5<sup>th</sup> 1658 in the case David Young against David Bonell. He stated that

"Hee this deponent being employed by the sayd David Bonnell to receave the the sayd oyles after they were brought to London did thereby observe that the caske wherein the sayd oyles in question were were very ill and loose stowed betwixt decks but were good caske saving for such dammage as by their ill stowage not being well coyned they had receaved, whereby theyre hoopes were loosned and the caske had given way by being **wowled** and tumbled out against an other with the workeing of the sea for want of good standing coynes and under coynes and bedds"<sup>210</sup>

**Richard Darnelle**, a 40 year old haberdasher, who traded in oils, deposed in the case of the Lord Protector against Brewer on February 21<sup>st</sup> 1655 that:

"by the usuall and common computation of the measure of oile in this nation, two hundred and fiftie two gallons of sweete oyle, doe make a tonne, And that by the same computation and measure this citie, whosoever sells a tonne of sweete oile without declaration or specification of howe many gallons hee will deliver to the tonne, is understood to be liable to deliver and is to deliver two hundred fiftie and two gallons to the tonne, which hee knoweth for that hee this deponent is an oile-man and hath exercised that trade as apprentice and freeman for theise twenty yeares last past or thereabouts in this citie, and saith it is notorious that where the number of gallons to the tonne are not expressly contracted for, then 252 gallons are intended to be bought and sold in the selling and buying of a tonne of sweeteoiles, and accordingly to be delivered." And added: "foure monethes since there was a triall at Guildhall London betweene Mr Brewer and a merchant of this citie (whose name hee remembreth

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<sup>208</sup> HCA 13/39 f.210r

<sup>209</sup> HCA 13/39 f.210r

<sup>210</sup> HCA 13/72 f.498v

not) wherein Mr Brewer demannded 252 gallons to the tonne of sweeteoiles, and the said merchant would deliver but 236 gallons, and therein the said Mr Brewer obtained against the said merchant"<sup>211</sup>

**Thomas ffox**, a 27 year old shipp carpenter of Saint Olave Southwarke, was carpenter on the ship the *Pilgrim*. He deposed on September 11<sup>th</sup> **166** in the case of Bland and company owners of the *Pilgrim* et cetera against the *Exeter Merchant* and Thomas Woodfin her master, that :

"while the shipp *Pilgrim* laye in harbour at Pharoe where shee laded her oyles and in her voyage thence homeward there was about one pipe and a hogshead of oyle or thereabouts (as hee beleeveth) pumped out which was saved and put into casks on board, And hee alsoe saith that as much as could possibly bee saved of the oyles pumped up after the disaster aforesayd happened was alsoe saved and put into empty casks which was on shipp board"<sup>212</sup>

**James Watkins**, a 40 year old mariner of Limehosue, was the master and part owner of the ship the *Pilgrim*. The ship and lading were damaged at their mooring by Dicks Shoare in the River Thames, when the ship the *Exeter Merchant* veered into her.

**James Watkins** deposed on September 19<sup>th</sup> 1655 in the case of Bland and others owners of the shipp the *Pilgrim*, against the *Exeter Merchant* Thomas Woodfin Master, that: "in the moneths of March and April 1655 there were on board the shipp the *Pilgrim* one hundred and fiftie butts of oyle or thereabouts which were laden aboard the sayd ship and consigned to be delivered at London to the arlate Samuell Bathurst who paid this deponent freight for them. But whether hee were the Owner and proprietor of them hee knoweth not And that at the same tyme there were aboard the sayd shipp twenty butts of wine or thereabouts which were consigned to be delivered to the arlate Richard Baker And that at the same tyme there were aboard the sayd shipp sixe butts of oyle which were consigned to be delivered to the arlate George Clarke this hee knoweth being Master of the shipp the *Pilgrim* and seeing the sayd wines and oyles laden aboard her... the arlate shipp the *Exeter Merchant* whereof was then Master the arlate Thomas Woodfin did by the carelessness and negligence of the sayd Woodfin and Company came and drave crosse the hawse of the *Pilgrim* and brake the Cable and boltspritt and head and drave her on shoare with all her sayd ladeing above mentioned and also severall other goods on board her wherewith shee was deepe laden belonging to other persons besides the foresayd Bathurst Baker and Clarke by meanes whereof the sayd shipp *Pilgrim* being deepe laden as aforesayd was much wronge and hurte and became thereby very leakie and many of the Casks wherein the oyles belonging to the arlate Bathurst and Clarke were conteyned became thereby very leakie and this deponent and Company of the *Pilgrim* shortly after her being soe driven on shoare by the meanes aforesayd makeing use of their pumpe to cleare the sayd shipp *Pilgrim* of water did thereby finde that there came up a very great quantitie of oyles at the pumpe and that hee this deponent and company haveing deiver tymes within a fortnight next before sycvh her being driven on ground pumped the sayd shipp well knoweth that there came very little oyle up in that tyme at the pumpe before sych her being driven on shoare And alsoe saith that hee beleeveth that by reason of such her being driven on shoare some casks of wine belonging to the arlate Richard Baker became alsoe leakie, for that hee sawe afterwards that some of themn had leaked out a good quantitie of the wine that was in them, but whether any of the wines soe leaked out came up at the pumpe hee cannot depose it being a thinge not to be discovered as oyle may bee, the premisses hee deposeth being then Master of the *Pilgrim* and on board and an eye witnesse of them... hee knoweth that a good quantitie of oyles belonging to the arlate Bathurst and Clarke and beleeveth some wines belonging to the arlate Baker, were leaked out by the meanes aforesayd, but the number of butts hee knoweth not, but saith for that hee had oyles then

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<sup>211</sup> HCA 13/70 f.195r

<sup>212</sup> HCA 13/70 f.506r

on board for his owne Accompte hee knoweth that oyles were then worth twelve or fowerteene pounds sterling a butt"<sup>213</sup>

**Thomas Sweet**, a twenty three year old mariner, deposed in January 1658 that "the sayd shipp and oyles in her being arrived at London the arlate John Collins a cooper by order (as hee sayd) from the sayd Bonnell came aboard the sayd shipp to view the Caske wherein the sayd oyles were and to see in what condition they were And upon view of them the sayd cooper did finde them to be very leakie yet did before this deponent and his precontest William Smith and others acknowledge that the caske was well stowed and that the cause of their leakiness was merely in the caske for that they were greene and by that meanes had shrunke and desyred this depinent and the rest of the company to put the Butts aboard lighters which came to receave them and told them that hee would give and did accordingly give a noate under his hand expressing that the sayd Butts were well stowed and that the cause of their leakiness was only the baddnesse of the caske or to that effect And this deponent remembreth that upon the sayd coopers view of them panns and basons were put under the heads of such of the butts as could bee come at to receave the oyle which leaked from them which pannes and basons the next morning when the cooper came againe neere filled"<sup>214</sup>

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<sup>213</sup> HCA 13/70 ff.507v-508r

<sup>214</sup> HCA 13/72 f.213r

## **WHALE OIL – THE JOB OF A COOPER ON AND OFF A GREENLAND WHALER [1634]**

Mathew Kinston was a twenty-one year old cooper, living in the parish of All Hallows Barking. He was hired by Captains Elie and Goodlad to go cooper on a whaling voyage in the ship the *Elisabeth and Anne*. Kinson gives us a detailed description of his responsibilities as cooper. He was deposed in the English High Court of Admiralty mid-October 1634, well after the end of that year's whaling season.<sup>215</sup>

"Fower or five dayes before May last past hee this examineate was hired by Captaine Elie and Captaine Goodlad for a cooper to serve abord the shippe called the *Elisabeth and Anne* wherof Roger Cooper was master) in this her last voyage to Greeneland and his busines was cheifely to trymm upp and fitt caskes for oyle or water, but hee saith that when hee was not a trymminge or fittinge of casks, but was at leisure hee did helpe to do other workcke that was necessary to bee done

The first use or busines for a cooper in a Greenland shippe is in his observation (this beinge the first voyage that ever hee made in any such shippe) to tryme casks and to hooke and heade the same, and to make the same fitt for oyle or water or such other things as shalbee putt therein, and the usuall busines for the saylers to rowle the water caske downe and put it on shippe board and for the coopers or one that is appointed for that purpose to rowle downe the oyle caske and for the saylers to put ot aboard, but hee saieth they all videlicet all the shippes company doe when they were not otherwayes busied helpe to rowle downe caske and to put the same a shipp boarde.



In both shippes videlicet the *Elsabeth* and *Anne* Roger Cooper master and the *Whale*, in theise last voyages to Greeneland, there were eighte coopers, a hoope binder called John Coloner and a rowler off called Simon ffosne and the names of those eighte coopers were John Garffeild, Thomas Barnes, John Mapkin, Roberte Jones, George Strachie, Roberte Carpenter, Richard [?Rerry] and him this examinate

Detail showing Bell Point and Bel Sound from Edge's map, ca. 1611

And hee saieth they did all tryme upp and head caske togeather both for water and oyle at Bell sounde in Greeneland and all the oyle and water brought home in the said shippe the *Elisabeth and Anne* this last voyage was filled into caske, at Bell Sounde aforesaid as hee

<sup>215</sup> HCA 13/51 f.117v-118v

verily beleeveth hee beinge at the fillinge of some of the said water caske, and fillinge upp of some of the said oyle caske before the same were rowled off, and all the said caske brought home in the said shippe was alsoe headed at Bell Sound aforesaid.

There were twelve tonnes of water trimmed into caske at Greeneland this last voyage for the shippes the *Elisabeth and Anne* and the *Whale*, which twelve tonnes of water soe put upp into caske by the direcion of John Garffeild the head cooper, and that water hee saieth ws putt upp and trimmed by all the shippes company one amonge another as they were at leisure, six tonnes and a halfe of which twelve tonnes of water or neere thereabouts were put aboard the shippe the *Elisabeth and Anne* for her use.

Comeinge home this last voyage from Greeneland hee this examinate by the direcion of Roger Cooper master of the said shipp the *Elisabeth and Anne*) did take out of fower hogsheads of water aboard the said shippe fower rundletts but what was in those fower rundletts hee knoweth not because hee did not see the same opened, nor the water in those hogsheads lett out.

The said rundletts wherein were said to bee oyle were first founde out as hee hath heard by the cookes mate whoe goeinge to drawe water out of a hogshead of water abroach haveinge drawne out some and putt the same into a chaldrone or pott wherein they did use to boile theire victualls did finde that the said water was oyle and thereupon further seaech beinge made amongst the water caske they did finde that in fower hogsheads of water there were fower rundletts wherein were sayd to bee oyle but hee saieth hee did not see any one of those fower rundletts opened neither did hee see any of the water out of which the said rundletts were taken that beinge let out before hee this examinate came to take out the said rundletts.

It is not a thinge impossible for any other said cooper to conveighe a rundlett into a water caske and to hooke and head upp the same caske againe, but whoe did conveighe the foresaid rundletts into the said water caske hee knoweth not, but hee saieth hee hath heard of some seamen which could hooke or heade a caske almost aswell as an ordnary cooper.



Barrels used to hold whale oil. LH image shows how barrels were broken down to save space on ships. RH image shows barrels reassembled on board ships. Source: NewEnglandPhotosBlogspoy.com, July 17, 2007, 'Barrels to hold whale oil', Mystic Seaport, CT

## ONION SEED

### TWO YEAR OLD ONION SEED IS ONLY TO BE SOLD BY DECEIT [1605]

**William Bannister, thirty-eight year old grocer of London. Deposed July 1605.**

"True it is that onion seed above two yeares ould is not vendible, nor to be sould amongst merchants unles yt be by deceit, And this examinate knoweth that new onion seed is not to be bought by any man but by warrant from the merchant yt selleth the same upon warrant yt it will grow, or yf he buyeth it without warrant he standeth to the losse himself if he grow not, which he knoweth to be true being a grocer and usually buyinge onion seed evrie yeare.

Onion seed of a yeare ould is commonly bought and sould amongst merchants and is worth almost halfe the price of new onion seed yf yt be well conditioned, and this examinate knoweth not whether he hath ever bought or sould any of a yeare ould, or not."<sup>216</sup>

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<sup>216</sup> HCA 13/37 f.242r

## ORANGES AND LEMONS

### GARDENS [ORCHARDS] OF CITURS FRUIT IN SOUTHERN SPAIN

[INSERT]

### HARVESTING OF ORANGES AND LEMONS IN TIME FOR LADING [1650]

Ffrancisco Pratt, a ship carpenter of Redriff, Surrey, was ship's carpenter on the ship the *Phoenix* on its voyage from London to Vego in Gallicia to fetch oranges and lemons.

Ffrancisco Pratt deposed on May 4<sup>th</sup> 1650 that: "told the said ffreeman that if hee would procure the said shipp to be cleared and to be att libertie to depart assoone as the oranges and lymons should be gathered that hee would then cause the said fruities being then on the trees speedily to be made ready and to be gathered to be laden on board the said shipp"<sup>217</sup> He added that: "the oranges and lymons were not ripe nor fitt to be gathered untill about three monthes after the said shippes arrival at Vego"<sup>218</sup>

### PERISHABILITY OF FRESH (AS OPPOSED TO PICKLED) FRUIT [1653]

Reyer Dommerson [CHECK], mariner of Skedam in Holland and master of the *Hope*, which was carrying oranges and lemons, pickled lemons, salt and other goods en route from Lisbon for Danzig, when seized in 1653,

He stated that "the oranges and lemons aboard (saving what are pickled) will quickly perish and be spoiled if not speedily landed, and the salt will melt and decay, and without greate care taken quickly be spoiled"<sup>219</sup>

Mariner and ship's master Robert Sackrye was of the opinion that "if oranges and lemons doe lye abord a shipp by the space of six or seaven weeks many of them will rott and be corrupted although they be never soe well stowed and although the master and company be never soe carefull to preserve them."<sup>220</sup>

### VOYAGE DURATION FOR SHIPS BRINGING CITRUS FRUIT TO ENGLAND

Peter Place, a Billingsgate located salter, dealt in oranges and lemons in London, and was of the opinion that a seven week voyage from Spain to London was too long and would lead to rotting fruit.<sup>221</sup>

And six shillings six pence per hundred for lemons.

### PROBLEM OF ROTTEN FRUIT AT LADING IN SOUTHERN SPAIN [1636]

Andreas Cload, a forty year old cooper from Poole in Dorset had been on a voyage to Mallega to fetch oranges and lemons for England. His ship had been the *Mermayde* of Poole. Much of the fruit arrived in poor condition, which Cloade proceeded to explain in early 1636 in the Admiralty Court, being at pains to deny any neglect by the crew of his ship or fault in the ship.

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<sup>217</sup> HCA 13/63 f.145r

<sup>218</sup> HCA 13/63 f.146r

<sup>219</sup> HCA 13/69 unfol. IMG\_100\_05(2)\_1031

<sup>220</sup> HCA 13/52 f.331r

<sup>221</sup> HCA 13/52 f.268v

The fruit had been laded at Veles and were “brought out of the country in carts to the waters side where they were tumbled downe out of the carts by the Spaniards that brought them, and afterwards they were carryed in great basketts upon mens shoulders into a [?XX] and from thence delivered abord the sayd shipp...By reason thereof many of them were bruised, and by that meanes and by the longe lyeinge of them in the sayd shipp which he sayeth was by the space of eighte weeks or theabouts a great quantite of them especially of the sayd oranges were rotten and ill conditioned at the tyme of their delivery.”<sup>222</sup>

There was also a problem with water damage whilst the fruit were laden at Mallega. Cload stated that “a great quantitie of the oranges and lemons in question were wett a the tyme when they were laden on abord the sayd shipp, for he sayeth that the Spanish boate which brought them abord was sometymes in the bringinge of them abord almost halfe full of water, and a great many of them were bruised”<sup>223</sup>

### **ROTTEN LEMONS LADED AT LISBON [1644]**

**Christopher Mitchell, a twenty-six year old mariner of Redriff, was one of the company of the *Exeter Merchant*, and kin to the master of the same ship. He noted the poor condition of lemons delivered in chests at Lisbon to be laded.**

“To this examinates knowledge and soe much did appeare by the chests many of the sayd Baldwyns lemons in those chests were part rottene nd not sounde when they came first on board the sayd shippe the *Exeter Merchant* to bee taken into her. And this hee soe knoweth to bee true for that hee sawe the [?XXXX] the lemons of some of them as it rains out and tooke out some of the rotten lemons with a hope sticke at a [?XXX] the cheste”<sup>224</sup>

“It was rainye weather when the lemons in question were laden on board the arlate shipp”<sup>225</sup>

“There was s suite commenced by and betweene the arlate Baldwyn [the merchant lading the lemons] and Bolitho [the master of the *Exeter Merchant*] concerning the goods in question and the arlate Bolitho suspectinge that the said goodes were some of them not good as hee conceiveth gott and order for the openinge of the chests and veiwinge of the goods in them and thereupon the said chests were opened and the goods pickt and veiwed by men thereto sworne and appointed and those that were good were separated from the badde and the bad throwen away and the good put upp againe and brought to this Port of London in the said shippe”<sup>226</sup>

### **RULES OF THUMB FOR ORANGES AND LEMONS BY THE TON**

**Fifty-one year old mariner Robert Sackrye had laded oranges and lemons at Veles Mallega as ship’s master on several occasions. He stated that:**

“Every tonne of oranges doth make and contayne nyne thousand of oranges at the least, and every tonne of lemons, seaven thousand, at the least, which he knoweth to be true for that he this deponent hath in two severall voyages taken his shipps ladinge of oranges and lemons at Veles Mallega, and did then reckon ten thousand of oranges and eight thousand of lemons to a tonne, and was payd his fraigte after that rate of tonnage”<sup>227</sup>

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<sup>222</sup> HCA 13/52 f.245v

<sup>223</sup> HCA 13/52 f.246v

<sup>224</sup> HCA 13/59 f.388v

<sup>225</sup> HCA 13/59 f.389v

<sup>226</sup> HCA 13/59 f.389r

<sup>227</sup> HCA 13/52 f.331r

Billingsgate salter, **Peter Place**, had a different rule of thumb, calculating that large oranges could be reckoned at eight thousand to a ton. Large lemons Place reckoned at six and a half thousand to a ton. Place describes both the oranges and lemons on the *Mermayde* of Poole as “too large”, which suggests perhaps they were not quite what the London market wanted.

**William Place, a forty year old merchant tailor, resident in the parish of Saint Mary at Hill, was present for the delivery of part of the *Mermayde* of Poole’s lading of fruit. He also had a rule of thumb for reckoning the tonnage.**

He stated that “there are commonly reckoned nyne thousand or therabouts oranges of the bignes of the sayd oranges in question at the tyme of their delivery to a tonne and eighte thousand or therabouts lemmons to the tonne, which he knoweth to be true for that he hath traded chiefly in oranges and lemmons for himselfe for these fourteen yeares last past and before that tyme was apprentice to one that dealte chiefly in the same commodityes by the space of eighte yeares.”<sup>228</sup>

William Place reported on prices he paid before Christmas for oranges and lemons arriving in other ships, prior to the arrival on January 11<sup>th</sup> of the *Mermayde*, paying six shillings per hundred for oranges. Oranges and lemons were scarce before Christmas, leading to high prices. By the time the *Mermayde* had arrived prices had dropped, to three shillings six pence per hundred for oranges and lemons for fower shillings per hundred.<sup>229</sup>

#### **YARMOUTH MARINERS’ WAGES AND PROCEEDS OF SALE OF GOODS ADVENTURED ON PURCHASE OF ORANGES AND LEMONS IN BILBAO, SPAIN (1636)**

**Roger Dawson**, a twenty-three year old Yarmouth seaman, deposed about a voyage to Spain in the ship the *Hannah* of Yarmouth. He stated that “Thomas Johnson, Henry David, Thomas Crane, William Bottolph and one Henry Peach of Yarmouth aforesayd mariner were reputed to be owners of the interrogate shipp called the Hanna of Yarmouth of the burthen of one hundred and ten tonnes or therabouts and the interrogate Thomas ffort for all the same tyme hath bene master of her...He hath knowne the sayd shipp ever since she was buylt and hathgone to sea in her in fower severall voyages from yarmouth to Newcastle and from thence to other parts beyond the seas”<sup>230</sup>

On the voyage in question, the *Hannah* had been at Bilbao discharging a lading of fish, and was reladen there with wools and iron to be carried to London. Dawson reports that the ship’s company were paid their wages at Bilbao, after the delivery of the ship’s lading. They were paid in Spanish money “which they kept in the sayd shipp and did intend therewith to buy oranges and lemmons and other commodities to be brought from thence for England”. Dawson himself “had in the sayd shipp in Spanish moneyes belonginge to himselfe thirtye seaven peeces of eighte fiftye fower shillings wherof he received for his wages and the rest for some goods which he sould there and every one of the rest of the company had some Spanish money which they received at Bilbao videlicet some of them three pounds a peece and some of them more and some lesse but howe much each one had this deponent knoweth not.”<sup>231</sup>

The *Hannah* sailed down river from Bilbao to Port Gallette after taking on her lading of iron and wool to be cleared at Port Gallette’s custom house. But en route she met a Spanish frigate laden with oranges and lemons, and the two ships turned back to do business over the fruit. Dawson reports the master of

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<sup>228</sup> HCA 13/52 f.389v

<sup>229</sup> HCA 13/52 f.389v

<sup>230</sup> HCA 13/52 f.379r

<sup>231</sup> HCA 13/52 f.379r

the *Hannah* agreeing a certain price with the Spanish “for the use of himselfe and his company” and “did buy the sayd shippes whole ladinge of oranges and lemmons contayninge in all (by the reporte of the company of the sauyd ffrigott) one hundred and ten thousand of oranges and lemmons, twenty thousand and upwards of which oranges and lemmons were delivere abord the sayd shipp out of the sayd ffriggott, the price of which friggotts ladinge of oranges and lemmons by the estimation of the company of the sayd shipp would have amounted unto seaventye pounds or thereabouts”.<sup>232</sup>

**Then came the rub. Whilst delivering the oranges and lemons from the frigate, some of the King of Spain’s officers, together with a fair number of soldiers, arrived. And there the story gets hazy.**

### **BILLINGSGATE DOCK FOR UNLADING OF ORANGES AND LEMONS [1636]**

**A mature clothworker named William Dansie was employed at the start of January 1636 to wait on board a ship, the *Mermayde* of Poole, which had come into Billingsgate dock, ship laden with oranges and lemons. It was his job to wait on board the ship, until its complete unlading. A further, younger man, Peter Place was entrusted with making an account of serviceable fruit unladen. Both Dansie and Place were deposed in the English High Court of Admiralty.**

Dansie stated that a third of the lemons and more of the oranges were “rotten and spoyled”. “Those which were quite rotten and spoyled were throwen away out of the sayd shipp to the dunghill beinge nothinge worth, and that by the accompte of his contest Peter Place (who was intrusted by the sayd [Walter] Nutt to keepe an accompte of the numbr of oranghes and lemmons which were delivered out of the sayd shipp sound and in good condition) there were delivered out of the sayd shipp well conditioned foure score and six thousand and foure hundred or therabouts of oranges, and about fiftye thousand and five hundred of lemmons, and all the rest were rotton and perished”.<sup>233</sup>

The ship had been late reaching London from southern Spain and had missed the pre-Christmas market for fruit. They had arrived two weeks after Christmas, and Dansie reckoned that the pre-Christmas price would have been higher by “six pence in a hundred one with another”.<sup>234</sup> Dansie claimed to have good knowledge of fruit prices, since he dwelled near Billingsgate dock, within the parish of Saint Mary at Hill.

The ship’s company appears to have been surly and dilatory in delivering the fruit, worsening an already bad situation. According to Dansie members of the company kept an account of the numbers of fruit delivered on the first day, but were then told by the ship’s master to concentrate on unlading the fruit, without making an account of the numbers. Dansie notes scornfully that “many tymes the sayd Yong’s company would worke but when they pleased and sometymes refused to worke or helpe to deliver the sayd goods”. This was the erason, according to Dansie, that “the sayd [Walter] Nutt was inforced to hire his contest Peter Place to keepe an accompte of the sayd oranges and lemmons”.<sup>235</sup> Walter Nutt hired a further four men as well as Dansie himself to help to deliver the fruit. All told Place and the four additional men worked abooard the ship for seaven days delivering the fruit, at a rate of pay twenty pence per person per day. Last but not least, there were three boys hired, also to work on the unlading of the fruit, two of them working the full week and the other two just three days. Dansie himself was paid twenty shillings for remaining on the ship day and night.

**Peter Place** was a nineteen year old salter. Unlike the much older Dansie, Place was literate, a necessary skill since he was entrusted with making an account of all oranges and lemons delivered out of the ship,

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<sup>232</sup> HCA 13/52 f.379v

<sup>233</sup> HCA 13/52 f.267r

<sup>234</sup> HCA 13/52 f.267r

<sup>235</sup> HCA 13/52 f.267r

which were “dry and well conditioned”. The ship’s company’s account for the first day recorded the unloading of 12,000 oranges dry and well conditioned, but no lemons. Place’s accounts started with the second day. Cumulatively, in Place’s accounts, there was a further unloading of 74,400 oranges and of 55,000 lemons. The grand total, both first and remaining days, for the oranges and lemons together came to 136, 900 pieces.<sup>236</sup>

Place had clearly done this task before, since he had some useful rules of thumb by which to judge the delivery. Large oranges could be reckoned at eight thousand to a ton. Place describes both the oranges and lemons on the *Mermayde* of Poole as “too large”, which suggests perhaps they were not quite what the London market wanted. Large lemons Place reckoned at six and a half thousand to a ton. Place, like Dansie, ventured the opinion that the fruit would have achieved a higher price in London before Christmas, though Place estimated the premium for sound fruit at twelve pence in every hundred, rather than six pence.<sup>237</sup>

Peter Place had a good handle on the market since he traded both in oranges and lemons. His personal experience of the pre Christmas market was that oranges were selling “commonly for five shillings a hundred, and lemons for six shillings the hundred”. In contrast, William Nutts got three shillings six pence per hundred for his oranges and four shillings per hundred for the lemons. By missing the pre-Christmas market, Place estimated William Nutt’s damage at “ten shillings or thereabouts in the sale of every thousand of oranges and lemons”.<sup>238</sup>

Nutt’s losses through spoilage were enormous. Place had heard Nutt state that he had loaded 300,000 oranges and 100,000 lemons at Malaga. So just over one third of the fruit laded in Spain had been delivered out in London dry and well conditioned. To be fair, Place acknowledged, there would always be spoilage of fruit en route from Spain to London, no matter how staunch the ship and how quick the voyage.<sup>239</sup>

#### **COMPANY OF THE *MERMAYDE* OF POOLE CARRIED ORANGES AND LEMONS IN THEIR CABINS AS PRIVATE ADVENTURES**

[INSERT]<sup>240</sup>

#### **THEFT OF ORANGES BY MARINERS AND THEIR NIGHTIME SALE AT BILLINGSGATE [104]**

**Harvie Mayne, twenty-two year old mariner of [?Crodan] in Britanny, was a mariner on a ship named the *fflower de Luce* of Maryne in France. In his deposition, speaking through an interpreter, he accuses three fellow mariners of theft of oranges belonging to a Bastian Carreawe, who appears to have been a fellow mariner, possibly the master or an other officer. Deposed January 1605.**

“Concerninge what number of oringes were lately sould out of the *fflower de Luce* of Maryne in ffrance nowe in the river of Tames, by the marriners of the same shippe and at what tymes, after they had sould theire owne oringes, which theye broughte in the said shipp; Saith that John Samon one of the marriners uppon ffraidae at nighte was sennighte laste did take out of the said shippe aboute fflower hundred of orringes belungeinge to Bastian Carreawe, and sould

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<sup>236</sup> HCA 13/52 f.267v

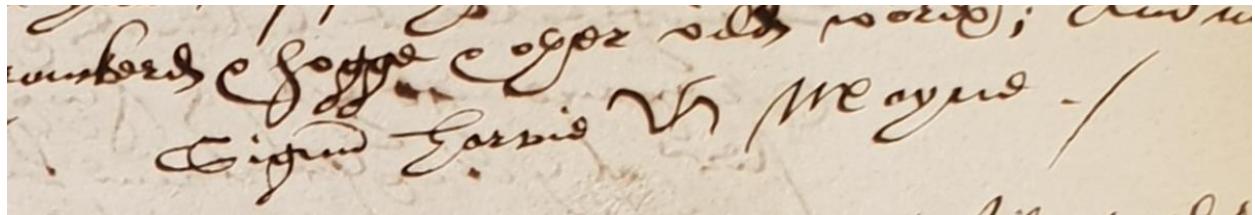
<sup>237</sup> HCA 13/52 f.267v

<sup>238</sup> HCA 13/52 f.268r

<sup>239</sup> HCA 13/52 f.268r

<sup>240</sup> HCA 13/52 f.310r

them and disposed of them at his pleasure; Alsoe John Shellye one of the said mariners the same nighte did conveye out of the said shippe aboute three hundred and a halfe of orringes and sould them at the Signe of the George by Bellingsgate [?XXXXXX] there; Alsoe Isacke Martyn one of the mariners aboute a nighte or two before did carrie out of the said shippe a prikle of orringes which as he thinketh contained 400orringes aboute midnighte the same nighte but where he sould them or what he did with them this examinate knoweth [not] All which orringes did properlye belonqe to the said Bastian Carreawe, and were worhe more then 20 s per thousand; And sayth further that Isacke Martyn hath often tymes insulted the said Bastian Cariawe of late and called him drunkerd and hogge and other vile words.”<sup>241</sup>



Mark of Harvie Mayne, mariner of Crodan in France. English High Court of Admiralty. January 2<sup>nd</sup> 1605. HCA 13/37 f.149r

#### **ORANGES, PART OF A MIXED CARGO OF GRINDSTONES, IRON AND FRUIT, ON A WELSH SHIP EN ROUTE FROM SAINT ANTHONES IN SPAIN TO LONDON, WERE CAPTURED BY A DUNKIRK MAN OF WAR (1640)**

The ship had delivered corn from Brittany at San Sebastiansm,a nd had taken on iron there, before sailing to Saint Anthones (or Lazet) to load oranges and lemons, before heading back for London.

The French master and pilot of the Welsh ship stated:

“The sayd shippe the *Jane* and her ladeinge after theire bringinge into Dunquercke were there condemned and adiudged prize to the takers, but wherfore hee knoweth not, but sayeth there were one hundred and thirteene grindstones in her when shee was intercepted and taken and broughte into Dunquercke as aforesayd worth 12 shillings sterlinc per peece, about three tonnes and a halfe of Spanishe iron worth at leaste £20 sterlinc per tonne and 175 thousand oranges which were sold for at Dunquercke as hee hath heard there after the rate of 13 gilders per thousand each gilder worth 2 shillings money<sup>242</sup>, and 67 thousand of leamons which were alsoe sold after the rate of 26 gilders per thousand at Dunquercke aforesayd...”

#### **TYPES:**

Almonds, apples, cacao nuts, coker nuts, ches(t)nuts, figs, lemons, nuts, oranges, pickled lemons, prunes raisins, raisins of the sun, raysins solis, walnuts

#### **PACKAGING:**

Barrels of figs; baskets of fruit; butts; chests of lemons; frails/frailes of fruit;

<sup>241</sup> HCA 13/37 f.148v-149r

<sup>242</sup> 13 gilders = 26 shillings per thousand oranges in early/mid-1640, which compares with the price of 5 shillings per thousand for oranges quoted by William Dansie for oranges per thousand before Christmas 1636 [DO SOME CHECKING OF ORANGE AND LEMON PRICE VARIABILITY IN THE 1630-1660 PERIOD – LONDON, DUNKIRK, AMSTERDAM, PARIS]



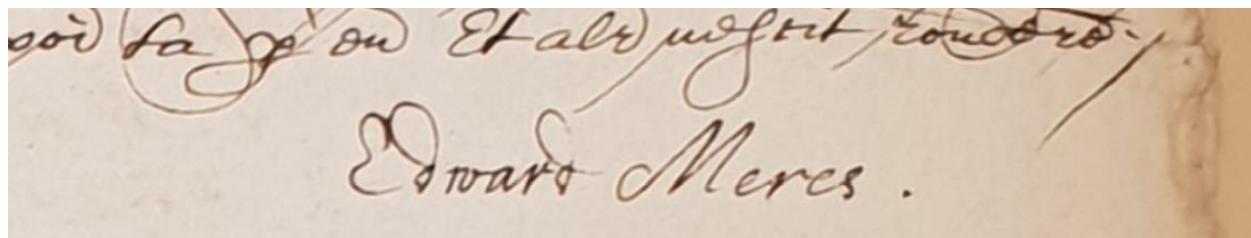
## PAPER

### VENETIAN PAPER DAMAGED BY SALT WATER [1634]

**Edward Meres, twenty-two year old gentleman, living in the liberty of Bevis Marks near Saint Jacobs church in Duke's place. A clerk in his Majesty's Custom house, London, living in the same house as a Mr Chancye, who had received a consignment of Venice paper. The paper was damaged by ingress of water through chinks and knots in the wooden chests in which it was packed. The chests are described as made of fir and showed a little external staining, but the paper itself had a whitish residue which tasted of salt. Deposed June 1635.**

"In the moneth of October or the beginninge of November last past [1634] one Mr Chancye who livetyh in the same house where this deponent lives requested him this deponent beinge a clarke in his Majestye's Custome house London to take up foure chests of Venice paper broughte to this porte of London in the shipp the *Diligence* of London (wherof the arlate John Lester was master) and consigned to be delivered to John Mansbridge or his assigne, and the sayd Chancye delivered unto him a bill of ladinge of the said goods, and therupon this deponent delivered the sayd bill unto one John Clarke servant unto Charles Mitchell waterman and sent him abord the sayd shipp to demannde the sayd goods, who accordingly went and broughte the sayd goods on shoare, and this deponent received them at the Custome house key and sent them up into a warehouse belonginge to the sayd Mr Chancye, neere unto his dwellinge house and after the bringinge of them into the sayd warehouse this deponent opened all the sayd fower chests and found in them fiftye one bundells and two single reames of paper each bundle contayninge two reames, amountinge in all to one hundred and fower reames of paper, which he piled up in the same warehouse by the sayd chests, most of which reames and bundles were wett and much dampnifyed and that paper which laye next to the chinks and knotts in the said chests, was most wett and damnifyed, and upon the outside of some of the sayd paper there might be discovered, a whitish substance like salte and it smelte with a brinish smell, soe that he verily beleiveth the sayd paper was dampnifyed by salte water which came into the chinks and knotts of the sayd chests, but the vallue of the sayd damage he cannot estimate...In or about the moneth of October aforesayd this deponent sawe eighte chests (in which (as it was sayd) was Venice paper,) at the house of one Oliver Neave a stationer dwellinge at the Goulden Crosse in Cornehill, which chests (as the sayd Neave tould this deponent) were brought to this port of London in the sayd shipp the *Dilligence* and were aden abord her by one Yates and one Peterson the factors who (as the sayd Neave tould him) laded the fower chests of paper arlate, one of which chests this deponent sawe opened, and the paper in that chest was dampnifyed in the like manner as the chests of paper before mentioned and this deponent putt his tongue to some of that paper and it tasted saltish as if it had bene wett with salt water.

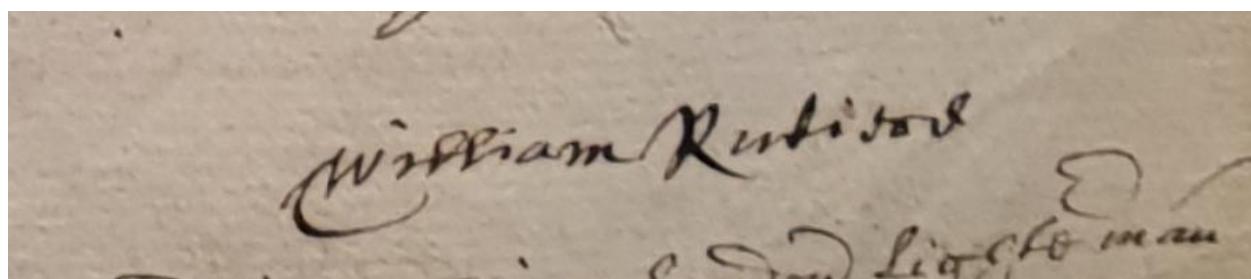
The chests in which the paper in question was broughte were a little stayned, but did not much shewe the same, beinge made of furr deales."<sup>243</sup>



Signature of Edward Meres, gentleman of the liberty of Bevis Marks, London. English High Court of Admiralty. June 6<sup>th</sup> 1635.  
HCA 13/51 f.544r

**W**

"In the moneth of November last past [1634] this deponent (being a stationer by profession) at the request of one Mr Chancye dwellinge in Henwiche yard neere Dukes place London went to viewe certayne Venice paper then lyeinge in a warehouse or stable neere to the sayd Chancies dwellinge house aforesayd where beinge come he sawe fower chests and fiftye two bundles of Venice paper lyeinge in the sayd chests each bundle contayning two reames of paper most of which paper was wett and dampnifyed but he tooke noe notice of the marke and number upon any of the sayd chests, in the viewinge of which paper and sortinge and separatinge of the wett paper from the drye this deponent spent all most three dayes, and after he had soe separated the same, he this deponent requested one Mr Samuel Gibbs a ffrench merchant which deales for the most part in paper to viewe the sayd paper, and sayeth that the sayd paper was dampnifyed and lesse worth to be sould by reason of the sayd wett to the summe of three shillings at the least in every of the sayd fiftye two bundells, amountinge in all to the summe of seaven pounds sixteene shillings, which wett and dammage he verily beleiveth happened to the sayd paper by sakte water abord some shipp for that the chests in which the sayd paper lay by was stayned with wett (in which as he was tould and beleiveth the sayd paper came) and there stucke some of the outside of the sayd paper unto the inside of the stayed places in the sayd chests were drye and lookt [?XXXX] and were not stayned, The premisses he knoweth to be true for that he is a stationer by trade and selleth both Venice and all other sorts of writinge paper and well knoweth the vallue and condition of paper, having kept a stationer's shopp for these eighte yeaeres last past and before that tyme was apprentice to that profession by the space of seaven yeaeres."<sup>244</sup>



Signature of William Rutierd, stationer of Saint Michaels Cornhill, London. English High Court of Admiralty. XXXXX. HCA 13/52 f.4r

**Richard Cawthorne, thirty-six year old stationer of Saint Mildreds in the Poultry. Deposed September 1655.**

<sup>243</sup> HCA 13/51 ff.543v-544r

<sup>244</sup> HCA 13/52 f.4r

He this deponent doth know the arlate Titus Camplaine the producent very well, he the sayd Camplaine having been his the producent's customer for stationary wares for many yeares, And he saith that by his this deponent's booke he findeth that the said Camplaine (who liveth at Ipswich) bought of the deponent the fifteenth October 1652 as much paper as came to £2 - 12s - 4d, and that the sayd paper being packt up was according to the said Camplaines order sent by this deponent unto the shopp of his precontest John Appleton a tobacconist in Cornehill, to befrom thence sent with other goods aboard a vessel to goe for Ipswich, but he saith he knoweth not the name of the said vessel"<sup>245</sup>

**TYPES:**

Venetian paper; course paper

**PORTS EXPORTING PAPER:**

Morlaix; Venice

**TERMINOLOGY:**

Stationary wares

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<sup>245</sup> HCA 13/70 f.596v

## PEPPER

### TRANSPORTING PEPPER

**George Pattison**, a thirty-seven year olf mariner of Ratcliife in Stepney testified to damage caused to pepper on the ship the *Levant frigate* in which he went master's mate on a voyage from London to Allecant in Spain::

"about thirty baggs of pepper were laden in and aboard the said shipp the *Levant frigatt*, whereof several baggs during the time the said shipp was in her course from the River of Thames for Allecant proved to be very rotten and insufficient insomuch that they burst and the pepper laden therein rann out into the said shipps bottome and into the pumpe well of the said shipp, so that the pumpe at the time of her imployment brought up much pepper, which Captaine Hasilgrave this deponent and companie perceiving did cause bread basketts and ballast basketts to be sett under the pumpe for the preservation of the said loose pepper so pumped upp, which they dried upon the decks, and putt it into sewerall of the said broaken baggs, and such their pumping of the said pepper continued for sewerall daies, but how manie this deponent remembreth not"<sup>246</sup>

"the said baggs of pepper were stowed in the midst of the said shipp upon dennidge or faggotts under which were three laires of leade, and under some of the said baggs some other goods as perpetuanas and bayes, so that it was utterly impossible for the said baggs of pepper to receive any dammage or de[?XXXX] by any leakage or water entring into the said shipp"<sup>247</sup>

"many of the baggs [of pepper] were so rotten, that the said Captaine Hasilgrave and company were necessitated to repaire and amend them with some of the said shipps sailes ere they coul discharge them from aboard the said shipp"<sup>248</sup>

Captaine Hasilgrave, according to Pattison, "caused the said baggs then being very rotten and defective to be mended with such old canvas and sailes as hee then had aboard him"<sup>249</sup>

**Samuel Symonds** was quarter master of the *Levant frigate* observed that the thirty bags of pepper laded on board his ship:

"were then very wett which was (hee beleeveth) the only cause when the sayd ffrigott came to sea divers of the baggs proved rotten and brake and the pepper (although the sayd baggs were very commodiously stowed) came out of the baggs and into the pumpe well of the sayd shipp which was first discovered by the workeing at the pumpe, and soe soone as sever the same was discovered the arlate hasilgrave and Company did doe their best endeavour"<sup>250</sup>

To preserve the same by setting bread basketts and ballast basketts under the pumps mouth that the pepper might in them be preserved, and did soe save much thereof and caused it to be dried upon the decks and mended the said baggs which they found to be rotten with canvas which was aboard the sayd shipp and then put the same pepper which they had preserved at the pumpe and dried into those baggs they had mended some into one bagg and some into another, and saith that the pepper came up

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<sup>246</sup> HCA 13/70 f.319v

<sup>247</sup> HCA 13/70 f.320r

<sup>248</sup> HCA 13/70 f.320r

<sup>249</sup> HCA 13/70 f.322r

<sup>250</sup> HCA 13/70 f.320v

at the pumpe at such tymes as the pumpe worked for the space of three weekes togeather soe that had not the sayd shipp bin a good tight shipp as indeede shee was, the sayd loose pepper had bin lost"<sup>251</sup>

"the sayd thirty baggs of pepper were very well stowed above two foote high from the seeleing of the sayd shipp and that divers piggs of lead and denage of ba[?vins] upon the lead, laye under the sayd baggs of pepper, and diverse perpetuanas and bayes which laye somwhat abafte the sayd pepper laye without receiving any preuidice by wett neerer a great deale to the seeleing of the shipp then the sayd baggs of pepper did"<sup>252</sup>

The bags required mending with canvas by the ship's company "before they were in any fitt capacity to be hoysed over the shipps side"<sup>253</sup>

"it is usuall for Masters of shipps to committ the care of stowage of goods to their Mates or other substitutes and as hee beleeveth the Masters doe not use to take notice them selves but they who take them in doe usually take notice in what condition goods are in when they are stowed and this rendent being present at the stoweing of the baggs of pepper predeposed of did take speciall notice that they were very wett in soe much that the water might have been wrunge out of them and this deponent seeing the ill condition they were in was unwilling to receave them on board and would not have receaved them but that the lighter men refused to carry the sayd baggs of pepper againe and soe in a manner constreyned the shippes company to take them aboard"<sup>254</sup>

The pepper was "slung" up from the hold by the mariners, Samuell Symonds saying "the pepper hee helped to slinge was in baggs and hee being under decks sawe not the weight of it"<sup>255</sup>

**John Tyle**, the second quarter master on the *Levant Frigate*, added some further details regarding the stowage of the pepper:

"Divers of the sayd baggs proved to be rotten and burst whereby much pepper rann out and rann into the bottom of the shipp and into the pumpe well thereof, and was first discovered by those who worked at the pumpe, and the same being discovered, the arlate Haslegrave and company did sett bread basketts and ballast basketts at the pumpe mouth to save the pepper as the pumpe brought it up, and dried the pepper soe saved upon the decks and the same being dried kept the same, and when the baggs were mended put some of it in one bagg and some into another as convenience offered to receave the same And saith the sayd pepper was pumped up at the pumpe for a good while (but for how many weekes hee knoweth not) and preserved allwaies when it came up"<sup>256</sup>

"Of his sight and knowledge being at the unladeing of the same the sayd pepper was well stowed in the midst of the shipp a little abafte the mayne mast and three tyre of lead and bavins for dennage upon them were layed under the sayd pepper, to keepe and preserve the same the better from damage, and divers packs of perpetuanas and baggs were stowed on the topp of the sayd pepper, and knoweth that there were divers other packs of perpetuanas and bayes that laye some abafte and some before the sayd pepper but lower and neerer the bottom of the shipp then the sayd pepper did and receaved noe damage by reason of any wett, soe that hee thereby knoweth the sayd baggs of pepper could have receaved noe damage by any weltt receaved in the sayd shipp if the baggs had not bin rotten and soe suffered the same to runne out as aforesayd And in deede most of the sayd baggs were soe rotten that

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<sup>251</sup> HCA 13/70 f.320v

<sup>252</sup> HCA 13/70 ff.320v-321r

<sup>253</sup> HCA 13/70 f.321r

<sup>254</sup> HCA 13/70 ff.322r-322v

<sup>255</sup> HCA 13/70 f.322v

<sup>256</sup> HCA 13/70 f.321v

the arlate Haslegrave and company were forced to mend them with sayle cloathes and other canvas before they could remove them out of the hold to hoyse them over the shipp side"<sup>257</sup>

**John Tyle**, describing the stowage of pepper in a ship, stated that: "it is not usuall for masters of shipps to take notice and care them selves of the stowage of goods or what condition they are in when stowed but the care thereof is usually committed to their mates who doe usually take notice what condition the goods are in when stowed"<sup>258</sup>

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<sup>257</sup> HCA 13/70 f.321v

<sup>258</sup> HCA 13/70 f.322v

## PIPESTAVES

### PIPESTAVES ARE A PESTERING COMMODITY [1639]

**Hans Pining, mariner and purser of the *Saint Mary*.**

"Pipe staves are a pesteringe commoditye and will take upp more roome in a shippe by reason of theire crookednesse then other kinde of goodes will doe and they cannott bee soe close and handsomely stored in a shippe as some sorte of other goodes may. And this hee affirmeth upon his oath to bee true whoe hath bine a seaman and used the sea for almoste these thirty yeares [SIC This "thirty years" is unlikely to be correct, since the upfront material gives his age as 24, and pursers were typically young] laste paste and in that tyme observed the stowage of goods aboard a shippe"<sup>259</sup>

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<sup>259</sup> HCA 13/55 f.91v

## **PITCH, TAR**

### **EXPORTING PORTS:**

Danzig (pitch, tar)

## **PROVISIONS**

Beef; cheeses; pork

## RAISINS

**Boatswain refused to accept rotten fruit to be laden [1635]**

**Discolouration of barrels containing fruit suggests water damage [?XXXX]**

**Fraile of raisins usually weighs three quarters of a hundred weight [1643]**

**Inspection of water damaged raisins at a warehouse at Custom house key [1608]**

**Marks get easily blotted or rubbed out on frayles of fruit [1634 & 1635]**

**Partly candied and partly wet raisins in barrels [1634]**

**Poor vintage for fruit [1632/33]**

**Raisins subject to heat in hold of ship [1640]**

**Removing ballast from Malaga ships if carrying raisins [1643]**

**Rot due to the nature of the fruit, not salt water [1633]**

**Usual for raisins to be eaten by rats [1642]**

**Variable quality of raisins between years and within a given year [1634]**

### **BOATSWAIN REFUSED TO ACCEPT LOADING OF ROTTEN FRUIT [1635]**

**The boatswaine of the English ship the *Jeremy* of London, thirty year old Henry Gulliford, refused to accept rotten fruit [raisins] at Malaga. Guilford deposed in the Admiralty Court in early 1636, having been in Malega in November of the previous year.**

"Aboute two monethes since the shipp the *Jeremy* of London whereof Thomas fflute was master, tooke in divers wynes and fruite at Mallega in Spaine, and hee sayeth upon his oath that in one of the boats that brought fruite there aboard that shippe, five frailes of [?kerge] fruite were returned backe by the Spaniards the barckeers that brought that boats ladeing of fruit to the said shippe, for that those fruities were soe [?sXXX] and spoiled that this examinate (being the master's mate of the said shippe and hee looked to the stoweing of the rest of the fruities in the said shippe) refused to take chardge of them or to receive them into the said shippe".<sup>260</sup>

### **DISCOLOURATION OF BARRELS CONTAINING FRUIT SUGGESTS WATER DAMAGE [?XXXX]**

**Richard Morecraft, a twenty-seven year old grocer of Saint Antholins, London, reported on the poor condition of a shipment of raisins from Malaga in Spain.**

"In the moneth of December last this deponent did buy of the arlate John Dade six barrells of reasons of the sunne then beinge in his precontest Mr Weatherell's house) which were wett [?rusted] and candidd wighinge neat in all, eleaven hundred a quarter and fower pounds, for which this deponent did pay unto the sayd Dade fourteene shillings six pence per centum; and noe more, and that he would not have given soe much for them but that he had then a customer which boughte them of him agayne presently, and he alsoe sayeth that reasons of the sunne which were well condiconed in the same moneth were worth sould some for three thirty and some for eight and thirtye shillings per centum at three monethes time which hee knoweth to be true beinge a grocer and tradinge in those commodityes and payd at that rate for raysons of the sonne which he bought in the moneth....

For these two or three yeares last past the fruite broughte from Mallega hath bene generally not soe good (to his best remembrance) as in former yeares, but every of those yeares there is brought from thence some very good fruit, and some badd and ill cured...The fruite which this rendent bought as aforesayd was wett and candid and some of the barrells in which they were lookt blacke, and did looke soe blacke (as he beleiveth) with water which came to them."<sup>261</sup>

### **FRAILE OF RAISINS USUALLY WEIGHS THREE QUARTERS OF A HUNDRED WEIGHT [1643]**

**William Atwood, fifty-five year old porter of Saint Olaves in the borough of Southwark. Deposed May 1643.**

"A peece or fraile of raisns doeth usually waigh three quarters of a hundred waight. And he saith at this presnt Mallega raisins good and well conditioned are sold for 19s a hundred which he knoweth for that he knoweth merchants that have now sold after that rate.

This deponent was employed to see fruite to bee unladen of the said shipp the *Bonadventure* into a lighter for the use of the said Mr Kirke and Mr Hanger and then this deponent did see 600 and upwards frailes of raisins tacken wett out of the said shipp to the lighter for the said Mr Kirke and Mr Hanger.

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<sup>260</sup> HCA 13/52 f.222r

<sup>261</sup> HCA 13/51 f.60r

About a fortnight or thereabouts after the landing of the said fruit this deponent did see Mr Blewer Mr Browne and Mr [?Willowton] view the said fruite. And saith the said 600 frailes aforesaid were sold to the said Mr Browne Mr Brewer and others at the rate of 8s a hundred as this deponent hath heard from the said Mr Hanger and his se4rvant.”<sup>262</sup>

### **INSPECTION OF WATER DAMAGED RAISINS AT A WAREHOUSE AT CUSTOM HOUSE KEY [1608]**

**London grocer, forty-three year old Philip Sparck, inspected recently purchased raisins at a warehouse at Custom House key and found many damaged by water.**

“This examinate Richard Woodward and John Nevile having lately bought a peece of raysons of Ciprian Gaby wente to peruse them in a warehouse at Custome house key, and handing the said raysons they found about seaventy seven of the said pieces of raysons to have taken wett in his iudgment, which wett raysons he iudgeth not to be worth above 12 shillings the hundredth whereas for the said raysons which are dry and merchantable they are to pay 21 shillings the hundredth and so much they are worth”.<sup>263</sup>

**William Nethersal, domestic servant (“famulus”) to John ffrancklyn, a London haberdasher, criticised the condition and handling of frailes of raisins which were delivered to his master from the ship the *Diamond*. [1608].**

“He hath seene a bill of ladinge firmed by the articulate Bardwell whereby yt appeareth that foure hundredth peeces of fraile raysons were laden into the shipp the *Diamond* fir the accompt of this examinates said master John ffrancklyn dry and well conditioned.

He knoweth that three hundredth nynty and nyne peeces of raysons only ar receaved out of the said shipp by his said master, which are marked with his master’s marke to his knowledge ffor as he sayth he handed and delivered every one and could not perceive any of them to be under any other marke. And 73 peeces of the said 399 peeces at the receipte thereof were soe wett and not worth in his iudgement above 14 or 15 shillings the hundredth whereas the rest being dry are nowe worth 23 shillings the hundredth.

Many of the said frailes of the said raysons receaved as aforesaid were by ill handling rente, and the reasons shattered or pulled out, and wanting but to what quantity or valewe he knoweth not, but thinketh there were fyve hundredth waighte of the raysons of that[?XXXXX] wantinge out of the frailes.

The said raysons which were well conditioned werel at the tyme of the delivery thereof worth 20 shillings at the least the hundredth waight and nowe are more worth.”<sup>264</sup>

### **MARKS GET EASILY BLOTTED OR RUBBED OUT ON FRAYLES OF FRUIT [1634 & 1635]**

**William Westerne, a fifty-nine year old grocer and London citizen, described problems with the marking of frayle fruit on ships in a deposition made in October 1635 in the English High Court of Admiralty. He had seen this problem from his time as waiter on board ships.**

He stated that: “it is a usuall thinge for marks that are sett upon peece fruit with redd oaker to have some of the marks blotted or rubbed out soe that it cannot be discerned whose the goods are, and in

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<sup>262</sup> HCA 13/58 f.540r

<sup>263</sup> HCA 13/39 f.113r

<sup>264</sup> HCA 13/39 ff.123r-123v

such cases it is usuall amongst merchants that want some of their complement to take the rest as they rise out of those peeces whereof the marks are rubbed out without troublinge of the master of the shipp which he knoweth because he hath often tymes seene the same donne when he hath bene present as wayter to see shipps delivered”<sup>265</sup>

**Thomas Scott, a forty-four year old mariner of Ratcliffe in Stepney, master of the *Unitye of London*, was very cautious of the marking of frailes of raisins at Malaga. Deposing in March 1634, he had bad experience with the use of red oak to mark the frails. He insisted that any marks be set upon canvas. Failing that he counted the fruit in, or used a tally.**

“The marks that are made with redd oake upon peeces of raysons will in ladinge and unladinge be partly rubbed out and defaced, and for that reason this deponent when he was at Mallega the time aforesayd refused to take in the raysons which he broughte from thence by marks unless the same had bene sett upon canvas, he tooke them in by number or tale save only he tooke in about one hundred fiftye frailes of raysons for a friend of his marked with redd oake, which he marked alsoe by fasteninge of a peece of roape yarne to each peece of raysons fearinge that the sayd redd oake woul be rubbed out.”<sup>266</sup>

**In a separate cause concerning raisins brought from Malaga in the *Abigail*, the master of the *Abigail*, thirty-five year old Nicholas Isaacke, described frails as being made of amall rushes, which could beither be marked with red ochre mixed with a little water or with a little burn mark. Both were susceptible to being rubbed out or defaced by treading upon the frails or getting them wet. Deposed Mai 1634.**

“It is an impossible thinge for the master and company of a shipp to prevent the rubbinge out of some of the markes upon frayle fruite, in ladinge and unladinge of them, by reason they are usually marked with redd oaker and a little water, mingled together and some are marked with a little burnt marke, which cannott make much impression upon the frayles beinge small rushes, for feare of burninge of a hole through it, which burnt marke is soone rubbd out and defaced with treadinge upon them or duckinge of them, butwheither it be usuall custome for merchants in such cases when their marks are rubd out, to receive soe many as they want of their complement by tale, he knoweth not because he never broughte home frayle fruite from Malega before the voyage in question, but he hath heard divers masters of shipps saye that it is a usuall custome amongst merchants in such cases to make a division and cast lotts for them, or to take as many as they want of their complement under their marke as they arise where they are layd after they are [?landinge].”<sup>267</sup>

#### **PARTLY CANDIED AND PARTLY WET RAISINS IN BARRELS [1633]**

**Thomas Wetherall, sixty-five year old merchant of Saint Antholins, London. Wetherall has experience dealing in raisins of the sun. A parcel of such raisins, contained in barrels, was delivered to his house and put into several warehouses on the behalf of John Dade, who lived with him. Wetherall distinguishes between two types of damage to the raisins.**

**Part of the raisins were candied, which may have been due to poor curing at Malega. Another part of the raisins were rotten, which Wetherall ascribed to ingress of seawater in the ship. Sea water damage can be recognised by blackening of the barrels on the outside.**

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<sup>265</sup> HCA 13/52 f.110v

<sup>266</sup> HCA 13/50 f.616r

<sup>267</sup> HCA 13/51 f.525v

**The two types of damage can be identified either by taking off the tops or ends of the barrels, or more thoroughly, by stripping off all the hoops, so that the sides of the compressed raisns can be inspected. Neither approach allows the raisins in the inside of the barrel to be inspected. Deposed July 1634.**

"Aboute ffebruary or March laste was twelve moneths [1633] (as hee remembreh *tempus aliter non recolit*) certaine barrels of raisons of the sunn by the appointment of the arlate Dade, were brought to this examinate's house in London and there putt into severall warehouses and yt was spoken and this examinate verily beleeveth that the said barrells of raisons of the sunn were brought from Mallega to this porte of London in the sippe called the *Abigall* of London, for that the said Dade liveinge then in this examinat's house, hee this examinate was and still is well acquainted with his tradeinge, and knoweth that the said Dade had noe other barrells of raisons of the sunn brought home tha yeare save onely such as were said to bee brought home in the said shipp the *Abigall*, and within a shorte tyme after the said barrells of raisons came into this examinat's house, hee sawe the heads of all or the greatest parte of them taken off, and did observe that some of those barrells of raisons were partly candid, and part wett, and very much dampnified, but how many of them were soe candid or dampnified hee cannott expresse, and aboute a moneth or two after the raisons aforesaide were broughte to this examinat's house as aforesaid, one that said hee was master of the said shipp the *Abigall* whose name to his best remembrance was Isaacke came to this examinat's house and looked upon divers of the said barrells of raisons of the sunn, and the hoopes of divers of those barrells were taken off to the bottome of the barrells, and stripte, soe that the raisons in them mighte bee viewed rounde aboute, and this examinate then viewed those raisons, and founde that divers of those barrells of raisons had taken wett by water on the same side of the barrells, and most of those that had received wett grewe crusty and candid, and were very much dampnified, and this examinate beleeveth that the wett which the said raisons had received was sea water by reason of the blacknes of the caske, and that yt happened to them (as hee beleeveth) in the said shipp the *Abigall*.

Hee sawe the said Dade here in London sell some barrells of raisons of the sunn of the same parcell that the said wett and candid reasons were off, which were well conditioned, at the rate of above thirty shillings a hundred, and to his best remembrance at the rate of thirty five shillings a hundred, and soe beleeveth that hee mighte have soulde the whole parcell of raisons at the same rate yf they had bin sounde and well conditioned, but at what rate the said Dade soulde the foresaid dampnified raisons, or how many barrells were of the same hee cannot expresse, but saieth that hee this examinate on the behalf of the said Dad did once or twice shewe the said dampnified raisons to some grocers that came to buy the foresaid parcell of raisons, and was never offered for the same to his best remembrance above twelve or fourteene shillings a hundred, and in this examinat's judgement (who sometymes dealeth for raisons of the sunn, the said dampnified raisons were hardly worth thirteene shillings fower pence a hundred.

Barrells of raisons of the sunn that come from Mallega, doe ordinarily weigh aboute two hundred weight little more or lesse caske and all accomptinge one hundred and twelve pounds to every hundred, which hee knoweth to bee true haveinge received divers barrells of raisons of the sunn that have come from Mallega conteyneinge about that weighte...

**In response to interrogatories:**

...Hee hath heard him that was said to bee master of the *Abigall* when hee was at this rendent's house as aforesaid, say that most of the raisons at Mallega that yeare, were not well cured...

Some of the said Dade's fruite in the barrells aforesaide was candid, but that which was seemed to this rendent to bee drie but in the same barrell where that candid fruite was, some other parte of the fruite therein was wett and not candid for hee saieth that that fruite which is wett (as hee hath bin tolde by grocers) will bot growe candid butt rott, but whether that fruite came to bee soe candid by beinge not well cured, or by what other meanes hee knoweth not, and hee saieth that yf the same fruite was not well cured yt is verily likely that that mighte be the cause that the same grewe candid, but that part of the fruite in those barrells was wett, hee beleeveth came to bee soe wett by sea water for that the outside of the barrells were blacke as he hath before declared, but hee beleeveth that that part of yt which was candid, did not growe to bee soe candid by reason of any wett by sea water because the grocers have tolde him that sea water not candy yt as aforesaid, and the fruite in some of the said barrells soe farr as they coulde see into the fruite, the barrells beeing stripte as aforesaide, or coulde feele with their hands upon the sides and topps thereof, seemed to bee all wett or candid, part wett and part candid, but how the middle of the fruite was hee cannot declare but beleeveth that all the fruite in some of the said barrells was wett or candid, part wett and part candid, but hee sawe noe barrells thereof that had any wett fruite in yt, but part of the fruite therein in the same barrells was candid.

He conceriveth that the reason whie the said Dade doth not pay his freighte, is in respecte of his damage in that fruite which hee hath received, and for fruite which hee saieth hee hath not received.”<sup>268</sup>

**Richard Morecroft, twenty-seven year old grocer of Saint Antholins, London. Deposed July 1634.**

“In the moneth of December last [1633] this deponent did buy of the arlate John Dade six barrells of reasons of the sunne then lyeinge in his precontest Mr Weatherell’s house ) which were wett , crusted and candied weighinge neat in all, eleaven hundred a quarter and fower pounds, for which this deponent did pay unto the sayd Dade fourteene shillings six pence per centum, and noe more, and that he would not have given soe much for them but that he had then a customer which boughte them of him agayne presently, and he alsoe sayeth that reasons of the sunne which were well conditioned in the same moneth were worth soulde some for three and thirty and some for eight and shillings per centum at three monethes tyme which hee knoweth to be true beinge a grocer and tradeinge in those commodityes and payd at that rate for raysons of the sunn which he bought in the moneth and yeare aforesayd...

The fruite which this rendent bought as aforesayd was wett and candid and some of the barrells in which they were lookt blacke and did looke soe blacke (as he beleiveth) with water which came to them.”<sup>269</sup>

**POOR VINTAGE FOR FRUIT [1632/33]**

**John Mooer, thirty-two year old citizen and wine cooper of Ratcliffe, Middlesex. Deposed May 1634.**

“The most part of the fruite growinge and sould at Mallega that yeare [1662/1633] was naught by reason of much rayne which fell in the vintage tyme and he alsoe sayeth that the sayd shipp the *Abigall* the voyage aforesayd was strong and staunch and that the damage which happened to the fruite laden abord the sayd shipp the same voyage, came not by the faulte of the sayd shipp nor of her master and

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<sup>268</sup> HCA 13/51 ff.56v-59v

<sup>269</sup> HCA 13/51 f.60r

company but by the nature and ill condition of most of the sayd fruite, beinge not well cured and dried before the lading therof, The premisses he knoweth to be truefor that hee went passenger in the sayd shipp outwards and homewards bound, and had to the somme of seaven hundred pounds sterlinge in money which he intended to have layd out in fruite but that he was advised by English merchants resident at Mallega that most parte of the fruite groweinge there that yeare which was lefte in the countrye at that tyme, (it beinge then at the latter end of the vintage) was naught, and therfore he layd out his sayd money in oyles, and bought only thirtye barrells of raysons of the sunne which were as goodas he could gett there for his mony and laded them abord the sayd shipp the *Abigail* which were stowed betweene her decks, and yet notwithstandinge they grewe canded and dampnifyed in regard that they were not well cured, and that there were five hundred frayles of fruite (of this deponent's sight and knowledge) laden abord the sayd shipp at Velis Mallega by one Jasper Paz which were consigned to one Mr Bealea merchant dwellinge in Bishopsgatestreet, which five hundred peeces beinge much dampnifyed and canded for that they were not well cured at the tyme of their ladinge) the sayd Beale offred to this deponent for three shillings every frayle free of freight and custome..”<sup>270</sup>

### **RAISINS SUBJECT TO HEAT IN HOLD OF SHIP [1640]**

**Roberte Crawleighe, thirty-seven year old grocer of Saint Mathews Friday street, London. As a grocer, he claimed skill in commodities such as raisins of the sun. On viewing frailes of raisins of the sun and Mallega raisins (which he appears to distinguish), he notes their vulnerability to heat and mould in the ship's hold. Deposed May 1640.**

“Yesterday in the afternoone hee this examineate amongste others in that behalfe chosen and elected did repaire and doe aboard a certaine shippe called the *Leopard* to viewe and appraise certaine raysons of the sunne and frailes of Mallega raysons brought to this porte of London in the said shippe and then aboard her and uppone viewe of the said raysons hee did finde that the same as moste raysons of the laste yeaeres groth are were very ill cured and that as they nowe lye in the holde of the said shippe they are subiecte to heate and moulde the said shippe's holde beinge hott, and they doe daylye decaye and are very subiecte to perishe and growe rotten unles the greater care and paines bee used and applied to preserve the same. And this hee afirmeth uppone his oath to bee true beinge by profession a grocer and haveinge skill in such kinde of commodityes.”<sup>271</sup>

### **REMOVING BALLAST FROM MALEGA SHIPS IF CARRYING RAISINS [1643]**

**Samuel Weste, forty-seven year old mariner of Stepney, Middlesex. Deposed April 1643.**

“It is a usuall course amongste masters of shipps that trade to Mallega for fruite to empptye theire shipps of theire ballaste if they lade fruite and not to stowe the fruite upon the ballaste for feare of dammage. And this hee knoweth to bee true haveinge knownen that trade for the space of above these twentye yeaeres laste paste and alwayes observed it for a generall rule amongste masters of shipps when they tooke in peece fruite to heave out all theire ballaste out of theire shipps before they take in the said fruite.

Peece raisins are verye apt of themselves beinge stowed in a shippe to drawe moysture unto them and therefore it is noe wayes fitt or usuall to stowe them upon ballast which is alsoe subiecte to moysture in case the shipp doe receive in any water.

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<sup>270</sup> HCA 13/51 ff.721r-721v

<sup>271</sup> HCA 13/56 f.41r

It is usuall and necessarye in storeinge of peece fruite aboard any shippe to laye the dennidge in the bottome of the said shippe aboute a foote and a halfe thicke at leaste and some on the sides and if there bee any ballaste in the shippe (which as before hee sayeth in such cases is not usuall or fitt) then there needes as much more dennidge as before in this examinate's iudgement.

Hee this examinate conceiveth that in case any dammage did happen to any fruite laden aboard the arlate shippe the voyage arlate by her lyeinge uppon one side in any storme as is pretended then that dammage would have bine amongste the fruite on that side upponm which the saide shippe laye and not all over the shippe or on the other side.”<sup>272</sup>

#### **ROT DUE TO THE NATURE OF THE FRUIT, NOT SALT WATER [1633]**

**Bartholomew Hitchens, forty-six year old wax chandler of Allhallowes Barking, London. Distinguishes damage to raisins due to their nature and poor condition prior to lading, and damage due to salt water on board ship. The former produced candied, white fruit, and the latter black or brownish fruit. Deposed May 1634.**

“About nyne or ten monethes since (the tyme more certaynely he remembreth not) Nicholas Isaacke master of the arlate shipp the *Abigail* of London left with this deponent a key of a warehouse at Chesters key wherin (as he sayd) there were about one hundred and fiftye or one hundred and sixtye frayles of decayed raysons which as he sayd were brought from Spayne in the sayd shipp the *Abigail* and desired this deponent to take some tyme to goe and viewe them, and if he could to sell them or as many of them as he could and according to his request this deponent shortlye after went to that warehouse and viewed a great many frayles of the sayd raysons and sayeth that the frayles wherin the sayd fruit was lookt very fresh and wellcoloured and to the outward appearance seemed as that the fruite in them were well conditioned, but havinge opened many of the sayd frayles he found that the fruite in them was all canded and white, and therfore he verily beleiveth that the sayd raysons were not dampnifyed by the faulfe of the sayd shipp, but by their owne nature and ill conditioned before they were shiptt, for that he hath heard the sayd Isaacke and others of his company affirme that the sayd shipp the *Abigail* continued thight and sufficient in all the voyage wherin the sayd fruite came, and hath likewise heard grocers say that if the sayd fruite had taken salte water in the hould of the sayd shipp the frailes and fruite aforesayd would have lookt blacke and brownish.”<sup>273</sup>

#### **USUAL FOR RAISINS TO BE EATEN BY RATS [1642]**

**William Pluckington, twenty-three year old wine cooper of Cructhed Friars in the parish of Saint Olave Hartstreet, London. Servant to a London wine cooper named Edmond Spooner. Describes the delivery of sixty-six casks of raisins of the sun from a ship named the *Hope* newly arrived from Spain. Several barrels had been damaged by rats, a common occurrence, despite the care of a ship's mariners. Deposed May 1642.**

“This deponent being servant unto Edmond Spooner a wine cooper was ymployed under his sayde master to goe on board the arlate shippe the *Hope* beinge then arrived in this port of London laden with raysons of the sonne and sayeth that the sayd shipp's lading of raysings were delivered out of the said shippe the *Hope* into one or more lighters appointed to receive the same cleare of the tackle and furniture of the said shippe in very good order and well conditioned to this deponent's sight and

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<sup>272</sup> HCA 13/58 f.495r

<sup>273</sup> HCA 13/51 f.723v

iudgement except two barrells thereof were eaten and spoyled with the ratts and one other all most spoyle....

He knoweth by experience that it is usuall and ordinary in all shipps that bring fruit from any place to have parte of the said fruit eaten with ratts notwithstanding all the care the master and company of such shipps cann take to prevent the same....

The sayd Thompson caused his said goods to be taken upp and carried away to warehouses first to a warehouse at Garlick hithe and after to a more convenient warehouse neere Saint Antolines and there viewed the said goods and seemed not to take any distaste or exception thereto.<sup>274</sup>

**The description of the damage to two and a half casks was confirmed by Robert Payne., also a servant to Edmond Cooper.**

"It is usuall and ordinary in all shipps laden with fruite to have some part of the said fruit eaten and spoyled with ratts though the master and company of such shipps use all the care they possibllye cann to prevent and avoyde the same."<sup>275</sup>

**A further witness, Henry Palmer, sixty year old grocer of Saint Dionis Backchurch, London, was present at the inspection of the raisins on board the *Hope* and found no fault in their condition.**

"This deponent having some wines on board the arlate shippe the *Hope* happened to be on board her at such tyme as the arlate Thompson came on board her in the Ryver of Thames to receive his goods as is arlate and sayeth and deposeth that the sayd Thompson beinge come on board as aforesaid did cause three or fower barrells of his raysings to be opened and the heads knocked off in this deponent's presence and liked the condition of them well and found no faulte therewith and gave this deponent 2 or 3 handfulls of the said raysings which as likewise all those that this deponent sawe opened were very well conditioned."

**The merchant Thompson had already lost a case he brought at the Guildhall, and a**

**VARIABLE QUALITY OF RAISINS BETWEEN YEARS AND WITHIN A GIVEN YEAR [1634]**

**Richard Morecraft was a twenty-seven year old grocer, living in the parish of Saint Antholins, London. He gave evidence in Court in July 1634 regarding prices of Malaga raisins, and commented on their variable quality.**

"For these two or three yeares last past the fruite broughte from Mallega hath bene generally not soe good (to his best remembrance) as in former yeares, but every of those yeares there is brought from thence some very good fruit , and some badd and ill cured."<sup>276</sup>

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<sup>274</sup> HCA 13/58 ff.49v-50r

<sup>275</sup> HCA 13/58 f.50v

<sup>276</sup> HCA 13/50 f.60r

**Christian Maynard, a thirty-three year old a London merchant residing in the parish of Saint Martin in the Vintry, had imported barrels and frayles of raisins from Malaga in the ship the *Abigail*, also in summer 1634. He comments on the risk of raisins “taking wett”, and the differences between barrel and frayle fruit.**

“The greatest part of the raysins laded abord the sayd shipp, cost (as he hath heard severall merchants that had goods in the sayd shipp report) but twentye ryalls per cargo [= 2 frayles], and were laden for badd fruite.”<sup>277</sup>

Maynard himself brought home in he same ship “twenty eight barrells [which] were all well condicioned (excepte two or three barrells which were a little faulty, but the most part of his frayle fruite (being 164 frayles as before he hath deposid) were faultye and candid which he conceiveth was by the nature and ill condition of the sayd fruit being ill cured when it was laden for that he could not perceive by the frayles that they had taken wett, (except foure or five frayles which seem to have taken wett) but all the rest of the sayd 164 frayles lookt with a fresh color, and did not seeme to have taken wett, and that his this rendents fruite was laden by the same factors that laded the sayd Mr Dads goods and cost as much as his the sayd Dads did.”<sup>278</sup>

**Maynard, at the request of John Dade, submitted an entry to the London Customhouse alledging that twelve barrels of raisins of the sun were badly damaged.**

“At the request of the said Dade this deponent did make entry of his goods brought home in the sayd shipp and did alleage that twelve barrells of the sayd Dades raysons of the sunn were dampnifyed and desired the ffarmers of the Customehouse that he the sayd Dade might not pay Custome for those twelve barrells, and uppon the report of the wayter who sawe the sayd Dade’s goods landed and kept and accompte of such as were dampnifyed, that there twelve barrells of his the sayd Dade’s raysons badlye dampnifyed, the ffarmers did remitt and forgive the custome of twelve barrells of his the sayd Dades raysons, and tooke nothinge for the custome therof, which he knoweth to be true for that he this deponent payd custome for all the sayd Dades goods broughte hoome in the sayd shipp excepte for those twelve barrells and most part of his frayle fruite which was [?XXXX] dampbifyed [?XXX] there [?XX] of the wayter, or visitor.”<sup>279</sup>

**TYPES:**

Raysins/raisons/raysons of the sun/raysings

**PACKAGING:**

Barrels of raysins; barrel fruit; frails/frayles of fruit; frayle fruite; peeces of raisins; raisings in casks

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<sup>277</sup> HCA 13/51 f.61v

<sup>278</sup> HCA 13/51 f.61v

<sup>279</sup> HCA 13/51 f.61v

## **SALT**

**Conversion rate between French moys and English tons [1598]**

**Leaky ship damaged salt despit ample ballast, deep dennage and protective cloth [1633]**

**Rochell, Plymouth and Topsham bushells of salt [1641]**

**San Lucars and English measures of salt [1640]**

**Transporting salt**

**Value of salt in London [1604]**

**Wet salt loaded from a hoy with “noe seelinge” [1632]**

## CONVERSION RATE BETWEEN FRENCH MOYS AND ENGLISH TONS [1598]

**David Dublett, thirty-five year old mariner of Dieppe, France. Mater of the *fflyinge Harte*. Deposed December .1598.**

" "The said shippe the *fflyinge Harte* is of the burthen of forty fyve tonnes for this examinate hath laden into the same 22 moyes of salte which maketh 45 tonnes. And he also knoweth that the said shipp the *fflyeinge Harte* was well apparelled and victualed and worth at the tyme of her takinge two hundredreth pounds sterlinge of thereabouts in his iudgemente..."

This examinate beinge the same David Dublett...master of the said shipp *the ffleinge Harte* did in July last [1598] lade the said shipp in the porte of Avero in Portugall with 22 moyes of salte for the use and accompte of the said Anthony Monier according to a charter party made betwixte him and the said Anthony Monier, wherein this examinate covenanted to take the chardge to lade the said salt...

He knoweth that in August last [1598] salt was worth in Diepe forty three and forty foure crownes the moy as the merchants of Diepe reported and as may appeare by attestation which is come of thence for soe much the said salt would have byn sould if yt had not byn taken as he beleeveth..."<sup>280</sup>

## LEAKY SHIP DAMAGED SALT DESPITE AMPLE BALLAST, DEEP DENNAGE AND PROTECTIVE CLOTH [1633]

**Thomas Vessey, twenty-four year old carpenter of Ratcliff, Middlesex. Promoted to chief carpenter after nearly half the ship's company left the ship the *Anne ffrancis* at the Island of Tartoogas, despairing at finding the source of a major leak in the ship despite considerable efforts ever since she left London. Deposed October 1633.**

"At Saint Christophers the said shipp the *Anne ffrancis* tooke in neere aboute twenty five tonnes of salte to carry to the Barbadoes for the accounte of one Roger Glover and Robert Osseley the captaine of the said shippe whoe freighted her with the same and that when the said salte was laden aboard the said shippe shee was very well ballasted and besides that shee was deniged three foote thicke with boughes and above those boughes a cloth to preserve and kepte the said salte from runninge into the denidge and from washeinge away with the water which came into her by her leakes and yet notwithstandinge the said shippe proved soe leakie in the said voyage from Saint Christophers to the Barbadoes that a greate parte of the said salte was wasted away and melted but how to estimate the dammage hee knoweth not."<sup>281</sup>

## ROCHELL, PLYMOUTH AND TOPSHAM BUSHELLS OF SALT [1641]

**Robert Deake, thirty-four year old merchant of London. Deposed November 1641.**

"Hee this examinate hath often tymes traded with ffrance as a ffactor for other men and hath resided there at Saint Martyns which is within nyne or tenn miles of Rotchell arlate for the space of a yeare togeither and by that meanes is acquainted with and knoweth the Rotchell measure and saieth by vertue of his oath that every moye of salte Rotchell measure doth ordinarily containe 24 Rotchell bushells.

<sup>280</sup> HCA 13/33 ff.233v-234v

<sup>281</sup> HCA 13/50 f.434r

To this examineate's knowledge whoe hath seene it meated three Rotchell bushells doe make out and yealde twoe Topsham bushells and everye Topsham bushell fifteene gallons Winchester measure and soe hee hath seene it measured out often heretofore.

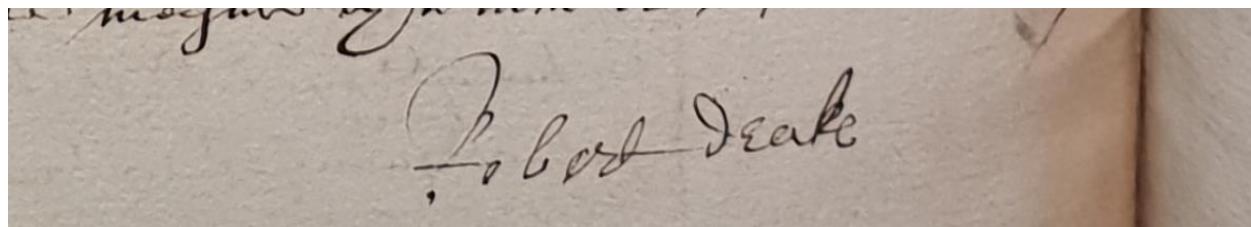
Hee this examineate hath seene the delivery of manye a shippes ladeinge of salte at Topsham and hath alwayes observed and accounted that a moye of Rotchell salte some of which shippes haveinge come from thense hath yeeded and made out fifteene Topsham bushells and sometymes more accordinge as the salte hath bine and moste comonlye the older the salte is the better yt will yeede...

24 bushells of salt Rotchell bushells doe usually make and are accounted a moye of salt Rotchell measure and twenty eight moyes of salte Rotchell measure doe usually make one hundred of salte and soe they are ordinarilye accounted there and elswhere...

This examineate hath heard and beeveveth that a moye of salt Rotchell measure doth yeede after the rate of thirteeen bushells and a halfe Plymouth measure and saveinge that there is twoe gallons difference betweene the Plymouth bushell and the Topsham bushell....

**In response to interrogatories:**

He this examineate is a merchte by profession and as a merchte hath dealte and traded in salte and therby knoweth the measures of salte...Salte beinge laden aboard a shippe in the sommer tyme will waste if it is newe salte, and the newest is the more it will waste and some tymes hee hath knownen it waste after the quantyue of 5 bushells in the hundred accordinge to the measure which it w as laden."<sup>282</sup>



Signature of Robert Deake, merchant of London. English High Court of Admiralty. November 1641. HCA 13/57 f.301v

**SAN LUCARS MEASURES AND ENGLISH MEASURES OF SALT [1640]**

**William Daltye, thirty-four year old merchant of Saint Buttolphs Billingsgate, London.  
Deposed February 1642.**

"Hee this examineate haveinge lived at Cales [Cadiz] and San Lucars in Spaine as a merchte for the space of seaven or eighte yeares togeather in that tyme hath often traded for and dealte in salte and there bye well knoweth that twoe caijeses of salte San Lucars measure, is usually accounted one tonne English measure but saieth that hee this examineate hath founde by experience that some tymes twoe cargeses of salte San Lucars measure aforesaid hath exceeded a tonne in bulcke and that accordinge to that proportion or rate one hundred and fifty caigeses of salte San Lucars measure doe and [?mainlye] make at the leaste 75 tonnes Englishe measure."<sup>283</sup>

<sup>282</sup> HCA 13/57 ff.301r-301v

<sup>283</sup> HCA 13/56 f.420r

## TRANSPORTING SALT

**Richard Gilbert, of West Cowes in the Isle of Wight aged 26 yeares. Deposed [?XXXX].**

"In the moneth of September last past there laye in the harbour of Portsmouth the allegate shipp called the *Brandares* laden with salt and saith that the allegate Percivall Gilbert did contracte with the subcommissioners of prize goods at Portsmouth as hee told this deponent when hee came home for the second third of the sayd shipp ladeing of salt which was fifty weigh and paid unto one Mr Samuell Williams (who is either one of the sayd subcommissioners or a Clarke unto them) a hundred pounds in parte payment for the sayd second third of salt (as the sayd Mr Williams did acknowledge to this deponent) and saith that hee this deponent soone after the sale of the salt aforesayd to the sayd Percivall Gilbert by the sayd subcommissioners, was sent by the sayd Percivall Gilbert to the sayd Mr Williams with a letter to demande of him the sayd Williams the sayd 50 weigh of salt and there was a boate sent by the order of the sayd Percivall Gilbert to lade the same in which this deponent could have laded the same in 3 or 4 dayes tyme if hee might have bin permitted soe to doe And this deponent having delivered the sayd letter to the sayd Williams, in the behalfe of the sayd Percivall Gilbert demanded of the sayd Williams the sayd fifty weigh of salt, who told this deponent that the first third part of the sayd shipp's lading of salt was sold to (the allegate) Mr Blake and that hee had not taken the same out of the sayd shipp and therefore hee the sayd Percivall Gilbert could not have his second third part of the sayd salt before the sayd Blake had taken away his first third and soe refused to deliver the sayd second third to this deponent whereupon this deponent was forced to goe away and send the sayd boate away without the sayd second third of the sayd salt to the sayd Percivall Gilberts great losse and damage who had sold 28 weigh which makes 140 quarters of the sayd salt to one John Knight of Cowes in the Ile of Wight and had sent him then along with this deponent to receive the same which by the meanes aforesayd hee could not doe but returned without the same and being soe disappoinmtd refused afterwards to take the same upon the same conditions he had bargained for, by reason his bargaine was not then performed"<sup>284</sup>

"By reason the sayd Knight could not receive his sayd 28 weigh of salt according to bargaine at such tyme as this deponent and hee came first to demande the same, the sayd Knight refused as aforesayd to take the same salt at the price agreed upon whereby the sayd Gilbert was afterwards forced to conclude a new bargaine with him for the same and thereby lost three halfe pence in every bushell of salte, of the rate the sayd Knight was by the first bargaine to have paid him for the same which amounted to seaven pounds odd money sterlinc"<sup>285</sup>

"Hee was not present when the shipp ladeing of salt was sold and therefore cannot of his knowledge depose upon what conditions as to the delivery thereof the same was sold but hath heard the whole shipp's ladeing was bought by the interrate Blake and Gilbert and that they were to take the whole ladeing of salt out within 14 dayes after sale thereof And the sayd Williams told this deponent that Blake was to take the first third of the sayd ladeing"<sup>286</sup>

"the buyers ought not to send any labourers to helpe to unlade the sayd shipp of the sayd salt or to measure the same and saith if the shipp's company were in a readines to deliver the same and measure it and the weather not wett and boates ready to receave it 50 weigh of salt might be delivered in four or five dayes And hee beleeveth the whole ladeing of salt in the shipp *Brandaries* (if weather were fayre and boates ready and the shipp's company ready to deliver the same) might have bin delivered within 14 dayes"<sup>287</sup>

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<sup>284</sup> HCA 13/70 f.318v-319r

<sup>285</sup> HCA 13/70 f.319r

<sup>286</sup> HCA 13/70 f.319r

<sup>287</sup> HCA 13/70 f.319r

**Reyer Dommerson, mariner of Skedam in Holland and master of the Hope, which was carrying oranges and lemons, pickled lemons, salt and other goods en route from Lisbon for Danzig, when seized in 1653, stated**

"The oranges and lemons aboard (saving what are pickled) will quickly perish and be spoiled if not speedily landed, and the salt will melt and decay, and without greate care taken quickly be spoiled"<sup>288</sup>

### **VALUE OF SALT IN LONDON [1604]**

**John Smith**, fifty-five year old ship carpenter from the parish of Tooly in Southwark, was a member of the company of the ship the *Patience*, gave an account in May 1604 of the sinking a few weeks earlier of his ship whilst at anchor near Redrith in the River Thames. The ship was laden with 120 fons of salt, which she had brought from Rochell in France. He stated that "a tonne of sale is worth in this Citty of London £3 or thereabouts in his iudgement"<sup>289</sup>

### **WET SALT LOADED FROM A HOY WITH "NOE SEELINGE" [1632]**

**John Correll. Sixty year old mariner of Redriffe, Surrey. Master of the *Phenix* of Yarmouth. Deposed February 1633.**

"Within the tyme arlate the arlate David Kirke did employ this examinate to hire a shipp at Yarmouth or elsewhere to be employed for the use of himselfe and company in a voyage from England to the parts of Canada, and accordingly this examinate did hire the arlate shipp the *Phenix* of Yarmouth and afterwards a charterparty heerunto annexed was drawen up and sealed and subscribed by the arlate David Kirke, William Barkely and John Galliard on the one part, and the foresayd John Seaman, Samuel Dubbleday, Paule Cooke and John Allen on the other part did seale and sub=scribe another party of the same tenor, for the performance of the conditions mentioned in the sayd charter party...

This examinate and company departed with the sayd shipp from Yarmouth to the Goare End and at the Goare End there were brought abord the sayd shipp a quantity of salt om hoyes but how much he knoweth not, and that one of the hoyes in which part of the sayd salte was brought to the Goare was very leaky, which he knoweth to be true for that he sawe after the sayd salte was taken out of one of the sayd hoyes there was noe seelinge in the sayd hoy and the water was almost as high as the tymbers of her and that some of the sayd salte of this deponents sight and knowledge was wett when it was laden out of the sayd hoye abord the sayd shipp...The merchants servants that came downe with the sayd salte to the Goare sayd that there were not above nyne and twenty or thirty weighs of salte brought downe from London in the sayd hoyes and laden abord the sayd shipp...

In case any of the salte abord the sayd shipp were dampnifyed or wasted yet the same did soe waste partly by reason that the same continued abord the sayd shipp ny the space of seaven monethes or therabouts, and partly by the leake which happened by reason of the stormy weather aforesayd, and some parte of the sayd salte was employed in saltinge of fish and other provision for the sayd shipp's use...

The sayd shipp after she was two hundred leagues at sea or therabouts and not before did springe a leake and became l;eaky in stormy weather and therby the salte abord her did receive some damage...

<sup>288</sup> HCA 13/69 unfol. IMG\_100\_05(2)\_1031

<sup>289</sup> HCA 13/37 f.8v

After the sayd shipp sprunge a leake in stormy weather (as predeposed) one or two of her company were inforced to stand at the pompe continually to pumpe out the water from the tyme that she sprunge the sayd leake untill her arrivall at Canada, to save the merchants goods from damage and to keep her from sinckinge, and after her arrivall at Canada this rendent and company were inforced to hale her on shoare to trymme her and stopp her leaks."<sup>290</sup>

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<sup>290</sup> HCA 13/50 ff.244r-245r

**TYPES**

New salt; white salt

**PACKAGING:**

Shot into ship; by measure

**MEASURES:**

Cargese [San Lucar measure]; gallons; moyes; Rochell bushells; ton [English measure]; Plymouth bushells; Topsham bushells; quarters; waye; weigh; Winchester bushells

## SALTPETER

### SALTPETER WASHED AWAY [1637]

**Robert Paule, thirty-three year old mariner of Limehouse, Middlesex. Master's mate of the *Hopefull Elizabeth*. Eight month voyage from London to Deposed February 1637.**

"In the sayd shipp's homewards voyage there was a certayne quantitye of salte peeter washed away but whether by the faulfe or insufficiencye of the sayd shipp or negligence of her company in not pumpinge of her he knoweth not, but sayeth that he this deponent hath allowed (and for oughte he knoweth to the contrarye) all the rest of the company have likewise allowed out of their wages unto the sayd Ensome fourteene shillings 6d per man, for the sayd saltepeeter excepte the sayd Tucker who is not yet payd his wages...He hath heard most of the company say that they have allowed 14s – 6d per man out of their wages for the samage aforesayd"<sup>291</sup>

"Some of the salte peeter interrate was very wett when it was first laden abord the sayd ship.

The voyage in question in foule weather the compayne did pumpe the sayd shipp every two houres (as this rendent beleiveth) and that he never knewe above nyne or ten ynches water in her hould at any tyme.

There as to the quantitye of two foot in thicknes or therabouts of ballast in the sayd shipp under the sayd salte peeter, and that he beleiveth that the sayd salt peeter could not waste away soe much as it did by reason of the wetnes therof at the tyme of the ladinge therof for he sayeth there were fowre baggs full broughte abord which were afterwards quite wasted and washed away which could not be unlesse the pumpe was neglected or unlesse it happened by bloweinge of the sayd shipp.

This rendent was the last of the company that was payd (except the sayd Tucker) and this rendent did abate 14s – 6s out of his wages towards the satisfyinge of the sayd damage of salte peeter because th rest had donne the like before him, but wherfor the rest did abate it he knoweth not."<sup>292</sup>

"The sayd Tucker the voyage in question did demeane himselfe honestlie and well, but beinge not able to write and read he was not able to performe the place of a boatswayne as well as he oughte to doe."<sup>293</sup>

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<sup>291</sup> HCA 13/53 f.15v

<sup>292</sup> HCA 13/53 f.16r

<sup>293</sup> HCA 13/53 f.16r

## **SILK**

### TYPES OF SILK

Ardas silk; Bassan silk; Bologna silk; Capichiola silk; Lagee/LeMessina silk; Naples silk;  
Orsay/Orsoy silk

## **SOAP**

### **PORTS EXPORTED FROM:**

Marseilles

## **SPICES**

### **TYPES:**

Cinnamon; cloves; nutmeg

## **STRONG WATERS**

### **TYPES:**

Aqua vita; brandy;

## SUGARS

**Barbados merchants stow goods between decks when the hold is full [1658]**

**Cannisters, loaves and powder sugar [1601]**

**Carmen and porters split sides of sugar chests and dirtied the outsides of the chests [1634]**

**Checking quality of sugars with a bore and by placing sugars on a paper for inspection [1636]**

**Chest of sugar nailed up and secure [1637]**

**Dropping of a chest of sugars into the water by Venetian porters [1635]**

**Embezzlement of sugars by masters and companies of ships if not mesasured and laden by weight [1640]**

**Fetches of sugar [1657]**

**Porters split sides of sugar chests [1634]**

**Price of white powder sugars and Muscavadoes sugars in April and May 1635 and March 1637 [1637]**

**Shipment of a chest of sugar from Dice key to a provincial customer in Ipswich [1653]**

**Sugars converted into a thin syrup [1635]**

**Sugars damaged by wet in chests placed at the bottom of a lighter at Customhouse key [1635]**

**Sugars damaged in ship, not in closed lighters, nor on shore [1635]**

**Sugars from Saint Tome [1642]**

**Sugars like congealed clay [1657]**

**Sugars never placed in their intended containers at Barbados [1656]**

## CANNISTERS, LOAVES AND POWDER SUGAR [1600]

**Richard Bannister, thirty-nine year old merchant of London. Deposed January 1601.**

“Saint Thome sugars are brought in cannisters...Barbary sugars are in loves and Brasele sugars in powder”<sup>294</sup>

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<sup>294</sup> HCA 13/40 f.76r

## BARBADOS MERCHANTS STOW GOODS BETWEEN DECKS WHEN THE HOLD IS FULL [1658]

**Bartholomewe Wells, thirty-seven year old mariner of Saint Olaves in the burrough of Southwark, Surrey. Deposed January 1658.**

"Hee this deponent was one of the company of the arlate shipp the *Gilbert* during the voyage in question and therby knoweth that at such tyme as the sayd shipp the sayd voyage remayned at the Barbados and after shee had receaved aboard her her full ladeing the arlate Benjamin Bellinger sent in a shallop eight hogsheads of sugar marked with the marke in

### **B. B [MERCHANTS MARKE, LH MARGIN]**

the margent to bee transported thence to England for his accompt which being come to the side of the shipp the arlate Croford and company did refuse to take it aboard for that the shipp was fully laden and soe full of goods that shee could not with any conveniencie carrie more whereupon the sayd sugars lay by the shipp side two dayes and a night and then the sayd Bellinger came him selfe aboard and asked the shipps company why the sayd eight hogsheads of sugar were not taken aboard and some of the company replied in presence of this deponent and others of the shipps company that the shipp was allready soe incumbered with goods that they were faine to stowe their provisions and alsoe some goods betweene decks and that therefore they could not take them in or to that effect and told him that if they should take it a board they should clogg up their gunnes soe that they could not make use of them if they were sett upon by an enymye or if they mett with tempest at sea in their passage they must bee forced to heave them over board which notwithstanding the sayd Bellinger desyred to speake with the Captaine the sayd Croford, and did speake with him, and earnestly pressed him to take them aboard and told him hee had promised him to carry them for him and the sayd Croford answered and sayd hee the sayd Bellinger should then have sent them sooner for his shipp was soe full now that hee could not well take them in and that if hee did take them and that any stormie weather came or that hee should meeete with an enymye hee must bee forced to heave them over board to cleere his gunnes for his necessary defence or in case of tempest to lighten his shipp they being last laden and next hand and easiest to be come at, to preserve his shipp and the rest of his ladeing and the sayd Bellinger answered and sayd lett them bee taken aboard and if yow bee by storme or enymyes necessitated to heave them overboard I will beare the dammage or words to that effect And this discourse happened upon the deck and upon the quarter deck of the sayd shipp in presence of this deponent and his Contests Woodfall and Ceeley and of Nicholas Allen John Gillett William Jepson and others of the sayd shipps company, upon which promise of the sayd Bellinger the sayd eight hogsheads were taken aboard and stowed betweene decks abaft the mast this hee knoweth for that hee helped alsoe to stowe the sayd hogsheads

Hee saith the eight hogsheads of sugar aforesayd were stowed betweene decks abaft the mayne mast And saith there were stowed alsoe fustick, sugars, and cotton, and fyrewood for the shipps provision, but to whome the fustick sugars and cottons aforesayd belonged hee knoweth not nor their quantitie And saith hee beleeveth that Barbados merchants doe when the hold is full stowe goods between decks of shipps, but not when shipps had laden in and stowed soe much betweene decks before hand as the *Gilbert* had when the eight hogsheads aforesayd were brought to be stowed."<sup>295</sup>

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<sup>295</sup> HCA 13/72 ff..236v-236v

## CARMEN AND PORTERS SPLIT SIDES OF SUGAR CHESTS AND DIRTIED THE OUTSIDES OF THE CHESTS [1634]

**Marmaduke Bladder, twenty-eight year old mariner of Saint Bottolphs Algate, London. Purser of the *Hopewell*. Bladder was instructed by the master of the *Hopewell* to stand at Sommers key and Customhouse key to take note of the unlading of the *Hopewell*'s cargo. He describes watching carmen and porters leap into lighters to unlade chests of sugar, splitting the sides of a number of chestsm, and dirtying the outside of the chests by trampling on them. The dirt was subsequently washed off the chests at the house of a London merchant. Deposed June 1634.**

"After the arrivall of the arlate shippe the *Hopewell* at this porte of London from the voyage arlate this examinate beinge purser of her by the order of Richard ffrench the master of that shippe did stande at Sommers key and Customehouse key, and there tooke notice of all the goods that were dischardged out of the said shippe that voyage in this porte of Londone xcepte (as the land wayeter told this examinate) about forty chests of sugar and Brazelee wood, which were ladnded (as yt was said) in this examinat's absence whilst the said ffrench sente him aboute other busines, and those chests of sugar which this examinate sawe here landed as aforesaid, at the tymes of the landing of them, to the outward appearance seemed to bee drie and well conditioned, save only that the carmen and porters that came to take upp the said goods at the keyes aforesaid, leaping downe into the lighters to take upp those chests of sugar did splitt one side of some of those chests of sugar and trample uppon them did deface [?mostly] durty [?XXXX ?XXXX] the outsides of some of those chests of sugar and the outside of some of those chests of sugar this examinate sawe washed at the house of one Mr Lighte a merchante to whom part of those sugars were delivered here at London, but whether any part of those chests of sugar which this examinate sawe landed as aforesaide were dininished in the said shippe or not this examinate cannott declare for that some of those chests of sugar at the tyme of their ladinge in the porte of Angra in the Tereras, to this examinat's knowledge wantinge some thinge of full because at the ladinge of them there, some of them riseinge lighte this examinate putt his [?finge] into some of them upp to the hafte the length of fower or five ynches and raked yt amongst the chests almoste from end to end soe farr as hee coulde for the hoopes, and coulde feele noe sugars in them and at the tyme of the landinge of them here, being splitt by the iumpinge of the porters and others uppon them as aforesaid, this examinate putt both his knife and sheath into some of those chests and raked yt alonge as aforesaid and could feele noe sugars in them, and at the ends of some of those chests the boards gave way one from the other that a mann mighte thruste in his lighter finger and at those clefts this examinate sawe some of the porters that did helpe to lade those chests of sugar at the keyes aforesaide with their knives or a peece of a sticke rake a little sugar out of those chests in all hee conceiveth not above the quantity of about fower pounds of sugar, and those clefts hee conceiveth grewe by the weighte of the sugars themselves in the often remayning of them, and uppon the topps of some of those chests the boards were soe splitt that a mann mighte have putt in his fiste, and the upper parte of some of those chests of sugaar was soe broken and splitt that a man mighte have taken yt upp without takinge upp the hoopes and have putt a shovell into the cheste and taken all the sugar out of then, and there was none of those chests of sugar that hee sawe landed as aforesaide into which hee coulde looke but wanted of beeing full at the leaste two ynches or two ynches and a halfe, and at one of the ends had an emptines within the chests as bigg as a mann's head."<sup>296</sup>

## CHECKING THE QUALITY OF SUGARS WITH AN IRON STICK OR SUGAR DRAWER [1636]

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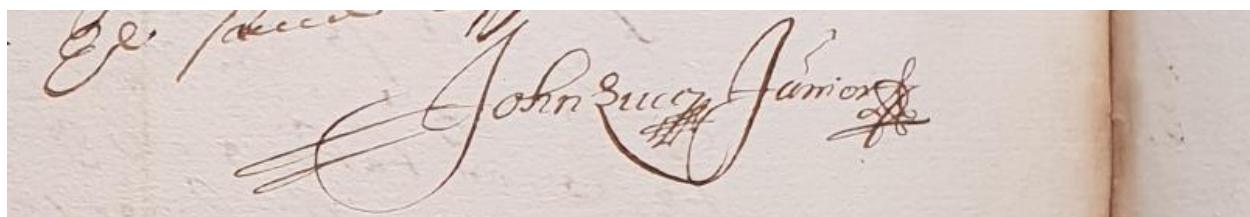
<sup>296</sup> HCA 13/651 ff.33r-34r

**John Lucy, seventeen year old son of John Lucy, merchant of Saint Benedict ffincke London.**  
John Lucy was a brother of Luke Lucy, the party producent. Describes the use of an iron stick, or sugar drawer, to test the quality of sugar in butts of sugar , which had arrived from Barbados. Many of the butts contained little sugar. The absence of water damage suggested the butts had never been full of sugar in the first place. Deposed January 1636.

"This examinate sawe all the 89 chests of sugar articulate excepte nyne or tenn of them taken upp at Chesters key out of severall lighters that brought them from the articulate shipp the *Lidia*, and at the tyme of the taking of them upp out of the said lighters by an iron sticke or sugar drawer which hee sawe then thruste into some of them, hee sawe and did observe that some of the said 89 chests of sugar articulate were dampnified by wett which the had received, but how many of them were soe dampnified or how much they were dampnified hee sayeth hee cannott expresse.

**In answer to interrogatories he said:**

It was faire weather and not rainy when the said 89 chests of sugar were taken out of the lighters and put into carts and carried home to this rendents fathers house, onely hee sayeth yt rained a little which 4 or sixe chests of sugar were bringing home in carts from Chesters key to his fathers house aforesaid, but hee conceiveth that raine beeing but a little neither did or coulde doe those sugars any hurte or dampnefie them."<sup>297</sup>



Signature of John Lucy junior, son of John Lucy, merchant of Saint Benedict Fink, London, English High Court of Admiralty.  
January 21<sup>st</sup> 1636. HCA 13/52 f.239v

#### **CHECKING QUALITY OF SUGARS WITH A BORE AND BY PLACING SUGARS ON A PAPER FOR INSPECTION [1636]**

**Frederick Hart, merchant of Tertollen, Zeeland, resident in Saint Andrew Undershaft.**  
**Deposed January 1636.**

"This examinate at the request of Lucas Lucy the party producent did goe with him and his contest [?XXXbright] Steenkest this weee to severall places in London and there sawe twenty fower chests of sugar, uppon some of which this examinate sawe the marke in the margent of the schedule arlate but did not take any notice of the marke uppon the rest and those chests of sugar the said Lucy said came consigned to him from the Matheras, and those chests of sugars all but one this examinate and the said Steenkiste sawe opened, and searched into some of them with a bore and out of others tooke upp some suger in their hands, and lays some of those sugaers upon papers and compared one with another, and founde every one of those chests of sugars to bee dampnified, and hee sayeth that by such view and triall this examinate in his judgement, beleeveth that the sugar in the said chests of sugar were dampnified as followeth videlicet In a chest No.83 to the value of forty shillings sterlincg In a chest No.99 to the value of 30s sterlincg In a chest No.80 to the value of 55s sterlincg In a chest No.103 to the

<sup>297</sup> HCA 13/52 f.239r

value of 30s sterlinge In a chest No.46 to the value of 40s sterlinge In another chest the number defaced, to the value of £4 sterlinge, In two chests No.110 and 111 to the value of £5 sterlinge, In a chest No.61 to the value of £4 sterlinge, In chest No.63 to the value of 30s sterlinge, In another chest the number defaced to the value of 12s sterleinge In a chest No.82 to the value of £4 – 10s sterelinge In a chest No.49 to the value of £3 sterleinge In chest No.97 to the value of 40s sterleinge In chest No.108 to the value of 40s sterleinge In chest No.87 to the value of 15 pounds sterleinge and hee sawe three other chests of sugar No.74, 92 and 98, but cannott estimate the damage thereof In another chest No.95 to the value of foure pounds ten shillings sterlinge all which sugars aforesaid were white sugars, Moreover hee sawe three other chests of Muscovado sugars”<sup>298</sup>

### **CHEST OF SUGAR NAILED UP AND SECURE [1637]**

**Richard Margeram, thirty-two year old mariner of Shadwell, Middlesex. Master's mate of the *Canary Merchant*. Described chests of sugar as “fast nayled up”, when delivered in London. Deposed April 1637.**

“All the chests of sugars laden abord the shipp the *Canary Merchant* (wherof Charles Thorowgood is master) at Porto Port in her last voyage were broughte to the porte of London and delivered of her into lighters fast nayled up and in as good condition to outwards appearance as they were at the tyme when they were first laden abord the sayd shipp at Porto Port as aforesayd.”<sup>299</sup>

### **DROPPING OF A CHEST OF SUGARS INTO THE WATER BY VENETIAN PORTER [1635]**

**Paul Lane twenty-eight year old mariner of Wapping, Middlese. One of three of the company of the *Jeremy* of London, who were in boat delivering a chest of sugar at Livorno. According to Lane, porters hired to unlade the chest of sugar from the boat dropped the chest into the water. Deposed July 1635.**

“About Whit Sunday last was twelve monethes at the Islands of the Trereraes and Saint Michaels there were ladaen aboard the sayd shipp the *Jeremy* of London divers chests of sugar to be transported in the sayd shipp partlye to Leghorne and partlye to Venice for the accompte of certayne jewes and Portugalls the premisses he knoweth for that he was one of the company of the sayd shipp the sayd voyage.

At Leghorne there were delivered out of the sayd [shipp] certaye chests of sugar and after the delivery of them there was one cheste of Pameale sugars sent back agayne abord the sayd shipp and the purser of the sayd shipp tould the boatswayne that the sayd chest soe broughte backe was mistaken and that it should have bene delivered at Venice and not here at Leghorne and that there should be a chest of white sugar under the same marke that the sayd chest of blacke sugars was marked with delivered on shoare for the sayd Pameale suger, and this deponent and two others of the company of the *Jeremy* arryed the sayd chest of suger in safetye to the key of Leghorne and after the bringing therof to the key, the purser of the sayd shipp hired porters to helpe hoyst out the sayd chest of suger out of the boate upon the sayd key and accordingly those porters with the helpe of this examinate and the two others which were in the boate hoysted the sayd chest of sugars out of the sayd boate upon the key where the sayd porters stood, and when it was cleare out of the boate and upon the sayd key the sayd

<sup>298</sup> HCA 123/52 ff.239v-240r

<sup>299</sup> HCA 13/53 f.108r

porters lett the sayd chest of suger fall from the key into the water by which meanes the sayd sugars were wett and dampnified but this deponent and the other two of the *Jeremy* her company were not the occasion of the sayd damage nor of the fallinge of the sayd chest into the water for that the samewas deliveryed safely out of the boate upon the key and out of the reach of the *Jeremyes* company which were in the sayd boate. But the same was soe damnifyed by the faulfe and negligence of the porters that stood upon the key in not takinge better hould of it when it was upon the key out of the reach of the *Jeremyes* company as aforesayd....

Presently after the fallinge of the sayd cheste into the water the purser of the sayd shipp and the porters which he hired as aforesiad run awaye and lefte the sayd chest of suger in the water, but this rendent and his contest William Black leape into the water and were up at most to the arme pitts in water to keepe the sayd suger from damage as much as in them laye and after they had stood in the water buoyeing up the sayd chest by the space of a quarter of an houre or therabouts an English merchant passinge by and seeinge them procured some porters to helpe heave the sayd chest out of the water uppon the shoare, and by the industrie of this rendent and his sayd contest and of those porters there was a much suger reamayninge unwasted in the sayd chest as (by the confession of the sayd fflute the master made in this rendent's heareinge) the sayd fflute sould for fourtye dollars amountinge to nyne pounds sterlinge at 4s 6d per doller.”<sup>300</sup>

**The purser of the *Jeremy*, thirty-five year old Peter Clungeon of Southampton, told a rather different story. In his version, one of the *Jeremy's* company failed to keep stern of the boat fast against the key, and the chest of sugar fell between the key and the boat.**

“Two of the *Jeremyes* company indeavoured to heave the sayd chest upon the key and the other of the *Jeremyes* company stood on the sterne of the boate to keepe in the same to the side of the sayd keye, and as they were heavinge the sayd chest of suger out of the sayd boate upon the key the sayd boate beinge not made fast to the key, with the weighte of the sayd chest of suger in the thrustinge it upon the key, the partie who stood upon the sterne of the sayd boate was not able to hould in the sayd boate, and by the goeinge away of the sayd boate from the key the sayd chest of suger beinge not quite upon the key fell downe into the water betwixte the key and the sayd boate and therby the sayd chest of suger was much wett and dampnified by the faulfe and negligence of them which were in the sayd boate and not makinge the sayd boate faste to the key The premisses he knoweth to be true for that he was present and sawe the passages aforesayd.

The merchant to whome the sayd chest of suger was consigned to be delivered at Leghorne did refuse to accepte therof beinge soe wett and damnifyed, and thereupon the sayd fflute was inforced to make satisfaction unto the sayd merchant for the chest of suger by deduction of the vallue therof at Leghorne out of the fraigte for which he was to paye the sayd fflute for other goods but the iust somme which was deducted from the sayd fflute for the chest of suger he remembreth not...This deponent sould the wett suger remayneinge in the sayd chest for fourtye dollers each doller beinge then worth at Leghorne foure shillings six pence of therabouts.”<sup>301</sup>

In asnwer to interrogatories, Clungeon acknowledged that the three members of the *Jeremy's* company had been reluctant to unlade the chest of sugar, fearing they would be blamed if something went awry. “The company of the sayd shipp at first seemed unwillinge to carrie the sayd chest of suger on shoare, whereupon this rendent tould them that if they would not doe it they should choose, and that he never tould them that they should only rowe the same to the shoares side and then take noe further charge of it.”

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<sup>300</sup> HCA 13/52 ff.71r-71v

<sup>301</sup> HCA 13/52 ff.71v-72r

By Clungeon's account, the boat reached shoare safely, and lay there for a couple of hours. The men refused to unlade the chest, saying "they wanted more hands wherupon this rendent called three or foure porters to helpe them."<sup>302</sup> According to Clungeon, the chest of sugar was never fully clear of the boat and firmly on the key: "The syad chest of suger before it fell into water rested partly upon the key and partly upon the sayd boate uppon two thoughts<sup>303</sup>, and when the company of the sayd shipp the *Jeremy* which were in the sayd boate thrust the same out of the boate more upon the key the sayd boate beineg not made fast nor helde fast to the key, drove out by the thrustinge of the sayd chest, and by that meanes the sayd chest dropte downe into the water betwixte the sayd boate and the key."<sup>304</sup>

By this account it was the purser who ordered the men to go into the water to save the chest, whereas in Paul Lane's account the purser fled the scene with the porters. "This rendent spoake to the company in the sayd boate to goe into the water to wigh or lifte up the sayd chest of suger, which they grudginge at, and beinge not willinge to doe, this rendent and the porters hired by him, went away and lefte the sayd chest in the water."<sup>305</sup> In what reads like wishfull thinking, Clungeon argues that "If the *Jeremyes* company which were in the boate had stept into the water presently after the fall of the sayd chest of suger, and donne their indeavours to preserve the sayd suger, the porters hired by this rendent would have putt their helpinge hands therunto likewise, but this rendent and the sayd porters seeinge those in the boate soe careles of the sayd sugars and that they would not wett their foot to save the same, went away."<sup>306</sup>

**In a third version of the mishap, twenty-four year old mariner William Blacke of Libawe near Lubeck, placed the blame on the porters leaping out of the ship, he, Black, being blameless.**

Two hours after the boat reached the shore, "the purser came and commannded this deponent and the other two which were in the sayd boate to heave the sayd chest on shoare, but this deponent tould the sayd purser that he should provide a rope to heave the same on shoare, but the purser replied that it was noe matter for a rope but he would gett porters to helpe lande the sayd chest of suger and those porters came into the sayd boate and with the helpe of this deponent and two other of the *Jeremyes* company heaved the sayd chest clearlye out of the sayd boate almost upon the key and then the sayd porters before it was quite upon the key leapt out of the sayd boate upon the key and presently as they leapt on shoare the sayd chest beinge not well setled on the shoare dropte downe into the water betwixte the sayd boate and the key."<sup>307</sup> In this account, Black and his fellow mariners "did their best indeavours to thrust the same more fully upon the key, but had not strength enough to stand under or performe the same, which chest dropt into the water for want of the helpe of the sayd porters who went away before it was quite setled upon the key."<sup>308</sup>

Blacke's sense of time was a little different from his precontest, Pau Lane (or perhaps the notary taking down the deposition made an error). Either way, in Blacke's account, he and Paul Lane leapt into the water immediately after the chest of sugar fell, and stood in the water "by the space of an hour or therabouts before any bodye came to helpe them".<sup>309</sup> He was convinced that "if the sayd porters had leapt into the water with this rendent and his sayd precontest prently after the sayd chest fell into the

<sup>302</sup> HCA 13/52 f.72r

<sup>303</sup> Thoughts = thwarts

<sup>304</sup> HCA 13/52 f.72r

<sup>305</sup> HCA 13/52 f.72r

<sup>306</sup> HCA 13/52 f.72r

<sup>307</sup> HCA 13/52 f.73r

<sup>308</sup> HCA 13/52 f.73r

<sup>309</sup> HCA 13/52 f.73r

water, and had helped to preserve the sayd sugars there would not be a third part of the damage donne to the sayd sugars but a great parte of the sayd dammage mighte have bene prevented.”<sup>310</sup>

### **EMBEZZLEMENT OF SUGARS BY MASTERS AND COMPANIES OF SHIPS IF SUGARS NOT MEASURED AND LADEN BY WEIGHT [1640]**

**William Lynn, thirty-two year old merchant of Saint Dunstans in the East, London. Deposed January 1640.**

"This examinate lived seaven yearees as a factor in Lisbone in Portugall, and observed that it is a custome amongst the Portugalls and other nations there lading sugars in any Englishe or other shippe for Italy to deliver them by weight to the master or purser of the shippe, and about a yeare and a half since there was a generall letter written here in London, and subscribed by the arlate Grimes and this examinate and many other merchants of London trading for Lisbone, and directed to all the Englishe factors at Lisbone requiringe them to take noe sugars thence but by weight in regard of the great abuse that they had found by embeazelling their sugars by the masters and companies of shippes, and hee hath since had writing from Lisbone that the arlate Doves refusing there to take in sugars by weight they shewed him the said letter and hee put it upp and brought it away with him and refused to deliver it backe to the said factors, to the generall preuidice (as hee conceiveth) of all Englishe merchants that have sugars laden from thence, becasue for want of delivereing their sugars there by weight they cannott tell what is stolen from them by masters and companies of the shippes in which tose sugars are brought from thence for London"<sup>311</sup>

### **FETCHES OF SUGAR [1657]**

Thomas Markland, fifty year old grocer of St Andrews Undershaft London, deposed in the case Greene against ffisher that he was the Custome house waiter for the Excise upon the ship the *Six Brothers* which arrived in London from Port a Port in Portugal in July 1657. According to Markland, two and twenty chests and two fetches of sugar were delivered at Buttolphs wharfe from the *Six Brothers*, weighing 203 lb and a quarter.<sup>312</sup>

George Webb, thirty year old haberdasher of St Leonard Shoreditch London, “was imployed by the arlate Mr ffisher and other merchants to take up their sugars brought in the shipp the *Six Brothers* from Porto Port in Portugall to this port and did accordingly see to the deliverie and taking up of them.”<sup>313</sup>

Webb stated he saw Mr Fisher’s twenty two chests and two fetches of sugar “weighed neere the Custome house at one of the Custome house keyes, and made entrie of the number of the chests and fetches and alsoe of the weight thereof in his booke and hath a note taken out of his said booke now with him.”<sup>314</sup>

### **PORtUGUESE ROVES OR AROVES OF SUGAR [1637; 1640]**

**Gersham Howard, forty year old mariner of Wapping, Middlesex. Describes Portuguese and equivalent English weight of Muscavadoes sugars, white sugars, and Pameall sugars, laded on the *Pellican* of London. Deposed March 1637.**

<sup>310</sup> HCA 13/52 f.73r

<sup>311</sup> HCA13/55 ff.444v-445r

<sup>312</sup> HCA 13/72 f.291r

<sup>313</sup> HCA 13/72 f.291r

<sup>314</sup> HCA 13/72 f.291v

"It appeareth by the sayd invoyces that there were laden abord the sayd shipp sixty six chests of Muscavadoes sugars, contayninge one thousand two hundred sixtye seaven aroves, and twenty pounds Portugal weighte, alsoe that there were laden abord the sayd shipp nynetye chests of white sugars contayninge one thousand six hundred and twenty eighte aroves and ten pounds, and twenty one chests of pameales contayninge five hundred and seaven aroves and fower pounds, and sayeth that every arove Portugall weight doth make thirty twp pounds English weighte, and the foresayd one thousand two hundred sixtye seaven aroves and 20 pounds of Muscavadoes beinge reduced into English weighte doe make fourtye thousand five hundred sixtye fower pounds neate weighte which make three hundred sixtye two hundred weighte and twenty pounds each hundred contayninge five score and twelve pounds and the foresayd one thousand six hundred twenty eighte aroves and ten pounds of white suger doe make neat weight fiftye two thousand nynety six pounds, which maketh foure hundred sixty five hundred and sixteene pounds accomptinge five score and twelve pounds to every hundred as aforesayd, and the foresayd five hundred and seaven aroves and fower pounds of Pamealls Portugall weight doe amounte unto sixteene thousand two hundred twentye eighte pounds which make in English weighte one hundred fourtye fower hundred three quarters and sixteene pounds accomptinge 112pounds to every hundred as aforesayd."<sup>315</sup>

**Richard Lamb, twenty-eight year old merchant of Saint Peters in Cornhill, London. Dated March 1637/38.**

"The premisses he knoweth to be true for that he boughte whilst he lived at the Maderas many chests of suger by the Portugall arove which he findeth to contayne thirtye two pounds English weighte, and for that he hath carefullye and exactlye cast up the whole wieght of the sugars mentioned in the sayd invoyces and hath reduced them from Portugall weighte into English hundred weight and thereby findeth the weighte therof to be as is before deposed"<sup>316</sup>

**William Lynn, thirty-two year old merchant of Saint Dunstans in the East, London. Deposed January 1640.**

"A Portugall rove of sugar doth commonly make out two and thirty poundes and a halfe and sometymes three and thirty poundes Englishe weight here in London which hee knoweth to bee true for that hee dealeth in the same commodity sent from Lisbon in Portugall."<sup>317</sup>

**PRICE OF WHITE POWDER SUGARS AND MUSCAVADOES SUGARS IN APRIL AND MAY 1635 AND MARCH 1637 [1637]**

**Thomas Cullings, fifty-four year old citizen and merchant of Saint Christophers near the Royal Exchange, London.**

"In the monethes of April and May anno domini 1635 white powder sugars were worth in London six pounds fifteeene shillings per hundred, and Muscavadoes sugars were then worth in London five pounds per hundred and in the moneth of March last last white sugars were worth seaven pounds ten shillings or therabouts per hundred and at those respective rates those kinds of sugars were commonly sould in those respective monethes aforesayd. The premisses he knoweth to be true for that he is a grocer by profession and keepeth a warehouse of sugars and doth deale for the most part in buyeinge and

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<sup>315</sup> HCA 13/53 f.119r

<sup>316</sup> HCA 13/53 f.119v

<sup>317</sup> HCA 13/55 f.444v

sellinge of sugars, and did give so much or therabouts for the like sugars and sell them agayne for more then as before expressed, in the monethes aforesayd.”<sup>318</sup>

### **SHIPMENT OF A CHEST OF SUGAR FROM DICE KEY TO A PROVINCIAL CUSTOMER IN IPSWICH [1653]**

**Samuel Reynolds, forty-two year old merchant of Saint Dunstans in the East, London) was deposed in the case Complin against Brandlin. Reynolds stated he was wharfinger of Dice Key and described lading of a hoy named the *Primrose* with goods for delivery to Ipswich, including a chest of sugar. Deposed October 1653.**

“The premisses touching such their being aboard hee saith hee knoweth, because hee this deponent being wharfanger of Dice key, sawe and tooke notice in writing (in his booke) of the same, and hath nowe a note thereof with him which hee saith hee tooke out of his booke.”<sup>319</sup>

Reynolds stated that Titus Complain’s goods were laded at Dice key: “The 17th of October 1653 there were laden and were aboard the hoy the *Primrose* whereof William Marsh was master, and which was then lying at Dice key outwards bound for Ipswich, one chest of sugar, five hogsheads of tobaccoe, one basket packt (the contents hee knoweth not) and another basket containing druggs, and saith the said goods were to be transprtred for Ipswich (in the said vessell) and there to be delivered to Titus Camplin to whom they were directed and were marked TC [MERCHANTS MARK, WITH "C" ACROSS "T"], but who laded the said goods, or the valew or cost thereof hee saith hee knoweth not”.<sup>320</sup>

### **SUGARS CONVERTED INTO A THIN SYRUP [1635]**

**Thomas Cumberbache, sixteen year old servant to John Cumerbache, party producent. Deposed January 1636.**

“This deponent did not see the ladinge of the goods mentioned in the schedule libellate abord the arlate shipp the *Pellican* wheroft the arlate Humfry Blunt was master but sayeth that in or about the moneth of July last past [1635] after there was newes brought to the arlate John Cumerbache that the sayd Blunt’s shipp was bilged and that the sayd Cumerbach his goods were therby wett and dampnified , the sayd Cumerbach and other merchants that had goods in the same shipp sent their goods, which were brought up in a lighter to a key a little belowe London Bridge, and after they were broughte up to that key this deponent went thither with the sayd Cumerbach the producent, and this deponent then sawe in that lighter, one butt and certayne hogsheads and twelve barrels of grocery wares and foure bundells of paper under the marke of the sayd Cumerbach, and that two of the sayd hogsheads contayninge loafe sugar and browne candy were opened in this deponents presence abord the sayd lighter, and sayeth that there had come soe much water into those two hogsheads that all the browne candy and suger which was in them was converted to a thynne sirropp alsoe this deponent sawe the sayd butt of grocery ware opened, and sayeth that six of the suger loafes therin had taken some wett, and that it appreareth by the sayd Cumerbach his booke of accompts that the sayd two hogsheads of suger and candy which were turned into sirropp as aforesayd, did contayne at the tyme that they were laden abord the sayd Blunt’s shipp six hundred nyntye foure pounds and a halfe which cost at the suger bakers after the rate of 23d per pounde the somme of fiftye two pounds one shillinge and nyne pene, and the sayd six loafes of suger which were in the sayd butt did (as it likewise appeareth by the sayd booke of accompte weight at the tyme of the packinge therof in the sayd butt thirtye pounds

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<sup>318</sup> HCA 13/53 f.97v

<sup>319</sup> HCA 13/71 f.278r

<sup>320</sup> HCA 13/71 f.278r

weight, and cost after the rate of eighteene pence per pound, the somme of two pounds five shillings and the sayd six suger loafes were (of this examinate's knowledge) sould togeither withall the sayd sirropp to a suger baker for the somme of fourteene pounds tenn shillings ten pence, soe that the sayd Cumerbach did sustayne losse upon the sayd two hogsheads of suger and candye and the sayd six suger loafes in all the somme of thirty nyne pounds fifteene shillings and eleaven pence, Alsoe this deponent syaeth that the foresayd twelve barrells did contayne (as it appeareth by the sayd Cumerbach his booke of accompte) nyne hundred pound weight of raysons of the sunne which cost the sayd Cumerbach by that booke appeareth) thirtye fower shillings per hundred, which amounteth to fifteene pounds six shillings, alsoe there were in some of the sayd twelve barrells nyne hundred weighte of Mallega raysons which coste the sayd Cumerbach (as per the sayd booke appeareth) twenty one shillings per centum, in all nyne pounds nyne shillings , All which twelve barrells of raysons were at the tyme when they lay in the lighter aforesayd drippinge wett, and were afterwards sent in a shipp to Newcastle to be sould there at a fayre, but because the same would not (as he hath heard) yeilde money there, they were sent to Hull in Yorkshire and there this deponent offred them to be sould, but because they were wett and lookt blacke like dust noe bodye would give any money for them there, and then this deponent exposed them to sale at a fayre about Michaelmas last past, but noe bodye would buy any of them, soe that those twelve barrells of raysons by reason of the premisses are nothing worth in this deponent's iudgement nor fitt for any use except it be to give to hoggs...After the sayd goods were dampnifyed and laye in the lighter aforesayd the sayd Cumerbach the producent in this deponent's hearinge tould the sayd Humfry Blunt that he (the sayd Blunt) knewe that he undertooke to carrie the sayd Cumerbach his goods mentioned in the schedule arlate and to deliver them safe and drye at the Crane in Newcastle for five shillings per tonne if the sayd Cumerbach would give him 18d to pay for a [?transire] with 18d (as the sayd Cumerbach affirmeth) he had given him, and therupon the sayd Blunt acknowledged that he had received the sayd 18d and that he had undertaken to carry the sayd Cumerbach his goods safe and drye to Newcastle for five shillings per tonne, and savinge he sayeth that one of the company which belonged unto the sayd Blunt's shipp and came up in the lighter with the goods aforesayd did in this deponent's hearinge abord the sayd lighter confesse that the company of the sayd shipp stayd soe longe for the sayd Blunt who was then on shoare that it was almost lowe water before they fell downe with the sayd shipp, and that if they had not runn the sayd shipp uppon an anchor and bilged her, they had runn the [?XXXX] on shoare or to that effecte.”<sup>321</sup>

#### **SUGARS DAMAGED BY WET IN CHESTS PLACED AT THE BOTTOM OF A LIGHTER AT CUSTOM HOUSE KEY [1635]**

**Edward Bushell, sixteen year old servant and apprentice to Thomas Hutchins. Describes damage to two chests of sugar belonging to his master, which were sitting in a foot of water at the bottom of a lighter at Custom house key. The wet sugars were saved and placed in new casks, with extraordinary costs of cooperage, and were sold at two thirds of the price of dry white sugar. Deposed October 1635.**<sup>322</sup>

“The ship the *Pearle* which beeing arrived in the river of Thames from Lisbone about a yeare since, and the arlate Thomas Hutchins this examinate's master having some sugars brought from thence in that shipp, and understandinge that a lighter with sugars was come from that shippe to the Customehouse key, the said Hutchins sent this examinate downe to the Customehouse to see yf any of his the said Hutchins his sugars were brought in that lighter to the said key, and when this examinate came to the Customehouse, hee there founde lyeinge at the Customehouse key a lighter laden with sugars which as was said came from the said shippe the *Pearle*, and that lighter was called the *Ann*, and some of the

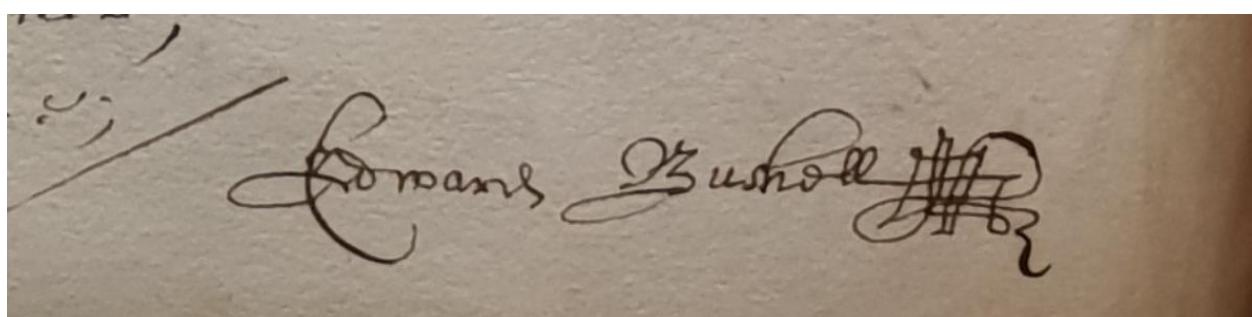
<sup>321</sup> HCA 13/52 ff.262r-262v

<sup>322</sup> See also deposition of Thomas Thrasher, draper of Alhallows Barking, London, who lived at Custom house gate, and observed William Coltman's lighters, including the *Ann* (HCA 13/53 ff.105v-106r)

servants of William Coltman the then wharfinger of the Customehouse key who stood to see the sugars unladen out of the said lighter, as alsoe the porters that were ymployed to unlade her, did say in this examineate's heareinge that that lighter was the said Coltman's lighter, and was employed and sent by him to fetch those sugars from the said shippe the *Pearle*, and hee sayeth uppon his oath that the sugars which lay in the bottome of the said lighter were very much wett and dampnified, amongst which there were two chests belonginge to the said Hutchins which lay in the bottome of that lighter very much wett, and this examineate stood by and sawe the same taken out of that lighter at the Customehouse key aforesaid, and then sawe by the wett chests in the bottome of her that the said lighter was leaky and that the water had bin in the bottome of her aboute a foote deepe as hee guesseth, cleane throughout the lighter, and yt was judged by all that were ymployed to take the sugars out of that lighter as alsoe those that stood by to see them taken out of her, that the dammage which happened to the said sugars came by the leakines of that lighter And hee sayeth that when the said chests of sugar were taken out of her Coltman was called to viewe them and the said Hutchins his wett sugar as devide from the drye and in the said Hutchins his two chests of sugar, there was five hundred and one and twenty pounds weight of wett sugar, and there wanted of the weight expressed in the invoyce thereof one hundred a quarter and seaventeene pounds of sugar, which hee conceiveth was washed out of those chests into the said lighter and hee sayeth that the sayd Hutchins was as hee beleeveth dampnified by the said wett sugar thirty seaven shillings a hundred, for he sayeth that that sugar which was drye and taken out of the said two chests of sugar beeing white sugar was as good as any of the parcell of sugars that hee had brought home the time in the sayd shippe the *Pearle* and hee knoweth that hee the said Hutchins sould all the rest of his parcell of sugars that hee got out of that shipp the same tyme but the said two chests of wett sugars for sixe pounds sterleng a hundred, and that which was wett as aforesaid was soulde but for fower pounds three shillings a hundred, besides the said Hutchins paid in extraordinary chardges for caske and cooperidge to preserve the said sugars sixe shillinges, And this hee affirmeth to bee true, who was ymployed to see and did see the said sugars taken out of the said lighter and sawe the wett devide from the drye sugar, and sawe both the wett and drye sugar weighed, and received the money for the said wett sugar of Mr Steeven Haroy to whom the said Hutchins soulde the same and receied the money for all the rest of the said Hutchins his parcell of sugars aforesaid except for the dry sugar which was taken out of the said two wett chests...Hee was told told that the lighterage of a chest of sugars from the shippe to the Customehouse key at the tyme when the said sugars were wett and dampnifed as aforesaid was sixe a pence a cheste, and soe much this examineate hath since paid to the wharfinger of Customehouse key for the lighterage of sugars which he hath taken upp there for his master.

**In response to interrogatories:**

Hee heard the said Coltman's mann say that the said lighter had layen too longe at the key, and that shee should have bin dischardged sooner."<sup>323</sup>



Signature of Edward Bushell, servant and apprentice to Thomas Hutchins, London merchant, English High Court of Admiralty, October 1635. HCA 13/52 f.123v

<sup>323</sup> HCA 13/52 f.122v-123v

## SUGARS DAMAGED IN SHIP, NOT IN THE CLOSED LIGHTERS, NOR ON SHORE [1635]

**Samuel Pumfre, servant to Walter Carter, of Allhallows Lombardstreet, London. Employed a week before Christmas 1635 to take up chests of sugar for London merchant Luke Lucy out of a ship named the *Lidia*. Pumfre noticed that some of the chests were damp, when he viewed them in the ship's hold, and notes the exact place within the hold that the various chests were laded. Some were in the upper tier, upon other mens' sugar chests, but some were in the lowest tier, and thus most vulnerable to water leaking into the hould. Deposed January 1636.**

"About a weeke before Christmas last past [1635] this deponent was employed by the arlate Lucas Lucy to take up eighty nyne chests of suger marked with the marke in the schedule arlate brought to the porte of London in the arlate shipp the *Lidia* and consigned to the sayd Lucye, and when this deponent tooke up the sayd sugars, it did appeare by the outside of the sayd chests, that divers of the sayd sugars had taken wett, and that they had leaked or melted and run out at the chinks of them, and this deponent before the sayd chests were delivered out of the hould of the sayd shipp, tould those that wroughte in the hould and were takinge of the sayd sugars, that divers of the sayd chests of suger had taken wett, to which they replyed it was nothinge, and made lighte of it, and after the sayd sugars were landed this deponent sawe some of the sayd chests of suger which to the outward appearance had taken wett as aforesayd opened, and that the sugars in those chests soe opened were very wett, and much dampnifyed, but howe much the same or any other of the sayd sugars were dampnifyed he cannott estimate...He verilye beleiveth that the wett and damage which came to the sayd sugars, happened by the faulfe and leakines of the sayd shipp the *Lidia*, for that where this deponent tooke up the sayd Mr Lucyes sugars he sawe a barrell of suger opened which lay in the hould of the sayd shipp amongst the sayd Mr Lucyes wett sugars, which barrell of suger one of the company of the sayd shipp claymed to be his, and after that barrell was opened it did appeare that the sugars in that barrell, had taken wett and the partie that owed that barrell of suger sayd it was spoiled by the sayd wett, and this deponent tooke some of the suger out of the sayd barrell in his hand, and it felt and seemed to be wett.

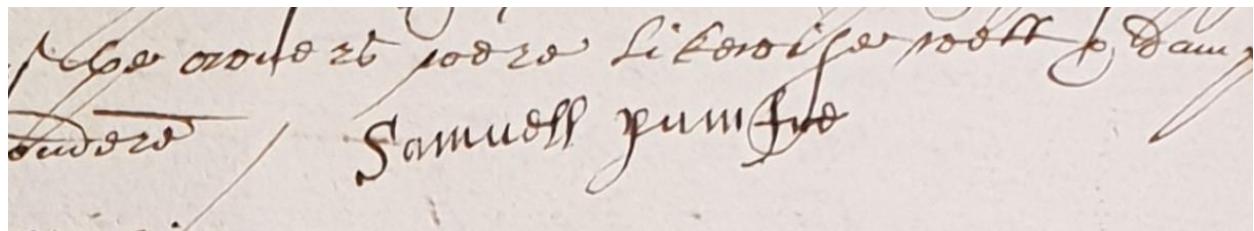
### In answer to interrogatories:

There was some raynye weather some tymes before all the sayd Mr Lucyes sugars were delivered out of the sayd shipp, the *Lidia*, but this rendent caused the company of the sayd shipp to forbear to deliver any of the sayd sugars when it was raynye weather, and that sometymes after some of the sayd sugars were in the lighters it did raine soe that the sayd sugars laye two dayes in a lighter before they were landed but the sayd sugars were in close lighters soe that noe raine could come to them.

There were divers other chests of suger abord the sayd shipp besides the sAyd Mr Lucyes sugars in question and there were alsoe divers boxes of sucketts and baggs of almonds, and a certayne quantitye of Brazeele wood, and some of the sayd Mr Lucyes sugars laye in the upper teere in the hould of the sayd shipp upon other merchant ssugers, and some of them in the lower most teere or rancke of goods in the sayd shipp, but most of the sayd Mr Lucyes sugars laye the upper most in the hould when this rendent came first aboard the sayd shipp to take them up, and that this rendent sawe dried hides in the sayd shipp but they did not lye uppon the sayd Mr Lucyes sugars when this rendent came first aboard the sayd shipp, but then there were some boxes of citterus and some baggs of almonds lyeinge upon some of the sayd Mr Lucyes and other mens sugars likewise, and that he hath heard that some sugars abord the sayd shipp belonginge to some or one of the owners were likewise wett and dampnifyed."<sup>324</sup>

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<sup>324</sup> HCA 13/52 ff.200r-200v

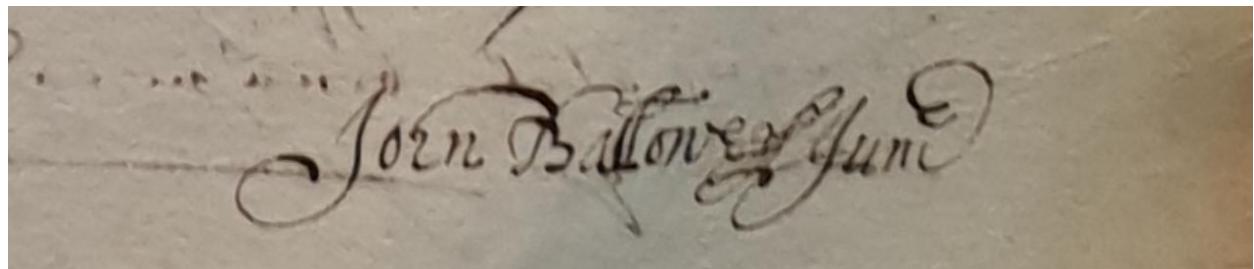


Signature of Samuel Pumfre, servant to Ealter Carter of Allhallows Lombardstreet, London, English High Court of Admiralty.  
January 16<sup>th</sup> 1636. HCA 13/52 f.239v

### SUGARS FROM SAINT TOME [1642]

**John Ballowe junior, nineteen year old son of John Ballowe the elder, merchant of Saint Stephens Colemanstreet, London. Deposed February 1642.**

"His this examine's father Mr John Ballowe the elder being accountante for the Englishe Ginney and Binnye compayne which compayne trade some tymes in Saint Thome sugars, and hee liveinge with his father doth finde by his said ffather's books of accounts which hee keepeth for that compayne that within these fewe yeares laste paste the said compayne have had divers rove of sugars broughte from Saint Thome in three severall ships at three severall tymes one of which was this laste yeare paste but the quantitye or tymes more certainlye hee remembreth not but saieth as appears by those bookees of accounts soe kepte by his ffather which hee beleeves to bee truelye kepte, the foresaid sugars have made out here in London betweene 20 twentye and a halfe and one and twentye pounds neat sugar accordinge to the Englishe weighte each rove and 32 pounds weighte of sugar accordinge to Saint Thomas weighte is usuallye and ordinarilie accounted and taken to bee a rove of sugar."<sup>325</sup>



Signature of John Ballowe junior, son of John Ballowe the elder. English High Court of Admiralty. February 12<sup>th</sup> 1642. HCA 13/56 f.416r

### SUGAR LIKE CONGEALED CLAY [1657]

**Alexander Fowler, thirty-eight year old wine cooper of Saint Olave Hart Street, London, was deposed in the case Careswell and company against Bence. Fowler was employed by Mr Bence as a cooper to view fifteen chests of sugar brought home in the ship the *Oporto Merchant*. Fowler asked his servant to open one of the chests aboard the ship, and "hee this deponent helped to open the rest of them ashore after they were delivered at Chesters Key from aboard the *Oporto Merchant*."**<sup>326</sup>

<sup>325</sup> HCA 13/56 f.416r

<sup>326</sup> HCA 13/72 f.351r

The chests of sugar were in poor shape: “two of the sayd chests were almost all out and the sugar therein left was like clay, being congealed togeather with oyle And water, and eight or nyne more of them were very much wasted in the like kinde.”<sup>327</sup>

Fowler, acting on behalf of Mr Bence, required Joseph Careswell to view the sugars “and told him they were at Chesters key and knoweth that the sayd Bence was at a weekes charges extraordinary after the delivery of the sayd sugars out of the sayd shipp to keepe them to be viewed by the sayd Careswell”<sup>328</sup>

**Lewis Pridith, forty-three year old cooper of Saint Andrew Hubbard in Buttolph Lane, was also deposed in Careswell and Company against Bence. Pridith was employed by Bence to view the sugar and went aboard the *Oporto Merchant* to do so.**

“Hee being aboard the sayd shipp heard two of the sayd shipps Company who were in hold with this deponent when this deponent came to view the stowage of the sugars in question being sent to that end by the sayd Bence) saye (this deponent observing that the water that lay above the kilson of the shipp and in the dennage under the sayd chests) that the reason why soe much water was in the sayd shipp was for that a pype of oyle was staved at the ladeing of the shipp which oyle (as they sayd) leaked out and came amongst the ballast and dennage of the sayd shipp and thereby choaked the shipps pumpe that it could not voide the water soe well as otherwise it would have done.”<sup>329</sup>

Pridith reports at Bence’s request asking Careswell five times to view the sugar at Chesters key. After the fifth request “Careswell came to Chesters key and brought a man with him whose name hee knoweth not to view the sayd sugars and those that the sayd Bence employed thereabout being viewing of them, the sayd Careswell and the man hee soe brought after a little stay went away and seemed to slight the matter, And hee this deponent knoweth that the sayd sugars were kept at Chesters key in a warehouse above a weeke at the charge of the sayd Bence in expectation of the sayd Careswells coming to view them.”<sup>330</sup>

“Hee first sawe the chests of sugar in the hold of the *Oporto Merchant* as shee lay in the River of Thames in the moneth of December [1657] last, betwixt the eighteenth and three and twentieth days thereof, the tyme more certaynly hee doth not now remember.”<sup>331</sup>

“Hee was not in the voyage in question, and soe not present at the stowing nor sawe the spilling or running out of any oyle, nor sawe the sugar weighed, and saith it is usuall for sugars to bee weighed by the officers of the Custome house when they are landed and therefore beleeveth there could noe losse or dammage happen to the sayd sugars after their unladeing for that hee knoweth they were brought ashore the same day they were unladen and that one John the servant of Mr ffowler a cooper (employed to that purpose) came with them in the lighter.”<sup>332</sup>

## SUGARS NEVER PLACED INTO THEIR INTENDED CONTAINERS AT BARBADOS [1656]

“The arlate Captaine John Tottey being returned with his shipp the *Edward and John* from the Barbadoes the voyage in question with the goods in question and his sayd shipp then lying neere Bell wharfe in the River of Thames did desyre this deponent and Edward Thompson and Thomas Burgis all masters of shippes to goe along with him on board the sayd shipp and there to survay certaine casks or

<sup>327</sup> HCA 13/72 f.351r

<sup>328</sup> HCA 13/72 f.351v

<sup>329</sup> HCA 13/72 f.293v

<sup>330</sup> HCA 13/72 f.294r

<sup>331</sup> HCA 13/72 f.294

<sup>332</sup> HCA 13/72 f.294v

butts of sugar laden aboard the sayd shipp at the Barbadoes And this deponent and the sayd Thompson and Burgis did at his request goe with him upon the twelveth day of July 1656 and being come on board did survey these severall butts following videlicet one butt number 4 marked as in the margent and to the best of this deponent and the sayd Thompsons and Burgis their judgement it did appeare that there had never bin any sugar at all put into the sayd caske and soe they did then and hee this deponent still doth verily thinke and beleeve for that the sayd butt appeared to bee very drye and was well stowed soe that it sould not be wasted by any not received. And they did alsoe survey one other butt number six and marked **B** [with bar over] and an other butt **No 6** and marked **EW** And an other butt **No 2** and marked **64C** all which three butts did to this deponent and the sayd Thompson and Burgis evidently appear to bee the most part of every of them empty and but a smale quantity of sugar in every of them then remayning but how the same was gone he knoweth not nor can conceive for that it appeared to this deponent and the sayd Thompson and Burgis that all the sayd three butts were very well stowed and Kentlidge and that noe water soe farr they as could perceive had come to any one of them"<sup>333</sup>

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<sup>333</sup> HCA 13/71 f.346r

**TYPES**

Barbados sugar; Brasil sugar; black suger; loaf sugar; Muscavadoe sugar; Mevis/Nevis sugar; Pameale suger; Saint Thome sugar; sucketts; white sugar

**PACKAGING:**

Barrels of sugar; butts of sugar; cannisters; casks of sugar; chests of sugar; fetches of sugar; pipes of sugar; tons of sugar

**WORKERS INVOLVED IN SUGAR HANDLING**

Coopers; lightermen; porters; wharfingers; wine coopers

## TIMBER

### Economics of Norwegian timber trade to London [1612]

#### Marking of timber

#### Transporting deals

### Wooden mercandise storedlowermost [1656]

### ECONOMICS OF NORWEGIAN TIMBER TRADE TO LONDON [1612]

**Henry Somerscales, twenty-five year old London merchant, had bought timber from Rumscall and other places in Norway for five or six years. In his deposition, made in October 1612, he outlines the costs of buying and shipping timber, with associated charges and estimates the profit to be achieved, using a unit of one hundred deals as his measure of volume.**

"The freight of every hundred of deale boardes from Rumscale to London is usually two pound fyve shillings or thereabouts, and that deales are commonly bought at and nere Rumscale in the winter tyme for forty shillings the hundredth with the custome and other chardges there and fyve shillings is due at London for custome of every hundred of deales, and such deales as are usually bought at Rumscale for forty shillinges the hundred are sould in London for fyve pound ten shillings or fyve pound fifteene shillings the hundredth or thereabouts. And this he knoweth to be true ffor that he hath used Rumscall and other places of Norway aboute fyve or six yeares in buyeinge of deales and other Norway goodes which he hath from tyme to tyme shipped for England, whereby he knoweth the values, chardges, freight and proffett which is made of such goods."<sup>334</sup>

**Abraham Benion, a twenty-eight year old fishmonger living in the borough of Southwark, traded in Norwegian timber. His numbers are slightly different from those of Henry Somerscales**

"He hath byn in Norway foure or fyve viadges, and hath bought and shipped deales there to come for London, and hath freighted sondry ships for transportation of them, whereby he certenly knoweth that the freight of every hundred of deales from Norway to London us usually forty fyve or forty six shillings especially from Rumscall with the chardhes, and that deales are usually bought there for eight dollars and sometymes for nyne the hundredth and sould in London for fyve pounds sixtene shillinges, or six pounds the hundred as the deales are in goodnes, and besides there is usually paid in London fyve shillings for the custome of every hundred of deales thither brought accomptinge [?six] score deales to a hundredth."<sup>335</sup>

### MARKING OF TIMBER

**John Ellis, the seventeen year old servant of William Freeman, was a carpenter. He was sent to Barking by his master to investigate some pieces of timber, which had been washed up,**

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<sup>334</sup> HCA 13/42 f.89r

<sup>335</sup> HCA 13/42 f.89r

**and which Freeman believed had come from a lighter of his timber, which had sunk. Ellis claimed to recognise a piece of elm timber by its markings.**

"About a month or five weeks since there was a lighter of tymber brought from Dartford to a wharfe belongingee to the sayd ffreeman at Horse Downe, and by the relation of the lighterman which brought up the sayd tymber the sayd lighter annd her ladingg by foule weather was like to be castsway and certayne peeces of the sayd tymber were lost and since the premisses the sayd ffreeman havinge intelligence that one of the sayd peeces of tymber was taken up and broughte to Barkinge, sent this deponent thither yesterday to viewe the same, and this deponent then sawe a peece of elme tymber lyeinge in Barkinge which (as he was tould by one Bonnett of Barkinge was by him presented into the Registrye of this Court, and that peece of elme tymber he sayeth is marked with the marke of the sayd ffreeman and other marks as the rest of the tymber brought up in the same lighter the time aforesayd are marked with".<sup>336</sup>

### **TRANSPORTING DEALS (TIMBER)**

**Norway was a major source of timber for the building trade in London. A number of timber merchants can be identified in the HCA records. The case of Beale vs. Goodwyn and Langdon concerns an argument about the quality of the timber delivered on board ship in Norway. Allegedly the deales were not all delivered whole. Instead, two half deals or a large piece and a small piece of deal were substituted for whole deals.**

**Thomas Bateman** was the master's mate of the ship the *Providence*, whose master was Simon Beale. He deposed on November 25<sup>th</sup> 1655 in the case of Beale against Goodwin and Langdon, that: "he the deponent was the producent Simon Beale his mate in the voyage articulate to Norway and home againe to this Port of London, and that because he was masters mate in the sayd voyage and was present when the deales arlate wer laden aboard the arlate shipp the *Providence* he very well knoweth that the Nicholas Christianson did as agent or factor for thr arlate Goodwin and Langdon at Norway lade aboard the said shipp the *Providence* the deales brought home to this port of London for their accompt, and he deposeth that he was present and heard that when the producent tooke exception against the receiving aboard the peices of deales the sayd Christianson made answeare that he the said Beale must take them in, and thatt he must bee payd for them, and that he the sayd Christianson had cutt the peices off the whole deales for the more convenient stowing them aboard the sayd shipp... he was present and saw all the deales laden aboard the shipp interrate , and that there were noe more whole deales brought to the shipps side then what were taken in by the producent but he saith that some halfe deales and peices were refused... he saw the greatest part of the deales interrate cutt but he kept noe reckoning or account of the certaine number of those deales he saw cutt, and he sayth that they were cutt by the order and directing of Nicholas Christianson the agent ot factor there of the said Goodwyn and Langdon, and that the persons that cutt them were Danes and employed therein by him the said Christianson, And otherwise he answereth negatively, saving that the sayd deales were laden after the rate of sixe score and nor more to the hundred.... he the rendent did see the greatest part of the deales interrate delivered after her arrivall here, but that he left the shipp before she was quite unladen, but he saith that he very well knoweth being masters mate (as he hath predeposed) and present at the lading of the said deales at Norway, that a long peice and a short peice were laden by the said Christianson for a whole deale, and two halves were laden for a whole deale"<sup>337</sup>

**William Wood, forty-five year old shipwright of Wapping, Middlesex. Asked to adjudicate on the fairness of the delivery of deals from Swinsound in Norway. Deposed September 1655.**

<sup>336</sup> HCA 13/52 f.340r

<sup>337</sup> [HCA 13/70 f.551r](#)

"He deposeth and saith that he the deponent and his partner this present yeare freighted severall shippes to Norway and hath used that trade many yeaeres, and he saith that it is the custome of the deponents certaine knowledge and experience [?XXX] the said trade for merchants to receive and allowe upon account with the masters a long halfe deale for a whole deale, and alsoe two peices for a whole deale and most especially he saith it is allowed unto Swinsound deales in regard that they are the most slabby and ill conditioned deales that come out of the whole countrey, And he further deposeth that the busines now in controversy being by both parties litigant agreed upon to be putt unto arbitration and he the deponent being chosen by the producent for one of his Arbitrators was intrusted and informed touching the whole busines and upon his shewing him the deponent the bill of loading of the said deales arlate or a copy thereof, it did appeare to him this deponent that it was a very fayre and honest accompt and by the sayd Beale the producent"<sup>338</sup>

### **WOODEN MERCHANTIZE STORED LOWERMOST [1656]**

**Hendrick Zulick, twenty-six year old mariner of Trewal in Pomerania. Common man on the *ffortune*, sailing from Danzig to London with a mixed load of timber and pack goods. Deposed February 1656.**

"In or about the moneth of August last past, the said shipp the *ffortune* at Dantzicke received and tooke in her lading of clapboard wainscot and packs to be transported to this port of London, which goods hee saith were well and carefully stowed and dannaged for their preservation from dammage; and that having soe received the same on board, namely in or about the said moneth of August last the said shipp with the said goods in her shee sailed and departed from Dantzike for this port of London, and that in her course of proceeding, shee met with severall greate stormes, and very much fowle and tempestuous weather whereby she shipt much sea water..."

Hee saith the wooden merchandize was stored lowermost and then matts laid thereon and then the packs stowed on the said wooden goods and matts and matts again laid over the packs.

The said shipp sprung one leake the said voyage upon which she was about 15 weekes between Dantzike and London, and saith that comming into the North sea, she got the company of a shipp of Dantzike which came then out of Norway, in which company she came up into the River of Thames.

The dammagde befallen the lading of the said shipp, came and happened by water shipt and received above in the ship by the seas washing over and upon her decke and thense went and rann belowe, and not by any leakiness belowe."<sup>339</sup>

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<sup>338</sup> HCA 13/70 f.486v

<sup>339</sup> HCA 13/71 f.51r

**Certificate**

**TYPES OF TIMBER:**

Balks; Brazil wood; clapboards; deals; deal boards; dye wood; rlm; ffarnambucke wood; fir[r]; knees; masts; oak

**MEASURES OF TIMBER:**

Kintalls of wood

**SOURCES OF TIMBER:**

Brazil; New England; Norway; Sweden; Swinsounde

## **TOBACCO**

**Dangers of smoking tobacco in a gunroom on board ship [16XX]**

**Measuring tobacco [XXXX]**

**Petty charges at Port of London for tobacco [XXXX]**

**Private adventure in Barbados tobacco [1647]**

**Price arbitrage for wholesale tobacco between England and the United Provinces [1635]**

**Price realisation for tobacco in London [1635]**

**Rolls of tobacco in canvas bags [1635]**

**Transporting and marking tobacco [XXXX]**

**Weight of rolls of Saint Christophers tobacco and weight loss in transportation [1634]**

## DANGERS OF SMOKING TOBACCO IN A GUNROOM ON BOARD SHIP<sup>340</sup>

*Cord 4 and 5 tye by the lawes and custome of the shipp now mariner, seaman or  
officer in any shipp shipp aforesaid or in any port beyond the shipp ought to burne  
candles either betwene deckes or in any Gunroomes or any other place of tow  
days when the shipp is fitt, vixt after syde of the clock at night bulgys  
vixt extraordinary weather or with the windes overblow, and hys tyme in all  
days / nights but al and beyond the shipp the mate ought to be payed off as  
syde of the clock at night. Deale myre, Piring and man ought to make  
Tobacco in the Gunroomes of any shipp on sea by reason of the greatest danger  
that may ensue theron. / And Causid shewing it is dangerous to burns candles in the gunroomes except when  
they may be paid and refld.*

### MEASURING TOBACCO

**Simon Messinger** was a Shadwell cooper. He deposed in November 1658 that “tonnage of Virginia hogsheads of tobacco is bigger than any other tonnage of wine or otherwise English or Spanish, and that three Virginia hogsheads of tobacco take up rather more than lesse aboard a shipp then a tonne of any sort of wines or other ordinary goods, and soe they doe commonly amount and make up, which hee knoweth for that hee is a cooper by trade, and hath used to goe to sea and frequent merchants warehouses and take notice of Virginia hogsheads of tobacco, having used the said trade as a master Cooper for twelve yeares last or more”<sup>341</sup>

**James Jauncye**, a London grocer, added that “hee is soe well acquainted with the dimension and [?bignes] of Virginia hogsheads that hee can well make estimate of the roome they will take in a shipp, and beleeveth that shipps which are bought and sold and commonly warranted for three hundred tuns, will not nor can conveniently take in or stowe above seaven hundred hogsheads of Virginia tobacco.”

### PETTY CHARGES AT PORT OF LONDON FOR TOBACCO

**John Bradstreet**, a thirty-two year old tallow chandler, dealt in tobacco in London. He provides details of practices amongst merchants bringing tobacco into the port of London to avoid petty charges.

“Within the tyme arlate the best sorte of Virginia tobaccoe was of soe base and lowe a price heere in London that it would not yeild soe much as would paye for the fraigte custome and other petty charges as lighteridge cranidge wharfage portage and warehouse roome, and cooperidge which made many men who had tobacco broughte to this port of London from Virginia within the yeares aforesayd to leave their tobaccoe upon the owners of the shipps in which they were broughte, for the fraigte custome and other charges, due to be paid for the same, videlicet the fraigte custome and other charges came to seaven pence for every pound or therabouts and that sorte of tobaccoe would not then yeild to be soould above six pence or six pence halfe pennye per pound, The premisses he knoweth to be true for that within the tyme arlate there were broughte to this port of London in the shipp the *Christopher and Mary* (wherof Peter Andrewes was master) three hogsheads of Virginia tobaccon which as it appeareth by bill of ladinge were laden abord the sayd shipp by one Harecastle, and consigned to one John Punchard of Lymehouse mariner for his owne accompte, all which three

<sup>340</sup> HCA 13/62 unfol. 130D3300 DSC\_0298

<sup>341</sup> HCA 13/72 f.463r

hogsheads the sayd Punchards wife in the absence of her husband (who was then at sea,) sould unto this deponent for twentye shillings, and this deponent was to paye the freighte custome and other charges, which twenty shillings besides the freighte custome and other charges were then the price current at that tyme was, but he then gave soe much in hope that the price therof would rise, which this deponent lett lye in the custome houwse because it would not then yeild soe much as the charges of necessitye to be payd for the same would amounte unto and because this deponent did not take away the three hogsheads of tobacco and pay the freighte custome and other charges for the same, all the sayd three hogsheads were condemned and Mr Samuell Vassall the owner of the sayd shipp for the freighte and custome and other charges, and this deponent never received any satisfaction for the same..."<sup>342</sup>

### **PRICE ARBITRAGE FOR WHOLESALE TOBACCO BETWEEN ENGLAND AND THE UNITED PROVINCES IN 1635 – ROTTERDAM AND AMSTERDAM PRICES CLAIMED TO BE 72% HIGHER THAN ENGLAND**

**London merchant William Tristram claims he could have sold tobacco in Rotterdam and Amsterdam in early 1635 for a 72% higher wholesale price than in England<sup>343</sup>**

**QUESTION: How could there be such a large arbitrage opportunity for such a short and relatively low cost sea trip?**

**William Tristram, a forty-four year old London merchant, shipped tobacco from London to the ports of Rotterdam and Amsterdam in early 1635. He stated in the English High Court of Admiralty in March 1637 that:**

"The sayd shipp the *Charitye* (wherof the sayd Hart was master) was taken, with the tobacco aforesayd and other her ladinge abord her, by a man of warr of Ostend and caryed into Ostend, and that the sayd Houldan's shipp was (as he likewise heard) with the tobacco aforesayd and other goods abord her taken by a Dunkirke man of warr and caryed to Dunkirke before either of the sayd shipps arrived at the ports for which they were bound. All which tobaccoes laden abord the sayd two shipps were at the tyme of the ladinge of them vallued to be worth 14d per pound heere in England after which rate the whole quantitey aforesayd amounteth to six hundred thirty five pounds or thereabouts but (as he is informed if the sayd goods had safelye arrived at their designed ports in Holland they would have yeilded there twenty stivers per pounde after which rate the whole quantitey aforesayd would have amounted unto one thousand and nynty pounds sterlinc or thereabouts"<sup>344</sup>

### **CALCULATION**

(1) Goods laded into the *Charitye* (master: Nicholas Hart) in London in February 1635, consisting of twenty-six hogsheads of tobacco, "contayninge neat waigthe the usuall teare deducted six thousand eight hundred and fiftye pounds at the least" to be transported to Rotterdam. At the end of February 1635 a further sixteen hogsheads of tobacco were laden onto a second ship (master: John Houlden) "weighing neat tobacco, the usuall teare deducted) fower thousand and fiftye punds", to be delivered to Amsterdam

(2) Total weight of tobacco on the two ships = 10,900 pounds

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<sup>342</sup> HCA 13/51 f.140v

<sup>343</sup> [HCA 13/53 f.69v](#); [HCA 13/53 f.70r](#)

<sup>344</sup> [HCA 13/53 f.70r](#)

(3) Tobacco valued at English price of 14 d per pounds = £635.83

(4) Tobacco valued at United Provinces price of 20 stivers per pound = 24.03 d per pound = £1091 pounds

### PRICE REALISATION IN LONDON FOR TOBACCO [1635]

**William Wigge, thirty-six year old grocer of Saint Benedicts Sheerehogge, London. Wigge suggests that he could in London achieve a 2 pence premium per pound weight for the best Virginia tobacco. Deposed October 1635.**

"After the arrivall of the arlate shipp the *Robert Bonadventure* into the roade of Dover from Virginia the voyage ine question there came one Mr Browne one of the merchants that fraughted the sayd ship and asked this deponent wheither he would give consent that the fifteeene hogsheads of tobacco laden abord the sayd shipp at Virginia by and for the accompte of his brother the arlate Edward Wigge sgould be transported in the sayd shipp from Dover to Holland, wherunto this deponent replied that he would by noe meanes consent therunto but desired that the sayd tobaccoe might be broughte to and delivered in this port of London accordaninge to the bill of ladinge or else that he might have money for the sayd tbacoe, and that he this deponent who was appoynted to receave the sayd tobaccoe never gave consent that the sayd tobaccoe should be transported into Holland....

At the tyme of the arrivall of the sayd shipp the *Robert Bonadventure* in the port of Dover Virginia tobaccoe which was well conditioned was then worth heere in London ten pence per pound cleere of all charges to the seller therof, and within two or three dayes or therabouts after the departure of the sayd shipp from Dover towards Holland the foresayd Mr Browne and one Mr Turges two of the freighters of the sayd shipp came to this deponent and tould him that the sayd shipp was honne for Holland, and offred to five this deponent ten pence per pound for the sayd fifteeene hogsheads of tobaccoe laden by the sayd Edward Wigge or to deliver him fifteeene hogsheads of other Virginia tobaccoe in this port of London, which this deponent refused to accepte of for that the tobaccoe laden by the sayd Edward Wigge in other yeares broughte to the port of London was better and did yeild more by two pence in the pound, then other mens tobaccoe brought from Virginia."<sup>345</sup>

### PRIVATE ADVENTURE IN BARBADOS TOBACCO [1647]

**Richard Shone, thirty year old carpenter of Saint Saviour's Southwark, Surrey. Shone had a large private adventure in tobacco and green ginger, which he laded at the Barbadoes. The tobacco consisted of a mixture of great rolls, hand rolls and pricks. Deposed September 1647.**

"After the arlate shippe called the John was lett to fraught to the arlate Captaine Parr and whilst shee was and remained at the Barbadoes arlate the arlate Mabbett the master of her and the rest of the sayd shipp's company in the arlate first schedule mentioned did lade and cause to bee laden and putt aboard the sayd shippe tobaccoes such parcells as are expressed in the sayd schedule but how many for each perticuler mans account hee cannott expresse but sayeth that amongst these parcells this examinate had 16 greate rolls of tobaccoe 22 hand rolls 48 pricks of tobaccoe and a barrell of greene ginger and these goodes aforesaid to bee moved and transported in the sayd shipp to Chester, Liverpoole or Londonderry or such other port or place under the power or protection of the Parliament of England whether the said shipp should goe"<sup>346</sup>

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<sup>345</sup> HCA 13/52 ff.124v-125r

<sup>346</sup> HCA 13/62 unfol. DSC\_055, DSC \_056

## ROLLS OF TOBACCO IN CANVAS BAGS [1635]

**Richard Brooke, fifty year old haberdasher of Saint Olaves Hartstreet, London. Describes a parcel of uncustomed tobacco, brought in a ship named the *King David* from San Lucars in Spain to London. States that a Mr Tuball, one of the searchers of his Majesty's Custom house, London, had seized a bag containing Varinas tobacco. Deposed July 1635.**

"This deponent went with the arlate William Harborne to the Custome house and there the sayd Harborne findinge the sayd bagge wherin the sayd six rolles of tobacce were, cleered them and payd the custome of them and sent them home to his house and this deponent went home with the sayd Harborne and sawe the same bagge opened and the sayd six rolles of tobacce taken out of it, and then this deponent compared the sayd six rolles of tobacce with the three hundred and odd weighte of tobacce which the sayd Harborne had in his house before, and which a the sayd Harborne affirmed and it likewise appeared by letters which the sayd Harborne shewed him under the hand of his factor Edward Harborne, was sent to the sayd William Harborne from his sayd factor from San Lucar in other shipps, and this deponent tasted of both the sayd parcells of tobacce and it appeared both by the viewe smell and tast therof that the sayd six rolls of tobacce which the sayd Harborne found in the Custome houseas aforesayd and the three hundred weight of tobacce which he had in his house before as aforesayd were of one and the same sorte of tobacce, which he knoweth to be true for that he hath dealte in the same sorte of tobacce for these twentye yeaeres last past, and allsoe the sayd Harborne at the same tyme shewed him this deponent one letter under his sayd factor Edward Harborne's owne hand wriring, (which this deponent knoweth and is well acquainted with because the sayd Edward Harborne served him this deponent as an apprentice for the space of eight yeaeres) by which letter the sayd Edward Harborne did advise the sayd William Harborne that he would send him the remaynder of his tobacce in the sayd Hance Becker's shipp.

The six rolles of tobacce before mentioned which the sayd Harborne broughte from the Custome house and which his tasted at his houseas before he hath depos'd were well worth to be soould seaven shillings per pound in the common estimation of men, and soe much this deponent would willingly give for the same.

The six rolles of tobacco which the sayd Harborne broughte from the Custome house as aforesaid had noe marks on them, because the canvas in which the like tobaccoes are commonly made up at San Lucars, and on which the marks are usuallye made, were stript from them, at least there was noe canvas on them but the bagge in which they were all in and that he beleiveth that the sayd six rolles were not entred in the Custome house in the name of the said John Harborne nor of the sayd Hance Becker or any other, for that the sayd Tuball (as he tould this rendent) seized on them abord the sayd Becker's shipp as uncustomed goods, and brought them into the Custom house, and that if the sayd Becker or any other man but the sayd Harborne had entred them in their owne name he beleiveth the sayd Harborne could have fetcht them from thence by payeinge of the custome only."<sup>347</sup>

## TRANSPORTING AND MARKING TOBACCO

Hee saw the weighing of the said tobaccoes soe taken in on the wild coast, but tooke noe account thereof in writing, that being donne by the master, and that none of the foresaid tobaccoes by him depos'd to be laden for the owners were (to his remembrance) marked, but only chippes or peeces of wood fastened to the ends, and thereon the quantitie or weight of each roll set downe, but besides the foresaid quantitie depos'd to be laden for the owners, this deponent had five greate rolls and one small roll for his owne account upon which were peeces of wood fastened marked with this deponents marke

<sup>347</sup> HCA 13/51 f.522r

videlicet [MARKE], but the marke and wood is fallen off from one of his greate rolls, and that this deponent hath alsoe a small case of tobacce of the same marke, and the boatswaine hath one greate roll of tobacce for account of him and some others of the company and some small rolls and three cases of tobacce, and another of the company namely Arian Bastinson had alsoe some, but the quantitie hee remembreth not and one hide and a halfe"<sup>348</sup>

#### **WEIGHT OF ROLLS OF SAINT CHRISTOPHERS TONACCO AND WEIGHT LOSS IN TRANSPORTATION [1642]**

**William ffletcher, thirty-six year old merchant of Saint Lawrence Jury, London, was deposed in the English High Court of Admiralty concerning the price, weight and weight loss of Saint Christophers tobacco when transported to England. He estimated weight loss on rolls of such tobacco at twelve percent when transported from Saint Christophers to London of Plymouth.**

"The ususal weighte of Saint Christophers tobacce per the roll at the tyme of the ladeinge thereof is accounted there to bee seaventye pounde weighte little more or lesse, and is usuallye loosest in weighte in the transportation thereof from hence to this Porte of London or Plymouth or other places here in England after the rate of twelve per Centum. And this hee hath observed and knownen to bee true haveing traded much in tobacce"<sup>349</sup>

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<sup>348</sup> HCA 13/72 f.135v

<sup>349</sup> HCA 13/58 f.297r

**CONTAINERS:**

Cannester; chest; great roll; hand roll; hogsheads; prick; roll; small roll

**TYPES:**

Barbados tobacco; Saint Christophers tobacco; Varinas tobacco; Virginia tobacco;

**MEASURES:**

Pound

**LABELLING:**

Mark

**GENERAL TERMINOLOGY:**

Neat weight; usual teare deducted

**WAX**

## WEST INDIAN COMMODITIES

**Brazil wood**

**Coconuts**

**Drugs**

**Hides**

## WINE

Cork used to help stow butts of wine and barrels of figs at Cadiz [1607]

Drunken cook embezzles wine [1637]

Embezzlement of Canary wine by crew [1640]

French wine trade [1658]

Frost on Nantes river delays lading of Orleans wines [1636]

Hard to look after Canary wine on an overladen ship [1640]

Ill-stowed casks lacking beds and coins [1657]

Insufficiency of butts or casks [1630]

Lading Canary wine [?XXXX]

Lading Sherry sack at San Lucar [1632]

Manner of tasting wine at Malaga compared with London [1640]

Marking iron for wine casks [1599]

Old, poor quality casks used to ship wine from San Lucar [1632]

Precise recording in boatswain's book of butts of wine with more than "ordinary leakage" [1634]

Prickt wine [1657]

Pump runs with clear wine [1654]

Putting pegs or faucets in casks of French wines [1640]

Repair of Canary wine cask on board ship and refilling of cask [1642]

Ship's cooper gauged Malaga wine as it came to the tackle, whilst merchants' coopers observed the gauging [1636]

Spanish wine butts topped up with wine on shore or in boats before laded on ships at Cadiz [1645]

Transporting and warehousing wine [1657]

Use of labourers, not mariners, to load wine at the Canaries [1649]

Viewing and tasting wine in a Ratcliff warehouse [1638]

Warehousing of wines taken as a prize [1658]

## CORK USED TO HELP STOW BUTTS OF WINE AND BARRELS OF FIGS AT CADIZ [1607]

**Thomas Love, a mariner from Portsmouth on the ship the *Desire*, noted the use of cork at the port of Cadiz to assist with the stowage of butts of wine and barrels of figs.**

"There were some bundells of corcke broughte into the shipp the *Desire* by the merchants factors, which bundles were broken and the corcke be placed amongst the butts in the stowinge of them...the winessss and corcke came aborde well conditioned to his knowledge, and the corcke was brought on borde in bundells, but cannot be so delivered, for that the bundells were broken to lay under and about the butts in the stowinge of them...the corcke is not nowe in bundells, nor so well conditioned as yt was ffor that yt was broken sunder to stowe amongst the casks and receaved wett by reason of the said leaks And thinketh all the corcke is on bord and not diminished to his knowledge. And sayth the Master had fifty dozen of corcke of his owne in the said shipp and propped some figge barrells with parte of his owne corcke as he thinketh and not with any of the merchants."<sup>350</sup>

## DRUNKEN COOK EMBEZZLES WINE [1637]

**Henry Polinhorne, forty-six year old mariner of Wapping, Middlesex. Describes a cook from the ship the *Salutation* drinking heavily with the cook of the *Unicorne* of London, during the unlading of the ship's cargo of wines. Ship's master administers corporal punishment in response to the man's debauchment and ill language, having accused him of disrupting his men's work on the unlading of the ship and imbezeling his merchants' wines. Deposed March 1637.**

"About three weeks since (the tyme more certaynly he remembreth not) the arlate David Price came abord the shipp the *Unicorne* of London (wherof John Goodladd is master) and fekk to drinckinge with the cooke of the sayd shipp the *Unicorne* whilst the goodes were deliveringe out of her and drancke two quarter cann contayninge about three quarts of wyne, which he soe did without the leave of the sayd Goodladd or any other that had an authoritye to permitt him soe to doe, and that he was soe druncke that he was scarce able to stand, The premisses he knoweth to be true for that he was then abord the sayd shipp beinge hired by the sayd Goodladd to helpe to deliver the goods out of her the tyme aqforesayd.

The sayd John Goodladd the master of the sayd shipp the *Unicorne* cominge uppon the decke of the sayd shipp and findinge the sayd David Price there soe druncke that he could scarcely stande as aforesayd did demanne of him what busines he had abord the sayd shipp and in a friendlye manner at first bidd him to be gone on shoare and leave the sayd shipp tellinge him that he hindred his company from followeing their busines, and did drincke up and imbezell his merchants wynes, wherunto the sayd Price replyed doe you not knowe me I am Mr Haddock's cooke and then the sayd Goodladd tould him that he had nothinge to doe with Mr Haddock's cooke and prayed him to be gone out of the sayd shipp and then the sayd Price putt one of his leggs out of the sayd shipp, and presently came in agayne, and the sayd Goodladd commannded him to be gone, and tould him that if he would not e gone he would baste his sids wherunto the sayd Price replyed that he would staye abord the sayd shipp in [?XXX] of his (the sayd Goodladd's) teeth, and would begonne when he sawe his owne tyme or when he pleased or to that effecte, and therupon the sayd Goodladd cutt a peece of a small rope about the thicknes of a man's finger and gave the sayd Price five or six blowed or therabouts with that rop's ende, which the sayd Goodladd did by reason of his the sayd Price's debauchment and ill language which he gave as aforesayd and to preserve his merchants' wynes and to keepe his company in good order."<sup>351</sup>

<sup>350</sup> HCA 13/39 f.120r

<sup>351</sup> HCA 13/53 ff.77r-77v

**Richard Wilson, twenty-one year old mariner of Lee, Essex, adds some further detail about the state of David Price and his behaviour. Deposed March 1637.**

"It appeared both by his the sayd Price's countenance and speech (beinge scarce able to speake a readye word) that he was then much distempered with drincke, and the sayd Price claymed acquaintance with some of the sayd Goodladd's company and desired them to give some wyne, but this deponent then at worke at the capstan in helpinge to hoyste up the merchants' wynes out of the houlde, did not mynde what he sayd..."<sup>352</sup>

#### **EMBEZZLEMENT OF CANARY WINE BY SHIP'S COMPANY [1640]**

**Francis Long, twenty-two year old wine cooper, still apprentice and servant, challenged a mariner on board the ship the *Elisabeth* for stealing wine.**

"It is not an ordinary or usuall thing to have pluggs, peggs or faucetts in pipes of wyne thaty come from the Canaries which hee knoweth to bee true having bine a wyne cooper for these six or seaven ueares laste paste and in that tyme bine at the takinge upp of many hundred pipes of Canarie wynes brought to this porte of London from the Canaries and observed the caskes or pipes"<sup>353</sup>

"This examineate beinge employed by one Mr Bennett that had wynes aboard the sayd shippe the *Elisabeth* to looke to his wynes whileste hee was aboard the sayd shippe did see one of the shipp's company but his name hee knoweth not with a rundlett of aboute twoe gallons which hee had drawen out and filled out of some of the peeces of wynes which were stowed betweene deck but to whom the same did belonoge hee knoweth not and beinge reproved by him this examineate for the same hee seemed to bee very angrye and told him that hee knewe some of the company which had taken at leaste twenty gallons, and thereupon this examineate offered him a crowne to tell him whoe that was and whhere hee had taken those pipes and hee said hee would tell him this examineate but afterwards some more speeches passinge betweene him this examineate and the said fellowe concerninge the sayd runlett of wynes hee refused to tell him whoe it was that had gotten the sayd 20 gallons of wyne, and did never tell him whoe it was."<sup>354</sup>

#### **FRENCH WINE TRADE [1658]**

The Deptford mariner **Henry Mauren** was knowledgeable regarding the French wine trade. He stated in May 1658 that "hee hath made divers voyages to ffrance to lade wyne and brandie and cyder both before and since the voyage in question, sometymes to Burd[?ie] sometymes to Sherron sometymes to Nants sometymes to humflet in the river of Roane and sometymes to other places as Rochell and the Isle of Rea And thereby knoweth and hath observed that it is the custome in the places aforesayd that **noe masters or marinars of shippes are permitted to order and mannage the stoweing bedding and coyning of any wines, cyder brandie, viniger or other liquid ladeing brought thence, but the same is done by men sent on board for that purpose by the factors or agents who** lade the same, which men soe sent take upon them to order and mannage the stoweing of all such liquid ladeing (though they will permitt the shippes company to helpe to bring it to hand) or to helpe them [to ?lift] as they command, but if any either master or mates or other finde fault with their manner of stoweing they well bee very much displeased therat, by which meanes if any disaster happen by ill stowage the masters and

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<sup>352</sup> HCA 13/53 f.77v

<sup>353</sup> HCA 13/55 f.625r

<sup>354</sup> HCA 13/55 ff.625r-625v

companyes of shippes are not to be blamed for the same for that they have not the command and ordering thereof as in Spaine and other places they have, And this hee saith is a thing well knowne both to marchants and masters of shippes and seamen who trade for wynes to ffrance And saith hee well knoweth that according to the sayd custome the ffacrors or agents of the sayd Camby who laded the sayd forty tonne of wyne did send men alonge with them to stowe them who did according to the sayd custome manage the stowing bedding and coyning thereof and would not permitt the master or company of the *ffalcon* to meddle therein otherwise then to helpe to hand it and lift and lay the same where the men soe sent commanded<sup>355</sup>

**Henry Mauren** added that “it is usuall to store wine upon salt and alsoe to kentle the caske betweene with salt, and saith that there was about fowerscore tonne of salt laden aboard the *ffalcon* the greatest part whereof lay under the wines in question and other wines which the sayd shipp brought that voyage, and some of it was by those who stowed the wynes throwne betweene to kentle the caske as is usuall and beleeveth that by reason of the leakinessse of the caske wherein the wines were, some of the salt was wasted and preuidiced by the leakinessse of the wyne but doth not beleeve that the wine could any way bee preuidiced by the salt, neither did those coopers who receaved the wines in question from aboard the sayd shipp for the use of the interrogant Cambye though this deponent were in hold with them when they receaved the same, and sawe them ta[XX]e the same, complaine of any brackishes therein”<sup>356</sup>

### FROST ON NANTES RIVER DELAYS LADING OF ORLEANS WINES [1636]

**Orpheus Dunkin, thirty-six year old mariner of Saint Mary Matsellon alias Whitechapel.**  
**Describes a lengthy stay in the River of Nantes (the Loire) awaiting wines from Orleans.**  
**Deposed May 1637.**



“The said shipp the *Thomas* arrived in the porte of Nantes on the 24<sup>th</sup> of November 1636 stilo Anglia and that same day this rendent with his owne hands did deliver the sayd Host’s letters according to their directions.

Rowland fforgott to whome the sayd Hoost’s letters in the absence of Peter Richard of Orleans merchant (for whose accompte the said shipp the *Thomas* was taken to fraigte) were directed to be delivered, tould this rendent at the tyme of the delivery of the sayd letters that he had wynes readye to be laden abord the sayd shipp presently and wished himt to putt his ballast out, and accordingly this rendent and company did heave out their ballast and were readye to take in the sayd wines on the 28<sup>th</sup>

<sup>355</sup> HCA 13/72 ff.292r-292v

<sup>356</sup> HCA 13/72 f.293r

day of the same moneth, and about a fortnight after the delivery of the sayd letters the sayd fforgott did lade about threescore tonnes of wines abord the shipp wheroft one Allen Ruddicke was master) to be transported for Dunkirke, but tould this rendent that the sayd Richard would bringe with him from Orleans all the wynes which were to be laden abord ths rendent's shipp.

The sayd shipp the *Thomas* went as farr up in the porte of Nants as she could convenientlye and there tooke in parte of her ladinge videlicet at a place called Corone which is the usuall place where shipps bound for Nants doe take in their ladinge which is distant about seaven or eight myles from the bridge in Nants.

About a moneth or five weeks after the sayd shipp arrived in the porte of Nants there happened an extraordinary frost there, soe that noe shipps boats or lighters could come through the bridge of Nants or downe the river where the sayd shipp laye which frost soe continued by the space of a fortnight or therabouts but sayeth that for the space of a moneth or five weeks after the first arrivall of the sayd shipp there, there was noe frost there to hinder the cominge downe through the bridge or river of Nants of any lighters or other vessels to the place where the sayd shipp roade.

Shortlye after the sayd frost was thawed and gone videlicet upon the seaventh day of Januarie last past and not before the first of the wines laden abord the sayd shipp and consigned to the saud Hoosts were sente to be laden abord her and when the sayd wines came downe in lighters the sayd shipp laye on grounde on shoare for feare of oversettinge because shee was lighte for the sayd Hoost's factpr havinge aused this rendent and company to heave out their ballast within fower dayes after their first arryall there as before is deposed, and that all shipps that were there duringe the sayd froste did lye on shoare, but the sayd shipp floated every tyde at high water before the sayd wines came, but after there were about sixteene tonnes of wines laden abord her the sayd shipp was on grounde agayne and could not be gott within two dayes after by reason of neape tydes.

The sayd lighters or vessels in which the sayd wines were sent downe o be laden abord the sayd shipp did stay by the sayd shipp's side by the space of five dayes before the sayd wines were taken abord the sayd shipp, but this rendent and compayne were readye to take in the sayd wines, but sayeth that for two dayes after the first sixteene tonnes of wines were laden abord her, she could not be gotten afloate but lay on grounde as aforesaiyd and in those two dayes there were noe wines laden abord her and for one day after she was gotten off the sayd Richard beinge abord her would not suffer any more wynes to be laden abord her untill the sayd fforgett came downe to see the same stowed, and the sayd shipp for want of water enough to carrie her downe could not take in the last thirtye tonnes of her ladinge but was inforced to goe about twenty miles lower downe to take in those 30 tonnes which were broughte after her in a gabor.

The sayd Richard did protest against this rendent for those two dayes that the sayd lighters laye by her side with wines and could not be taken in by reason she was on ground and could not be gotten off as aforesayd and thereupon this rendent presently went up to Nants with the sayd Richard to answer his protest, and the judge there did order that he this rendent should abate for two dayes demorage.<sup>357</sup>

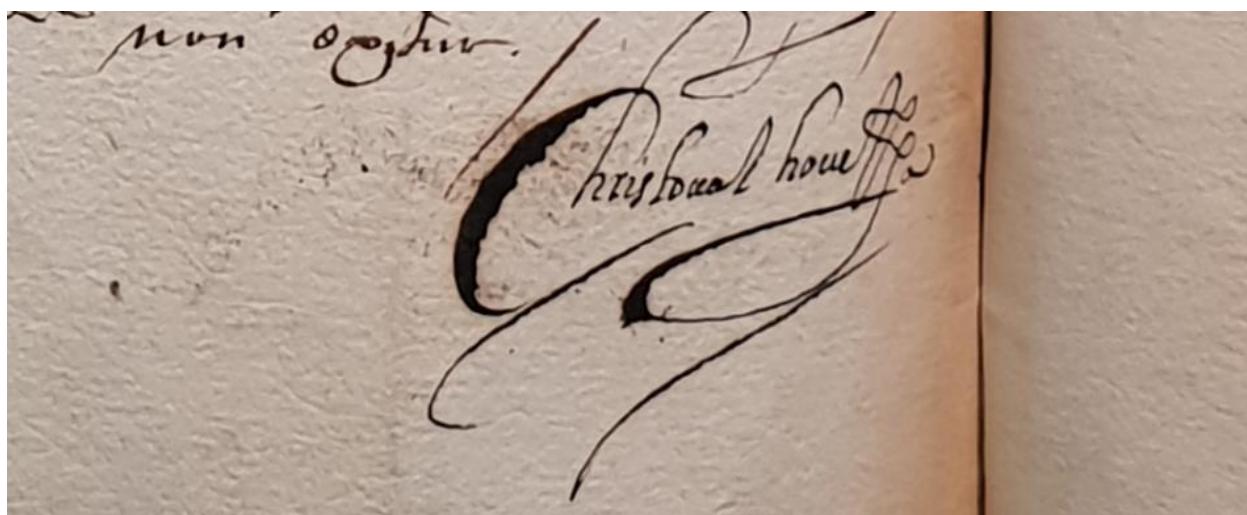
## HARD TO LOOK AFTER CANARY WINE ON AN OVERLADEN SHIP [1640]

**Christoval Hove, twenty year old servant of John Baptista Soprano, merchant. Living on the island of Teneriffe in the Canaries and passenger on a ship named the *Elsabeth* carrying an excessive amount of Canary wine to London for its burthen. Deposed January 1640.**

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<sup>357</sup> HCA 13/53 ff.148v-149r

"The arlate shippe the *Elsabeth* is of the burthen of aboue one hundred and twenty tonnes as neere as hee this examinate can guess at and not much above one hundred and twenty tonnes as hee beleeveth and if above yet but very little and that in her said homewards voyage for London shee was over laden and pestered with wynes betweene decks and in the gunne roome in such sorte that there was scarce any conceyencye for her company to passe upp and downe or too and froe aboue theire busines and imployments and shee had at the leaste twenty pipes of wynes stowed between decks besides barrells, quarter casks and rundletts the number whereof hee cannot declare and by reason of such her over ladeinge as hee this examinate conceiveth the said shippe did not nor could soe well worcke and brooke the seas and foe on soe [?XXXdlye] as otherwise hee beleeveth shee would have done in case shee had bine some what lighter laden neither were the marriners of the said shippe able by reason thereof soe well to looke to the coynadge or helpe a pipe of wyne that was traveered as otherwse they should nad ought to have done by which meanes as hee conceiveth many of the pipes or vessels of wyne aboard the said shippe the said voyage were dampnified but to whome such wynes as were dampnified did belonuge hee knoweth not."<sup>358</sup>



Signature of Christoval Hove, servant of John Baptista Soprano, merchant. Living on the island of Teneriffe and passenger on the *Elsabeth* from Teneriffe to London. English High Court of Admiralty. April 28<sup>th</sup> 1640. HCA 13/55 f.616v

### ILL-STOWED CASKS LACKING BEDS AND COINS [1657]

#### **Richard Brian, thirty year old wine cooper of Saint Mary at Hill, London. Deposed May 1657.**

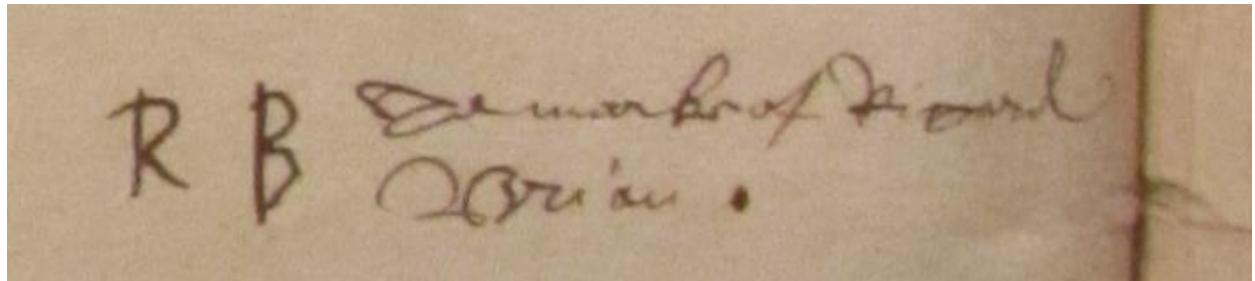
"After the arrival of the shipp *Samuel* arlate from the voyage in question to this port, this deponent being cooper to one of the merchants went at his instance aboard to looke to the condition of his wines, namely Mr Bakers wines, and found that eight pipes of his wines lying in the upper teare were quite drawne out and for and, and halfe another traversed or turned over, and was drawne or run halfe out, and halfe the wine thereof wanting. And saith the said eight pipes that were soe drawne out and run or lost therein, and the said other pipe that was halfe out, very firme, tight and good caskes, and had wine of their stews or char[?ni]es broken cracked or hurt that this deponent could perceive, but as good caske as they were at first putting in, which hee knoweth being a wine cooper and well experienced in the condition of wines and caske.

The said caskes were soe ill stowed in the said shipp that they had neither bedds nor coines, but were all loose loose when this deponent came to see and take notice of them, and saith that the losse of the said wines must in his opinion of necessitie have happened by drawing out or ill stowage.

<sup>358</sup> HCA 13/55 f.616v

this deponents servant and precontest Henry Carter, being implored to watch the wines aboard the said shipp told this deponent one morning as hee came aboard that hee had found the cooke, the gunner and cookes boy taking away a number of wines which they had got out on a false scuttle in the cooks roome, and this deponent blaming them, therefore they confessed that they had drawne it out of a pipe marked **R. B.** (which hee saith was Mr Bakers marke) and prayed this deponent not to acquaint the merchant therewith, saying that if hee did they should loose their wages and be undonne, or to the same effect, And saith there was of his sight a false shuttle out of the cookeroome into the hold... In all probabilitie some of the pipes would have bin staved or broken in case the shipp had met with much stresse and fowle weather, whereas the caskes were all very firme for ought hee could perceive to the contrary.

The said pipe wines lost wanting out of the said eight pipes and a halfe, would have yeelded and bin here worth thirtie pounds per pipe one with another in his estimation, which hee knoweth being a wine cooper.<sup>359</sup>



Initials of Richard Brian, thirty year old wine cooper of Saint Mary at Hill. English High Court of Admiralty. May 28<sup>th</sup> 1657. HCA 13/72 f.54v

### INSUFFICIENCY OF BUTTS OR CASKS [1630]

**Edward Willoughby, thirty-six year old wine cooper, living at Saint Mary at Hill, was asked to view the stowage of butts of sack wine brought to London from Hamburg in the ship the George. He and a fellow wine cooper found the stowage to be satisfactory, but the butts to be old and insufficient.**

"Those butts of sack as they then lay were well stowed for ought they could discerne, but the butts were very old and rotten and not sufficient to putt wyne into and one of them had a buckle staffe in the boughe of it which bended in and broke withall which hee conceiveth and verely beleeveth in his conscience was the cause of the leakeage of the sack out of it that caske beeing such a one as the wyne could not but leake out of it with the least stirrинг, and the other butt had a thinn piece of a head skipt over the ioynt next to it soe that the wyne could not but leake out of it, and in his judgement the insufficiency of the said caske was th eonly cause of the leakage of the said wynes"<sup>360</sup>

### LADING CANARY WINE

**Thomas Annely, a mariner of Redriff in Surrey, was master's mate of the ship the *Industrie* (master: Sydrach Blake), which was at the Canaries to lade wine.**

<sup>359</sup> HCA 13/72 ff.54r-54v

<sup>360</sup> HCA 13/49 f.17v

He stated that “the first day the arlate Gowen Painter the agent of the arlate John Page the sayd voyage sent any wines aboard the shipp *Industrie* was after the sayd shipp had layne in the Roade of Loratava sixty seaven dayes or thereabouts shee coming thither first upon the fifth of September English style, soe that the dayes which the sayd shipp was to staye by charterparty for takeing in her ladeing (which were (as Sydrach Blake the master of the sayd shipp told this deponent and others of his Company) fiftie dayes without paying demorage and twenty dayes upon demorage) were all save three or fower expired before any wines were ofered to bee laden aboard her by the sayd Gowen Painter, And then and not before hee saith hee well remembreth the sayd Gowen Painter caused a hundred and thirty pipes of wine to be brought to be stowed aboard the sayd shipp *Industry* and desyred that the sayd Blake and his company would use all possible speede to stowe them Where upon the sayd Blake and his company though much streightned in tyme by the sayd Painters keepeing the wines soe long before hee brought them and then bringeing soe many togeather had not tyme to stowe them to the best advantage for tonnage, but were faine to worke night and day and did worke night and day to cast out their ballast and make roome for the stoweing of the sayd wines that soe they might not be in danger of being staved by lyeing a board unstowed and did soe ply their labour that whereas fifty or threescore pipes is the greatest quantitie that shipps doe usually stowe in a day, the sayd Blake and company with great labour and Industrie heaved out their ballast and alsoe stowed all the sayd hundred and thirty pipes in one day and night”<sup>361</sup>

#### LADING SHERRY SACK AT SAN LUCAR [1632]

**Philip Tawton, forty-seven year old mariner of Limehouse, Middlesex. Master's mate of the *ffortune*. Identifies the dcomentation associated with twenty-four butts of sherry sack laded into his ship at San Lucar in Spain. Deposed February 1633.**

Upon the thirde daye of July last past [1632] at San Lucar there was laden aboard the interrate shippe the *ffortune* for the use and accompte of the interrate shippe the *ffortune* for the use and accompte of the interrate Mr Mannyard in this her last voyage twenty butts of sherry sacke and these wines hee saieth were marcked with the marcke in the margente.

The noate annexed to the interrogatories ministred in this behalfe beinge shewed unto him this examinate at the tyme of this his examination is written with the proper hand writeinge of the interrogate Thomas Mathewes the then boatswaine of the foresaid shippe the *ffortune* the voyage aforesaid and the clause specified in the said noate and marked with the foresaid marcke in the margent is a true declaration and demonstration of the say wherin the foresaid twenty butts of wine were laden aboard the shippe the *ffortune* for the accompte of the foresaid Mr Mannyard the premisses hee saieth hee knoweth to bee true beinge very well acquainted with the hand writeinge of the said Thomas Mathewes and sawe him write parte of the same noate.”<sup>362</sup>

#### MANNER OF TASTING WINE AT MALAGA COMPARED WITH LONDON [1640]

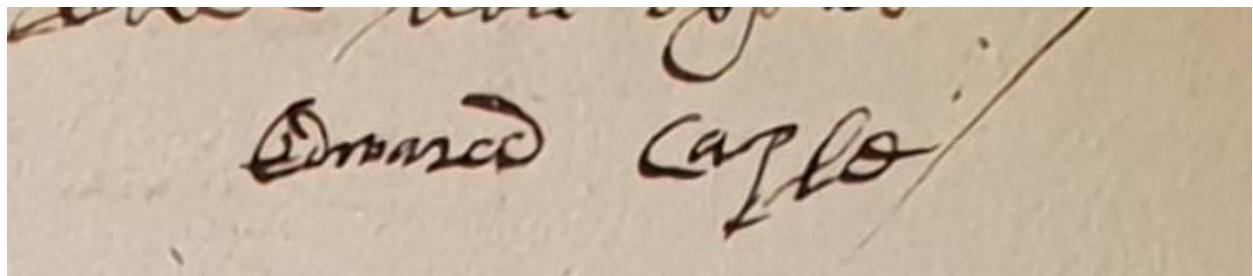
**Edward Caple was Mr Lambert's cooper. He was thirty-five years of age, and had been a wine cooper since the age of nineteen or twenty. He was resident in Saint Olaves Hartstreet, London, a relatively unusual location for a wine cooper, since somewhat distant from the Thames shoreline. He had been to Malaga in Spain and had observed the manner of extracting and tasting wine there from pipes or casks, and contrasted it with the manner in London.**

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<sup>361</sup> HCA 13/72 f.242r

<sup>362</sup> HCA 13/50 f.189v

"This examinate hath bine a wyne cooper for the space of these 15 or sixteene yeares laste oaste and hath bine at Mallega and seene the ladeinge of wynes there and the manner of theire tasteinge of wynes there and hee saieth that it is a usuell thinge at Mallega aforesayd when they come to taste wynes to take the wyne out at the bunge hole with a cane or valentia as they there terme it and not by perteninge the pipes or caskes wherein the sayd wynes are with a gimlett or perser and aftrwards to stoppe upp the place againe by sinckeinge or fasteninge a pegge, faucetett or plugg into the hole, and the casjes or vessels wherein the arlate Lambell's wynes in question which as hee conceiveth had not bine abused the voyage in question were stronge, thighte, staunch and in merchantable caskes as any caskes needed to bee and had very fewe or noe peggs, fausetts, pluggs or [?tonckins] in them which hee knoweth to bee true for that hee this examinate was at the takeinge of the sayd wynes out of the foresayd shippe and at the landeinge of them at the place where they were landed and hath had the chardge of them ever since"<sup>363</sup>



Signature of Edward Caple, thirty-five year old wine cooper of Saint Olaves Hartstreet, London. English High Court of Admiralty, April 30<sup>th</sup> 1640. HCA 13/55 f.625r.

### MARKING IRON FOR WINE CASKS [1599]

**Peter Duditt, twenty-nine year old mariner of Olon. Deposed November 1599.**

"This examinate did in sundry places of the said shippe marke "J. Ab:" for the name of John [?XXX] with a marking iron which he had and used to marke wine with"<sup>364</sup>

### OLD, POOR QUALITY CASKS USED TO SHIP WINE FROM SAN LUCAR [1632]

**William Salmon, thirty year old mariner of Lee, Essex. Master's mate of the Assurance of Dover. At pains to blame old, bad, unfit casks used to send wine to England from Saint Lucar and to exonerate himself and his company from poor stowage or dennage. Deposed August 1632.**

"He was master's mate of the interrogate shipp the *Assurance* (wherof Abraham Hugesson was commannder) in her late voyage to Saint Lucar in Spayne, and was in her at Saint Lucar when she tooke in her ladinge of wynes there for the accompte of the interrogate John Elsyse Nicholas Pesrodd and Thomas Coombes merchants of Southampton, and that at the tyme of the ladinge of the sauyd wynes most of the compayne of the sayd shipp found much faulte with the caskes wherein the sayd wynes were, that it was could and very badd and unfitt to send wyne in for England, and that this examinate and others of the compayne of the sayd shipp acquainted the merchant which laded the sayd wynes with the insufficiency of the sayd Caskes, and therupon the sayd merchant badd them to take noe care

<sup>363</sup> HCA 13/55 ff.624r-624v

<sup>364</sup> HCA 13/34 f.98r

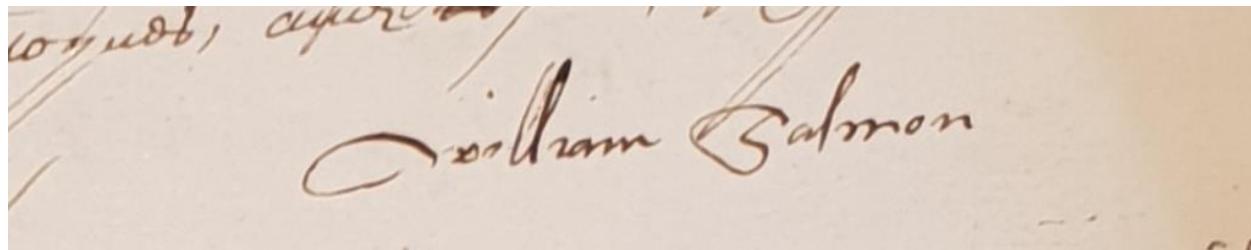
therfore, and sayd that he would stand to and make good any losse or damage that should happen to the sayd wynes by reason of the insufficiency of the sayd caskes.

The wynes laden abord the sayd shipp at Saint Lucar were well and carefully stowed and that the sayd wynes did not receive any damage by reason of ill stowage.

He knoweth the interrate Nicholas ffoster and Richard Jacon wyne coopers unto the merchants aforesayd, and sayeth that the sayd coopers came abord the sayd shipp at Cowes after her returne from Saint Lucar the voyage aforesayd to looke to the sayd merchants wynes, and the sayd coopers beinge demmannded concerninge the stowage of the sayd wynes, did saye and confesse that the sayd wynes were very carefully stowe, and they never sawe wynes bettwer stowed head and bilde in all their lives.

The ballast of the sayd shipp the *Assurance*, when the sayd wynes were laden aboard her at Saint Lucar was beach and shingle, and very drye and fitt for any shippes use.

The damage which happened to the wynes aforesayd came by reason of the insufficiencye of the sayd caske and not through any defaulte or negligence in the compayne of the sayd shipp by ill stowage of them.”<sup>365</sup>



Signature of William Salmon, mariner of Lee, Essex. Master's mate of the Assurance of Dover. English High Court of Admiralty. August 25<sup>th</sup> 1632. HCA 13/50 f.68r

#### PRECISE RECORDING IN BOATSWAIN'S BOOK OF BUTTS OF WINE WITH MORE THAN “ORDINARY LEAKAGE” [1634]

The ship the *Patience* carried a mixed lading of wines and fruit (both frail fruit and in casks) from Grand Malega to London, arriving in the River Thames in January 1634. Anchoring first near Blackwall, the ship delivered a lighter of fruit there to lighten the ship, then proceeded up river to Limehouse bridge. The company took five or six days delivering more fruit at Limehouse, before they started to land the wine.

Nathaniel Greene, servant to John Heninge, mariner of Limehouse, Middlesex, was boatswain's mate. He kept the boatswain's book for the ship the *Patience*, and stood by the boatswain during the lading and unlading of all the fruit and wines carried on the ship. He kept careful note, not just of the marks on the butts of Malega wine delivered out of the ship, but also how many (if any) butts had more than ordinary leakage, and if so, how many inches were wanting.

Greene noted that the wines on the *Patience* “were stowed in the middle of the sayd shipp neere the hatchway and abafte the mayne mast”. The wines in the ground tier “could not be delivered until there was more of the fruite then remayninge abord, discharged out of her”. Moreover “many of the sayd

<sup>365</sup> HCA 13/50 ff.67v-68r

ground teere of wynes were much out soe that they were to be viewed by some of the masters of the Trinity house howe they were stowed before they could be delivered out of the sayd shipp.”<sup>366</sup>

Greene addresses the state of the thirty butts of wine belonging to Mr Archdale, and describes them as in good condition, “ordinary leakage which he accompteth to be seaven or eight ynches in a butt only excepted”. Greene “stood by the boatswayne of the sayd shipp when the wynes and fruiteds were hoisted out of the sayd shipp’s hould to be delivered into lighters and looke into every butt as they came up out of the hould unlesse it appeared by the spurtinge out of the wyne at the vent fossett of the butts when they were borne over the shipp’s side to be lored into the lighters that the sayd butts were full which would not spurt out unlesse the sayd butts were within fowre or five ynches of beinge full, and those which wrought in the hould of the shipp when the sayd wynes were hoystinge up if a butt wanted more then ordinary leakage did calle up to the boatswayne to gage every such butt and accordingly the sayd oatswaynedid gage every such butt, and this deponent did enter into the ayd shipp’s booke of accompts all the sayd butts of wynes delivered out of the sayd shipp with every merchant’s marke and when there was a butt hoisted up which wanted more then the ordinary leakidge he this deponent registered the same in the sayd shipp’s bookes of accompts, in this manner videlicet one butt of such a marke wantinge of beeing full soe many inches, and soe likewise if there were more butts of the same marke wantinge more then ordinary leakidge he sett downe accordingly howe many ynches every of the sayd butts did want of beeing full, and that there was not one of the butts under the marke in the margent aforesayd registred in the sayd booke as wantinge more then ordinary leakidge neither was there any cause for it, but if the sayd butts or any one of them under that marke had wanted more then the ordinarye leakidege aforesayd, the same soe wantinge would have appeared by the sayd booke of accompts as other mens’ wynes were that exceeded the ordinary leakidge.”<sup>367</sup>

“Other men who had wynes broughte home in the sayd shippe the voyage in question had more leakidge accordinge to their quanty whole then the sayd Mr Archdale had in his wynes, namely Mr Rowland Wilson had butt ten butts of wynes marked as in the margent, one wherof was quite out, and some of the rest wanted somethinge more then ordinarye leakidge, and one Mr Cotton had ten butts of wyne more broughte home in the sayd shipp marked with the marke in the margent some of which wanted twelve or thirteene ynches of beinge full but howe many soe wanted then the ordinary leakidge cannott nowe remember, and Mr [?BradgX] had seaven butts of wyne broughte home in the sayd shipp for his accompte under the third marke in the margent, one wherof wanted fifteene ynches of beinge full and one or two more of them wanted more then the ordinary leakidge but howe much hee cannott certaynly remember.”<sup>368</sup>

Greene observed a lighterman stealing wine after they were in his lighter (and free of the ship’s tackle and responsibility). He often saw “the lightermen turne a butt of one side and pull out the vent and fill small cannas and leather jacks of wyne and give it to the lighterman’s friends or acquaintances that came a bord their lighter when the sayd Stephens hath not bene within sight therof, and sometymes the boatswayen and others of the sayd shipp’s company rebukinge the sayd lightermen for drinckinge and giveinge away the merchants’ wynes the sayd lightermen would bid the company of the sayd shipp meddle with what they had to doe withall and sayd that the company of the sayd shipp had nothinge to doe with the sayd wynes after they were in the lighter, and that they the sayd lightermen would drincke of the sayd wynes although the merchant stood and sawe it, or to that purpose.”<sup>369</sup>

In answer to interrogatories, Greene was at pains to deny that the ship’s company had drunk excessively from the merchants’ wines. “This rendent never sawe any of the sayd shipp’s company fill

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<sup>366</sup> HCA 13/50 f.687r

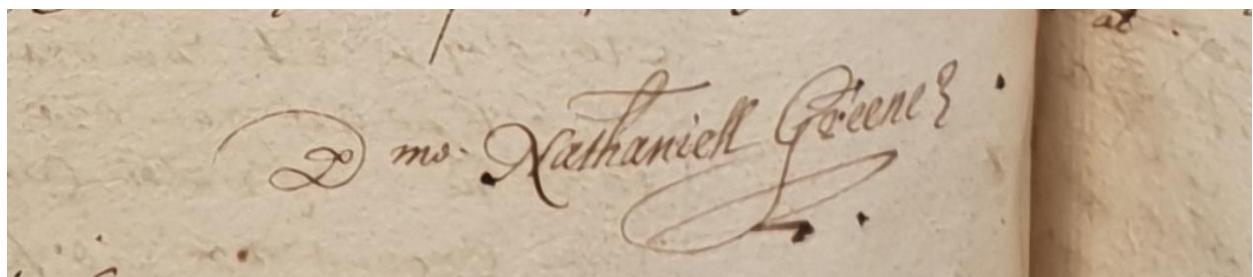
<sup>367</sup> HCA 13/50 ff.687r-687v

<sup>368</sup> HCA 13/50 f.687v

<sup>369</sup> HCA 13/50 ff.687v-688r

any quarter cannis baroches or rundletts of wyne but nowe and then he hath seene some of them fill a small cann of wyne with a cooper's valentia and drincke of the merchants' wynes when they were at worke abord the sayd shipp.”<sup>370</sup>

In concluding his testimony, Greene provides an interesting insight into the practice of boatswains in handing over information to shore waiters attending to their ships. “It hath bin a custome in the River of Thames for the masters of shipps when they deliver the merchants goods doe send one or two of their company in the lighter with the merchants goods to see them landed at some customizable key and the boatswayne doth usually send up a note by him or them whch goe up in the sayd lighter to the wayter that receiveth the goods on shoare certifyinge him what goods are sent up in every such lighter and that he beleiveth that if there be any goods stolne out or imbezelled or receyve any damage unlesse it be by the leakiness of the [?lighter] whilst she is fast moored to the sayd shipps side then the master and company of such shipp are (as he thinketh) to make good the sayd [?damage] for that as he conceiveth the sayd goods are in the charge of the company of such shipp untill the lighter be gone from the sayd shipp.”<sup>371</sup>



Signature of Nathaniell Greene, servant to John Henninge. Boatswain's mate of the *Patience*. English High Court of Admiralty. April 1<sup>st</sup> 1634. HCA 13/51 f.688v

**Thomas Alexander, twenty-six year old mariner of Stepney, Middlesex. One of the boatswain's mates of the *Patience*. Deposed March 1634.**

“This examinate beinge boatswayne's mate of the said shippe the *Patience* was at the receivinge of those wynes aboard the said shippe, and sawe the stowage of them, and in regard they were stowed in the middle of the said shippe and did not containe in all above one hundred butts which maketh not above fifty tonnes, hee the said Steevens could not without greate dannger of spoileinge or breakinge the back of his sayd shippe have sooner discharged or unladen them then hee did there beinge stowed at both ends of the sayd shippe fruite to the quantity of one hundred and fifty tonnes at the leaste, at eache ende sixty odd tonnes, some of which fruite was in frailes and some in barrells, which fruite (as hee conceiveth) would have breake the shipps backe yf the wynes had bin first unladen...

All the wynes which were laden aboard the said shippe the voyage in question were delivered out of the sayd shipp free of the tackle therof into lighters sent for the receivinge of the same and well and in good condition (leakage excepted) saveingehee saieth that the hopes of many of the sayd caskes were rotten by which meanes there was more then ordinary leakidge in some of the said wynes and saveinge some cannis of wyne which the company of the said shippe whilst they were delivereinge of them into the lighters did nowe and then drincke which hee verily beleeveth was not much...

He tooke noe noate of any particuler man's goods laden aboard the said shippe the voyage in question the boatswayne or his other mate beinge alwayes present at the ladeinge and unladeinge of all the

<sup>370</sup> HCA 13/50 f.688r

<sup>371</sup> HCA 13/50 f.688v

wynes and other goodes which were laden aboard the said shippe the said voyage and brought home to this porte of London.

The boatswayne of the said shippe did keepe a booke wherein hee sett downe a noate of what goodes and wynes were laden and what unladen out of the sayd shippe and under what marches.

The said Steevens the master of the said shippe the *Patience* did not allowe or approve of any baroches, quartercans, or other such like vessells to drawe or fill wyne out of any butt of wyne in the sayd shippe the *Patience* the voyage in question more then one quarter cann and some other small canns which were for the shippes use onely and did belonqe and appertaine unto her.

This examinate did see a lighterman which came to the said shippe the *Patience* for to fetch some of the wynes which were aboard the said shippe whilst the said lighter was ladeinge drawe out twoe or three canns of the said wynes but whose wynes those wynes were out of which the said lighterman did drawe those canns of wyne hee knoweth not, and a cooper whoe was then aboard the *Patience* seeinge the same rebuked the lighterman hee knoweth.”<sup>372</sup>

**Thomas Rawlinson. Servant and apprentice to Sara Gadrunc, widow. Deposed March 1634.**

“The second tyme of this examinate’s beeing aboard the said shippe as aforesaid hee was sente by the said Mr Archdale with his servant to see whie the wynes were not sent upp, and then founde divers butts of wynes under the said Mr Archdale’s marcke remayneinge in a lighter lyeinge by and fastened to the said shippe, and then and there this examinate did gage half a dozen of those butts of wyne under the said Archdale’s marcke in the said lighter and the nexte day but one after those wynes were brought to the Three Cranes wharf in good thight caske as possible coulde bee, and hee tooke them upp towards the eveninge, and in the lighter before hee tooke them upp, hee gaged those halfe dozen butts of wyne which hee gaged in the same lighter whilst shee was fastened to the sayd shippe as aforesaide, and founde them every one to want somethinge of the wyne which they had in them when hee gaged them aboard the said lighter by the saide of the sayd shippe aforesaide, and two of them the best of those butts wanted at the least fower ynches and upwards each of wyne more then they wanted when hee gaged them aboard the sayd lighter two dayes before as aforesaid, and the other fower butts wanted three ynches and some of them upwards of wyne more then they wanted when hee first gaged them aboard the said lighter as aforesaid, for that hee beleiveth that there was aboute fower score gallons of wyne caned or pumpt out of thesaid sixe butts of wyne after hee first gaged them in the said lighter as aforesaid before hee tooke them upp at the key aforesaid, and the same could not bee donn in the tyme whilst the lighter was comeinge betweene the shippe and the key because other wynes lay soe upon them in the lighter as that yt was impossible for any one to come to them to [?pearce] or cane any of them before those other wynes were taken off them, and yf [?XXX] a pumpe in one of those sixe butts of wynes and sawe a pumpe in another of them, and tooke out two pumps and a cane out of the other 24 butts aforesaide, and sawe some other pumps in some of them, soe that hee conceiveth that there were some rundletts of wyne filled out of them for that pumps are used for noe other purpose for ought hee coulde ever see, and hee hath seene other marriners of the said shippe for that they wanted of ther gage as he hath before declared and hee beleiveth that the same coulde not bee done by any others for that [?watch] is used to be kepte in shippes whilst lighters lye by their sides, which goods, and other wynes were layed uppon the said sixe butts of wyne in the lighter soe that the same could not bee donn betweene the shippe and the key as aforesaid.”<sup>373</sup>

**PRICKT WINE [1657]**

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<sup>372</sup> HCA 13/50 ff.693r-693v

<sup>373</sup> HCA 13/50 ff.625r-625v

James Manfeild was masters mate on the *Anne* to New England. Deposed February 1657.

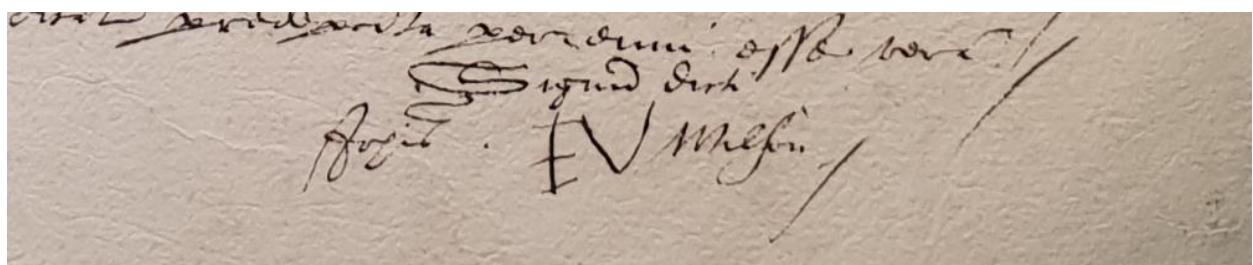
"A butt or pipe of wine being left on board (by order of the sayde Edmond Cowse as hee hath heard the cooper of the *Anne* say) to make beveridge for the company of the shipp by reason it was **prickt wyne**, the most part thereof was drawne out by the company and made beveridge without the knowledge of the sayd Jeggles and this deponent after wards tasting of that which was left found that the same was recovered and became partly good, and thereupon told the sayd Jeggles thereof, and the sayd Jeggles thereupon did taste thereof and finde it to bee indifferent good was much displeased that any of it was made beveridge of, and the merchant therby abused (not knowing that Cowse had given any order to keepe the same aboard for beveridge) and in his anger give the caske a knock on one of the heads thereof and staved part of the head thereof whereby what was left unmade into Beveridge (which was a thing of smale value) was spilt"<sup>374</sup>

#### **PUTTING PEGS OR FAUCETS IN CASKS OF FRENCH WINES [1640]**

**James Wilson, twenty-eight year old mariner of Desert in Scotland. Has used the sea from the age of twelve or thirteen. Deposed May 1640.**

"Hee this examineate hath bine a seaman for these 15 or 16 yeares laste paste and hathmade at leaste twenty severall voyages to Burdeaux and other places in ffrance for wynes and hath observed and knownen it to bee a custome amongste merchants and masters of shippes that bringe wynes when they come to deliver the same if they finde any hogsheads of caske out end for end or that have soe little wyne in yt that will not bee sufficiete to pay the freighte and custome due for the same, then to leave the said caske aboard for the freighte, but if there bee any wyne in the same and that the mercante or ffactor to whome the same is consigned doe take and carry away the same that then hee is and oughte to pay the freighte and custome for such caske unles hee doe perceive any faulte in the master or company or the shippe in which the same came whereby the same was dampnified.

It is a usuall and frequent thinge for merchants or theire ffactors when they buye wynes at Burdeaux in ffranncce or other places there to putt peggs or fawcetts into the hogsheads or casks to taste the wynes, and that such peggs, or faucetts doe remaine in the caske and are brought in the same to England or such other parte or place to which they are consigned and are founde in the caske when the wyne hath bine spent and yet the wyne hath bin perceived good and the casks have bine full at the tyme of the delivery thereof and noe faulte founde with the same."



Initials of James Wilson, mariner of Desert in Scotland. English High Court of Admiralty. May 14<sup>th</sup> 1640. HCA 13/56 f.19r.

#### **PUMP RUNS WITH CLEAR WINE [1654]**

**Frederick Hoverling, twenty-one year old mariner of Encgusen in North Holland. Master of the *Patience*. The ship the *Patience* of Enchusen in Holland was seized en route from**

<sup>374</sup> HCA 13/71 f.504v

**Bordeaux to Saint Mallo by an English ship and carried to Saint Catherines in the River Thames. Her lading of Bordeaux wines was leaky, due to strains on the ship in shallow water. Deposed December 1654.**

"the shipp the *Patience* lieth in the shallowe water neere Saint Catherines, that every lowe water shee lies aground, and thereby the caskes wherein her alading of wines are, are at every lowe tide Soe strained and forced together that they leake exceedingly, and the shipp is much strained and damnified theerby, soe that shee is likely to be very leakie, and that unlesse the said wines beforthwith landed or taken out, they will be in greate danger to be quite lost and spoiled, and the shipp to be very much damnified. And soe leakie are the wines alreadie, that the pump runs almost with cleare wine."<sup>375</sup>

**REPAIR OF CANARY WINE PIPE ON BOARD SHIP AND REFILLING OF PIPE ONCE MENDED [1643]**

**Alexander Robinson, twnty-seven year old master's mate of the ship the *Hopewell*. Resident in the Precinct of Saint Catherines near the Tower of London. Deposed 1643.**

"At the lading of the said shipp with wines at the Canaries the said Mr Kings wines came in so fast to the shipps side that the said marriners had noe time to stow them in the hold but they did take them into the said shipp and this deponent with others did stow 7 of the said Mr Kings pipes in the forepike of the said shipp imediatly after they were taken in the said shipp and then the said Godden said to this deponent it was best to stow the wines of the said King in the hold and not in the forepike for that [?pXXX] and thereupon all the said Mr Kings wines (except the said 7 pipes in the forepike were taken downe and putt into the hold of the said shipp and there stowed sufficiently except five pipes of wyne which lay betweene the decks and those 5 were [?stantioned] and one of the marriners called Richard Harris did strike downe the stantion and thereupon three of the said 5 pipes were broken and the wine did run out and the fourth was in parte broken and there remayned wine in it, and the 5[th] pipe was a little broken in the chinne and there did run out a litle wine, and when the said 5[th] vessell or pipe were so broken and did run out the company of the said ship did gather up some of the wine which was so rann out and put it into small casks till one of the said pipes were mended and then the said wine so put into small casks was put into the pipe which was mended and by computation as nere as he can depose there were about 2 pipes and a halfe or 3 pipes of wine lost"<sup>376</sup>

"At the said lading of wines one pipe of the said Mr Kinges wine was putt into the hold of the said shipp, and there it was negligently laid by the Spaniards or some of the company of the said ship and thereupon the wine of the said pipe did run out at the bung"<sup>377</sup>

"One pipe of wine of the said Mr Kings at the taking in of the same into the said ship from the lighter was staved or broken and all the wine in the said pipe (excepting one third thereof) was run out and lost, but what the cause was whether for want of hopes or negligence or foule weather he cannot tell) for that then this deponent was working below in the ship"<sup>378</sup>

"The company of the said shipp to couler on the damages done the said King did draw out of the said Mr Kinges wines which lay in the forepike and other his wines so much as filled up so many pipes as were lost or staved within ten inches of the topp"<sup>379</sup>

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<sup>375</sup> HCA 13/70 f.38v

<sup>376</sup> HCA 13/58 f.448r

<sup>377</sup> HCA 13/58 f.448v

<sup>378</sup> HCA 13/58 f.448v

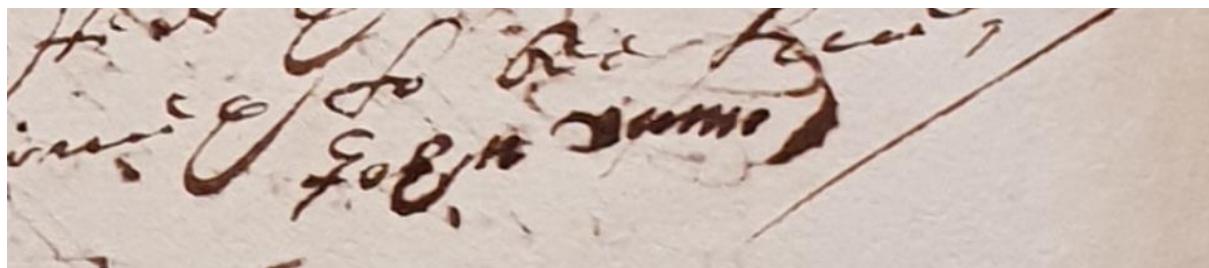
<sup>379</sup> HCA 13/58 f.448v

"It hath bene and is a custome at the Canaries and other places to lay wines upon the decks till the same can be stowed"<sup>380</sup>

### SHIP'S COOPER GAUGED MALAGA WINE AS IT CAME TO THE TACKLE, WHILST MERCHANTS' COOPERS OBSERVED THE GAUGING [1636]

**John Bunn, forty year old mariner of Wapping, Middlesex. Bunn, gunner of the ship the *Jonathan* of London, has assisted in the hold of his ship unlading Mallaga wine. He provides insight into the respective roles of the ship's and the merchants' coopers in unlading wines. Deposed February 1636.**

"This examinate being the gunner of the shipp the *Jonathan* of London (wherof John Whetson was master) in her laste voyage to Mallaga, did, after the arrivall of her to this port of London from that voyage, worcke in her hold and helpe to deliver all the wynes in her and still as any caske of wyne came to the tackle, the cooper of her gaged yt, and two coopars of some merchants stood by in hold and sawe some of them gaged, but whose coopars they were or whose wynes they gaged hee cannott expresse, and the shipps cooper said that he founde all the wynes marchantable, excepte one butt of wyne which was said to bee Mr Ballers wyne, and in that butt the cooper said there was thirteene ynches and a halfe of wyne, but this examinate perceived that some of the wyne was leaky out of that caske in the shippe, and the cooper said yt soe leaky by a defecte in a staffe of the caske in the bidge of the butt, and this examinate sawe that yt and all the rest of the wynes in the said shippe were well stowed and that there was noe damage in them by [?reason] of ill stowinge in the shippe or by any defecte of the shippe, or faulfe in her master and company, but the same were carefully delivered out of the shippe into the lighters that came for them."<sup>381</sup>



Signature of John Bunn, mariner of Wapping, Middlesex and gunner of the *Jonathan* of London. English High Court of Admiralty. March 10<sup>th</sup> 1636. HCA 13/52 f.295v

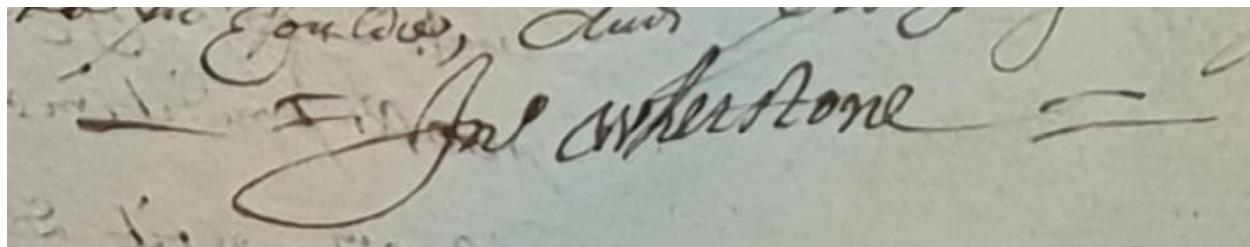
**The master of the *Jonathan* of London, thirty-three year old John Whetstone of Wapping, adds some details.**

"This deponent (being master of her) gave commaunde to his cooper and the rest of his company that wroughte in hould to gage every butt of wyne before it was taken out of the hould, that if any of the sayd butts wanted more then ordinary leakidge or was not merchantable the stowage therof might be viewed by some of the masters of the Trinity house before they were unstowed that they might judge therof, and sayeth by the realtion of the sayd cooper and others of his company that wrought in hould, all the sayd butts of wyne were gaged, and only one butt which was under the marke of Mr Middleton was almost quite out, but all the wynes of Mr John Buller were by the relation aforesaid delivered out of the sayd shipp well conditioned savinge only one butt which had in it thirteene ynches and a halfe of wyne, and all the rest of the sayd Mr Bullers wynes had lesse leakidge then that one butt by their relation but this deponent was sometymes abord and sometymes on shoare whilst the sayd wynes

<sup>380</sup> HCA 13/58 f.448v

<sup>381</sup> HCA 13/52 f.295v

were deliveringe but sayeth that all the wynes laden abord the sayd shipp were well and sufficiently stowed and did not receive any damage abord the sayd shipp by the faulfe or negligence of this deponent or any of his company, but this deponent was very carefull of the preservation of them, and kept the hatches fast lockt after they were taken in at Mallega and homewards bound, and after the arrivall of the sayd shipp in the river of Thames, at all tymes but when his compayne were at worke in houlde.”<sup>382</sup>



Signature of John Whetstone, mariner of Wapping, Middlesex and master of the *Jonathan* of London. English High Court of Admiralty. March 12<sup>th</sup> 1636. HCA 13/52 f.296r

### **SPANISH WINE BUTTS TOPPED UP WINE WINE ON SHORE OR IN BOARS BEFORE LADED ON SHIPS AT CADIZ TO SHIP TO LONDON [1645]**

**William Harborne, a twenty-one year old London merchant, had been at Cadiz, where he watched wine being laded on board ship for London. He comments in detail in a deposition in the English Admiralty Court on the handling of Spanish wines for export.**

"It is a usuall custome to this examinee's knowledge for merchants of ffactors that resided at Cadiz or any other port or places in Spaine when they lade or cause any wynes to be laden aboard any shippe to bee transported from thense to this Port of London or any other port in this Kingdome of England to fill upp the butts at the waters side before they bee laden avoard the shippe and soe hee beleeveth the arlate Harbornes fortye butts of wyne in question were and the said wynes as hee this examinee hath understood by letters from Mr Millnes the ffactor that caused the sayd fortye butts of wyne to bee laden aboard the arlate shippe the Royal Exchange"<sup>383</sup>

### **TRANSPORTING AND WAREHOUSING WINE [1657]**

**John Goodman, a twenty-one year old wine cooper, of Saint Catherines Coleman parish, was hired by Captain Isaac Phillips to assist in bringing wine from the ship the *Saint Paul* into London warehouses. He deposed that:**

"Hee this deponent being a wine cooper by profession was upon the unlading of the wynes in controversie out of the shipp the *Saint Paul* arlate here at London employed by the producent Captaine Isaac Philips, and assistant in the bringing of the said wines into warehouses, and saith That shortly after the said wines were soe bestowed, the commissioners for prize goods or their servants or substitutes caused locks to be putt upon the doores of the said warehouses, and would not permitt the said Captaine Phillips to dispose of the said wynes, but kept them under lock and key for about the space of two moneths, in the heat of the sommer, during which time the said Captaine Phillips by himselfe and his agents did several times make adresse to the said commissioners of prize goods, requiring that the said locks might bee taken of from the sellers or warehousesto the interest hee might dispose of the sayd wines to his best advantage, but the said commisioners refusing to take of the said locks still kept

<sup>382</sup> HCA 13/52 f.296r

<sup>383</sup> HCA 13/60 f.375v

then on the said cellars or warehouses, for about two moneths time as aforesaid after their arrivall here at London, during which time the said wines were very much perished and deteriorated, insomuch that of this deponents certaine knowledge, a tunne of those wines which at the then first arrivall was really worth and usually sold at 14. or 15 *li.* a tunne, at the time of their discharge out of the said cellars or warehouses, would not yield soe much as the customes due for the same accounted unto, by meanes whereof the said Captaine Philips was very much endamaged but to what valem this deponent saith hee knoweth not, saving that most of the said wines at their arrivall being worth as abovesaid were at the time of their discharge not cleerely worth above 4. or 5. *li* a tunne The premisses this deponent well knoweth and observed by meanes of his said profession and employment"<sup>384</sup>

**Henry Carter, a 20 year old servant and apprentice to Richard Brian of Saint Mary at Hill, wine cooper, deposed on May 28<sup>th</sup> 1657 in the case of Page and others against Basse and others, that:**

"After the arrivall of the said shipp to this port of London this deponent and his contest William ward were employed on the behalfe of the producents Basse and company to goe and watch aboard her to prevent imbeazelment of the wines, and that they watched accordingly, and that in the night time betwixt twelve and one of the clock or thereabouts of one of the night that they soe watched, this deponent saw the gunner the cooke, and the cookes boy embeazaling and taking away a runter of wine containing about eight gallons through a false scuttle that went out of the cooke roome into the shipps hold, this deponent espying it in the instant as the Cookes boy was handing it from the said false shuttle up to the Cooke and Gunner who were aloft to receive and did receive it"<sup>385</sup> [See also testimony of **William Ward** servant and apprentice of Samuel Page of the parish of Saint Dunstans in the East London Wine Cooper aged 19 yeares<sup>386</sup>

**William Allen, a 24 year old mariner of Saint Catherine Creechurch, London deposed on January 21<sup>st</sup> 1656 in the case of XX, that:**

"some of the caskes of Mr Andrewes were rotten and faultie (at the time of their lading at fiall) in the heads thereof having their heads full of [?spiles]. some having about fourtie spiles therein"<sup>387</sup> [Spile = Noun: 1. a small wooden peg or spigot for stopping a cask. Verb (US): broach (a cask) with a peg in order to draw off liquid.]

**Richard Brian, a wine cooper of Saint Mary at Hill, London, described the state of wine and wine casks in the ship the *Samuel*, being cooper to one of the merchants and being asked to inspect the wine on board ship**

"found that eight pipes of his wines lying in the upper teare were quite drawne out and for and, and halfe another traversed or turned over, and was drawne or run halfe out, and halfe the wine thereof wanting. And saith the said eight pipes that were soe drawne out and run or lost therein, and the said other pipe that was halfe out, very firme, tight and good caskes, and had wine of their stews or char[?ni]es broken cracked or hurt that this deponent could perceive, but as good caske as they were at first putting in, which hee knoweth being a wine Cooper and well experienced in the condition of wines and caske.

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<sup>384</sup> HCA 13/70 f.425r

<sup>385</sup> HCA 13/72 f.53r

<sup>386</sup> HCA 13/72 f.53v

<sup>387</sup> HCA 13/70 f.671v

To the fourth hee saith the said caskes were soe ill stowed in the said shipp that they had neither bedds nor coines, but were all loose loose when this deponent came to see and take notice of them"<sup>388</sup>

### **USE OF LABOURERS, NOT MARINERS, TO LOAD WINE AT THE CANARIES [1649]**

**Thomas Beaumont, mariner and masters mate of the Comfort, deposed in August 1649 that “all sorts of goods are usually brought on board in the Canaries by labourers of the owners and not by the marriners”<sup>389</sup>**

[NOT ABSOLUELY CLEAR REFERRING TO WINE]

### **VIEWING AND TASTING WINE IN A RATCLIFF WAREHOUSE [1638]**

**Henry Younge, a twenty-five year old vintner of Saint Leonard Shoreditch, went to a warehouse at the wharf of Mr Rooks in Ratcliff to taste wine and potentially to purchase it. Deposed 1638.**

“In the moneth of October or November 1636 last past this deponent by the order of his then master, John Hennings vintner dwellinge at the Shipp Taverne at Ratcliffe Crosse, went to viewe and tast certayne wynes then lyeinge in a warehouse uppon one Mr Rooks his wharfe in Ratcliffe with intention to buy the same, which wynes as it was reported did belonqe to the arlate Mary Limbrey the producent, in which warehouse he tasted of two pipes of Rochell white wyne which were sayd to belonqe to the sayd producent, one of which pipes of wynes was growne browne, but the other butt looked perfecte white, but wanted of beinge full, and if that pipe had bene filled up with as good wyne as the rest of the wyne in that pipe was, it would have bene then worth the somme of six pounds of lawfull moeny of England in this deponents iudgement and at the same tyme there were divers small casks and rundlettes of Canary wynes which were likewise sayd to belonqe to the sayd Mary Limrey, but what became of any of the sayd wynes he knoweth not”<sup>390</sup>

### **WAREHOUSING OF WINES TAKEN AS A PRIZE [1658]**

**Henry Warner, a twenty-five year old London merchant, stated in September 1658 regarding wine brought from the Canaries that “afterwards brought with the sayd wynes aboard her into the River of Thames this deponent sawe in lighters who were receiving wines from aboard the sayd shipp divers pipes of wine of the marke in the margent, and they being brought to the Custome house and put into a cell[?ar] in Thames Streete by order of the officers of this Commonwealth for prize goods this deponent there againe sawe them and tooke notice that they were marked with the same marke, and were in number twenty one pipes, and verily beleeveth that the sayd twenty one pipes were part of the three and twenty pipes in the sayd schedule mentioned, laden as in the sayd schedule mentioned for Accompt of the arlate John Rouse, by the arlate Richard Alvares”<sup>391</sup>**

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<sup>388</sup> HCA 13/72 f.54r

<sup>389</sup> HCA 13/62 unfol. 130D3300 DSC\_0279

<sup>390</sup> [HCA 13/54 f.89r](#)

<sup>391</sup> HCA 13/72 f.449v

**TERMINOLOGY:**

“nullidge or ulidge”<sup>392</sup>; “tender”<sup>393</sup>

**TYPES OF WINE:**

Bayon wine; Canary wine; claret wine; high country wine [Bordeaux]; Madera wine; Malaga wine; Rochell wine; sack; Sherry sack; Tursan wine

**WINE EXPORTING PORTS AND AREAS:**

Bayon; Bordeaux; Cadiz; Canaries; Malaga; Jerez; San Lucar

**CONTAINERS:**

Pipes of French wine; pipes of Canary wine

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<sup>392</sup> HCA 13/55 f.467r

<sup>393</sup> HCA 13/51 f.692r

## WOAD

**Joseph Miles, mariner and common man of a barke of Sidlesham in Sussex named the *Blessinge*, provides a detailed account of the lading of woad from the shore onto his ship.**

**The account is provided in a suit brought by Joseph Miles and a second mariner, Thomas Saunders. Both were local men of Sidlesham. Both men certified their depositions with marks, rather than initials and signatures.**

**At dispute was the quantity and weight of a bulk cargo of the dye stuff woad, which had been shipped along the coast from Sussex to London.<sup>394</sup> Failure to weigh the woad on shore or as it was shot from baskets and bags into the ship's hold meant that there was no documentary evidence to protect them against charges of embezzlement.**

"Within the tyme arlate the woade in this cause libellate was uppon carts and in a wagon at severall tymes broughte from Groningwell (where the arlate Nicholas Wolfe Esquire dwelleth to the haven of Siddlesham, which is distant about foure myles from Groningwell, and that part of the sayd woade which was brought upon the sayd wagon at severall tymes, laye loose and open on the sayd wagon and that which was brought upon carts was in baggs, and the sayd wagon and carts at lowe water came to the side of the arlate barke called the *Blessinge* whereof the sayd arlate John Man is master, and then the woade which was broughte in the sayd wagon was putt into basketts, and therin imediatlye

handed into the sayd barke and shoote into her hould, and that which was broughte in baggs was likewise shoote into her hould out of the sayd baggs and laye all in bulke together and the sayd Mr Wolfes servants tooke awaye the baggs with them every turne as they were emptied, and that neither the sayd John Man nor any of his company did take the weigthe of the sayd woade, nor sawe it weighed before it was laden abord the sayd shipp, but as it was taken out of the wagon and carts, it was immediatlye handed abord the sayd barke and shoote downe into her houlde. The premisesses he knoweth to be true ffor that he was one of the company of the sayd barke and helped to take abord her all the sayd Mr Wolfes woade in question...

Upon or about Fridaye last was sennighte all the woade laden abord the sayd barke in the haven of Sydlesham as aforesayd for the accompte of the sayd Mr Wolfe was unladen and delivered out of her safelye and in good condition at Copes key in the river of Thames for the use and accompte of the sayd Wolfe, without diversion or imbeazellinge of any part therof...He came in the sayd barke from Siddlesham to the porte of London and helped to deliver all the woade in question and swepte the bottom of the sayd barke soe cleane that there was not the quantitye of a handfull of the sayd woade to be seene lefte abord her undelivered...

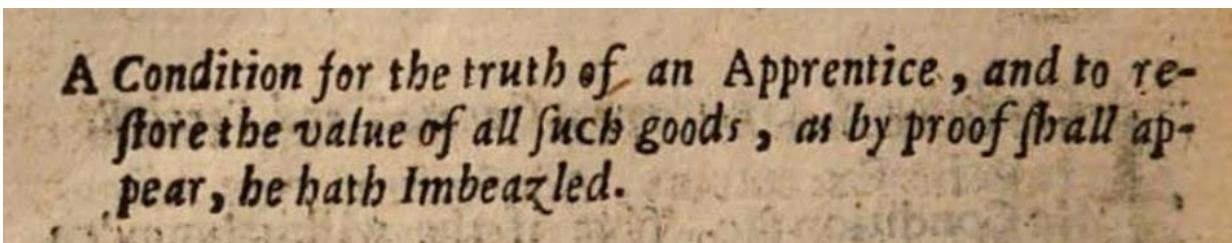
The says woade at the tyme of the delivery thereof abord the sayd barke was very wett and dampe and ayfer the ladinge therof abord the sayd barke did heat very much, and there came such a hott steeme out of the houlde that this deponent and the master could scarce indure to come into the



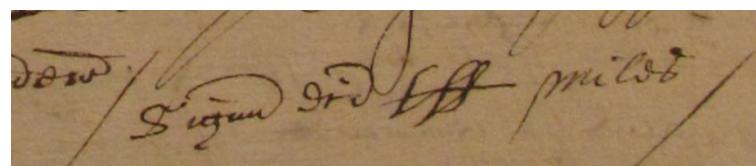
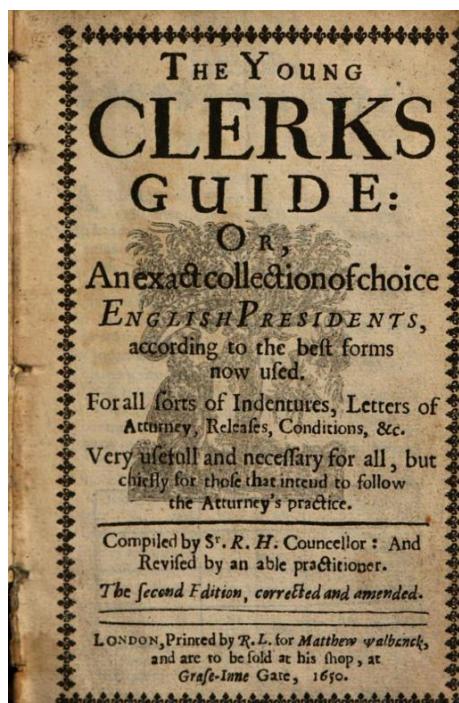
Woad flowers

<sup>394</sup> For an account of the use of woad in the dye industry and the substitution of English grown woad for imported woad see Joan Thirsk, *Alternative Agriculture: a History* (Oxford, 1997), pp.79-95. Image of woad flowers from Wikipedia article, 'Isatis tinctoria', [https://en.wikipedia.org/wiki/Isatis\\_tinctoria](https://en.wikipedia.org/wiki/Isatis_tinctoria), viewed 01/03/2019

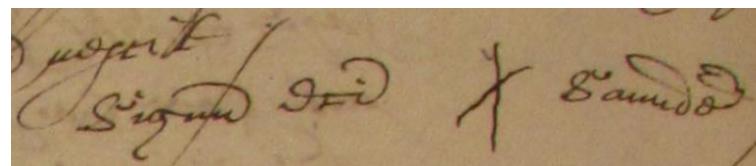
hould by reason of the excessive heat which came from the sayd woade, and by reason of the heatinge of the sayd woade, at the tyme of the deliverye therof in the porte of London it was growen very drye, and therfore it could not choose but abate much in the weigthe and become much lighter then it was at the tyme of the lading therof.”<sup>395</sup>



Sir R.Hutton, The Young Clerks Guide (London, 1650)<sup>396</sup>



Mark of Joseph Miles, 30 year old mariner of Sidlesham in Sussex, English High Court of Admiralty, August 6<sup>th</sup>, 1638 [HCA 13/54 f.214r]



Mark of Thomas Saunders, 27 year old mariner of Sidlesham in Sussex, English High Court of Admiralty, August 6<sup>th</sup>, 1638 [HCA 13/53 f.212v]

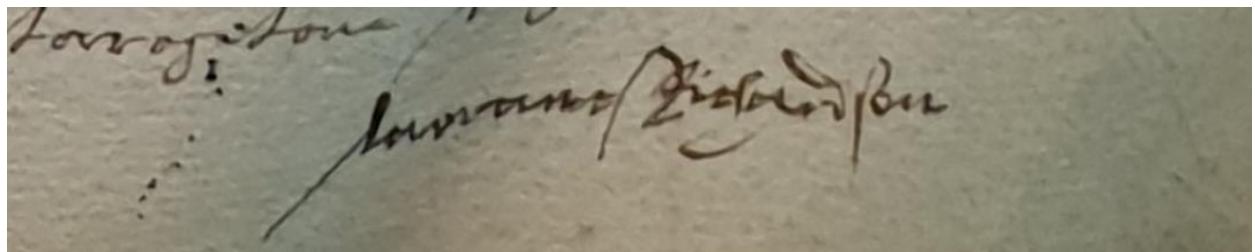
Lawrance Richardson, thirty-eight year old tailor, of Saint Saviours in the Borough of Southwark, dealt in woad. He gave expert testimony to the loss of weight experienced when woad was shipped from Chichester in Sussex to London, drawing on long years of experience.

"Aboute eighte or nyne yeares since hee this examinate liveinge with one Sir John Chapman knight a Sussex man then residente at a place neere Chichster, and the said Sir John dealeinge much in oade, did imploye him this examinate aboute the lookinge to and sellinge and disposeing of the same, and dureinge the tyme of his service with the said knight hee hath often tymes observed and founde that oade both in summer and winter, in the transportation thereof, will decease and abate in weigthe, and for these three yeaeres laste paste hee this examinate hath traded and dealte in oade for one Mr William [?Cornley] of Chichester and in that tyme hee saieth that in the transportation of six tonnes of oade laden at Chichester to bee broughte to this porte of London this presente [?XXX ?XXX] were hen [?XX ?XXX] came to bee abated six hundred and a halfe in the weigthe thereof whic h it weighed when it was

<sup>395</sup> HCA 13/54 f.213v-214r

<sup>396</sup> Richard Hutton, *The Young Clerks Guide* (London, 1650), p.208

laden aboard the shippe in which it came and that oad had not bine above a fortnight at moste a shippe board in transportation as aforesaid and was as hee was advised aswell by letters as alsoe by one whoe came a longe in the said shippe to looke to the said oade dry and well conditioned when it was putt aboard, and the laste yeare there was six tonnes of oade alsoe as hee was advised laden aboard a certaine shippe at Chichester aforesaid to bee transported to this porte of London and here to bee delivered to him this examinate for the said Mr [Carleyes] accounte but hee saieth that at the tyme of the delivery thereof here at London the said oade wanted at leaste seaven hundred of the weighte hee was advised it weighed when it was laden, and soe much the said Caulyes man alsoe testified to him this examinate whoe came a longe in the said shipp in which the said oade was..."<sup>397</sup>



Signature of Lawrance Richardson, tailor, of Saint Saviours in the Borough of Southwark, Surrey. Dealer in woad. English High Court of Admiralty. May 21<sup>st</sup> 1639. HCA 13/55 f.69r.

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<sup>397</sup> HCA 13/55 f.69r

## WOOL

**Damage to wool from salt water during shipping [1640]**

**Drying of wool using a kiln [1637]**

**Transportation of wool from San Sebastians in Northern Spain to London [1632]**

## DAMAGE TO WOOL FROM SALT WATER DURING SHIPPING [1640]

**Edward Thomson, twenty-eight year old grocer of Saint James Garlickhith, London. Thomson was asked by the producent Turner to go aboard a ship now at Deptford, named the *Elsabeth and Ellen*, to inspect a shipment of damaged wool, which had come from Spain. Deposed December 1640.**

"After the arrivall of the ship the *Elsabeth and Ellen* (Daniel Gates master) in the River of Thames hee this examinate at the request of the said Turner the producent did goe with him aboard the said shippe then in the river, and the said Turner shewed him this examinate a bill of ladeinge which hee had for twenty nyne baggs of wooll in the said shippe, and of these 29 baggs of wooll there were delivered out of the said shippe for the said Turner's use and accomte but 28 baggs and a peece of a bagge and those were very ill conditioned and wett with salt water and the baggs rent and torne and the woolls loose and scarce any baggs to bee seene for loose woolls which lay soe upp and downe in the said shippe in such disordered manner, and some parte of the woolls were rotten and wooll beinge at that tyme to this examinate's knowledge worth 14d per pounde hee conceiveth the said Turner would not bee lesse dampnified in his woolls then to the value of £300 sterlinge."<sup>398</sup>

Thomson, whilst on board ship heard the ship's master say that there were no other woools aboard the ship other than Turners. Moreover that "since the arrivall of the said shippe in the River of Thames the said voyage as hee hath heard some or one of that shipp's company have sold woolls which as hee alsoe heard came out of the said shippe, and that they had proffered the same to some ffeltmaker whoe had refused to buy them in respected they were cloth woolls as they terme it."<sup>399</sup> We learn more about this alleged attempt to sell pilfered wool from Thomson's response to interrogatories. "Thomson had heard "one Gordense Peterson liveinge in Nightingale Lane saye that there was one of the marriners that sayd hee came out of Mr Gates his shippe whoe proffered to sell twoe pillowbeeres full of wooll to a ffeltmaker there called to his best remembrance John Chapman alias Chappell, not Chapewell but that hee refused to buye the same for that it was not fitt for his trade the same beinge cloath wooll as they call itm and this was abouete the latter end of June or beginninge of July laste paste [1640]." Thomson knew of others, whose names he could not recall, who said that "they had such kinde of wooll and that they had boughte it of some seamen not longe before, and produced and thereof them a sample of the same which they had founde to bee of the same sorte of wooll."<sup>400</sup>

Thomson described the woools as "spunge and wett with salte water", and had seen seen water in the ship's hold whilst he was on board the *Elsabeth and Ellen*. He concluded that the ship was leaky during the recent voyage and "by that meanes insufficeint for the transportation of the said Turner's woolls".<sup>401</sup> In response to interrogatories, we learn that "some of the said Turner's woolls rotted as it dried and by that and the smell of that which was wett and dampnified hee knewe it came soe by salt water whilst it was a shipp board."<sup>402</sup> Having seen the place in the ship where the woolds were stored, Thomson judged "the place where they laye was wett and not drye...the baggs where the woolls in question were did appeare to bee wett and all ill conditioned, and none of them were torne or rent in the removeinge to this examinat's knowledge whoe sawe the removeinge of them but that damage which happened to them came before they were removed."<sup>403</sup>

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<sup>398</sup> HCA 3/56 ff.359r-359v

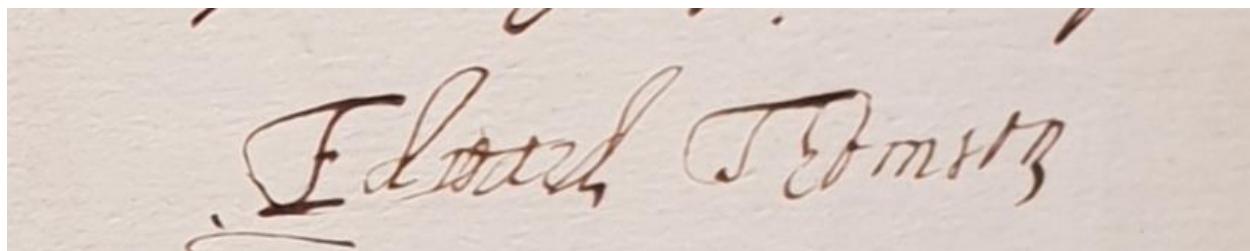
<sup>399</sup> HCA 3/56 f.359v

<sup>400</sup> HCA 3/56 f.360r

<sup>401</sup> HCA 3/56 f.360v

<sup>402</sup> HCA 3/56 f.360v

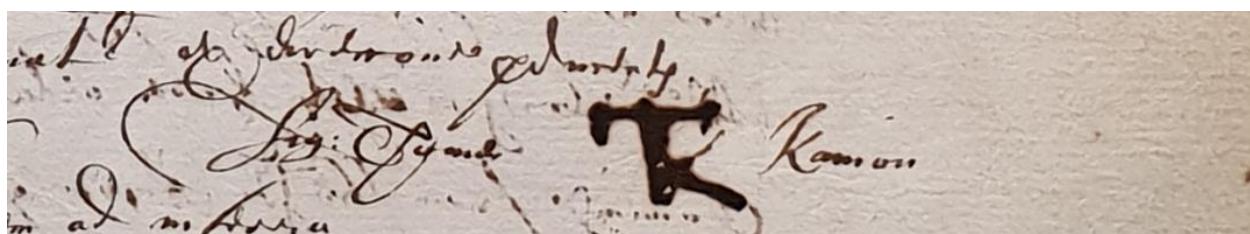
<sup>403</sup> HCA 3/56 f.360v



Signature of Edward Thomson, grocer of Saint James Garlickhith London. English High Court of Admiralty. December 10<sup>th</sup> 1640. HCA 13/56 f.360v

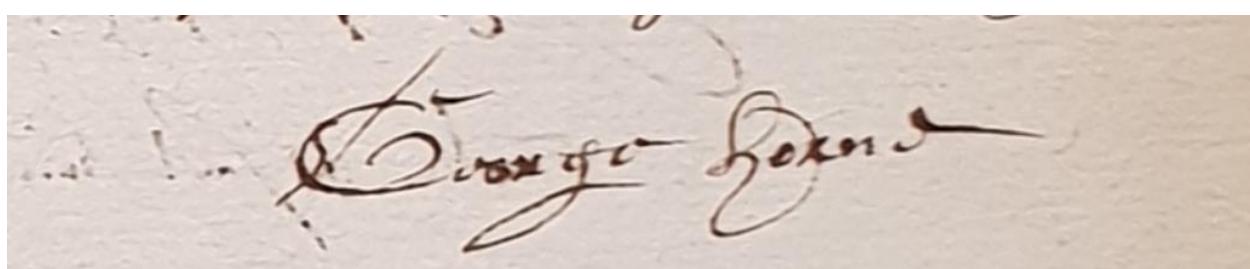
**One feltmaker, Thomas Kamon, admitted in the English High Court of Admiralty that he had bought wool from seamen, who claimed to be from a ship named the *Isabell and Ellen* of London. A spritly sixty-seven, his house was in the precinct of Saint Catherines near the Tower of London.**

"He this deponent being a ffeltmaker by trade as aforesaid beinge at his house at Saint Katherines aforesaud there came 2 or 3 seamen unto him and told him that they were some of the company of a shipp called the *Isabell and Ellen* whereof the master was Daniel Gates of the port of London, and tendered and offered unto this deponent (to sale) two hundred weight and upwards of black [?chathnip] wooll which was wetted with salt water, and brought home in the said shippe the voyage arlate , one hundred weight whereof this deponent sayeth he bought and no more...because it was much damnified with salt water ffor which 100 weight of woolle this deponent payd 7 d – 06 per pounde. And hee further sayeth that he hath seene some others within the borough of Southwarke have of the said woolls to the quantitie with that this deponent bought as aforeaid of the said 200 weight but of whome they had or bought the same this deponent sayeth he knoweth not. And sayeth that for his part he hath not seene or knowne of those kinde of woolls brought to this port of London in 7 yeares before the arrivall of the sayd shippe nor since."<sup>404</sup>



Initials of Thomas Kamon, feltmaker of the precinct of Saint Katherines near the Tower of London. English High Court of Admiralty. December 14<sup>th</sup> 1640. HCA 13/56 f.372r

**The woools were unloaded near Deptford into a barque hired by Mr Turner for that purpose. The barque's master was George Horne, who was also deposed regarding the condition of the woolds when they were laded into his vessel.<sup>405</sup>**



<sup>404</sup> HCA 13/56 f.372r

<sup>405</sup> HCA 13/56 ff.375r-375v

Signature of George Horne, mariner of the precinct of the Tower of London. Master of a barque named the *Bridgett* of London.  
English High Court of Admiralty. December 17<sup>th</sup> 1640. HCA 13/56 f.372r

### **DRYING OF WET WOOL USING A KILN [1637]**

**Thomas Barrett, forty year old haberdasher of Saint Mary Bothawe, London. Air and sun died wool (after getting wet) preserves a better colour, with a different smell, than kiln dried wool. Deposed May 1639.**

"In or about the moneth of february last past [1637] this deponent and partners did buy of the arlate Thomas Wyeth about twenty three hundred weighte of Polish wooll, which (as it appeareth by the sent and color therof) had bene wett and kill dried agayne, for which wooll this deponent and partners did paye unto the sayd Wyeth the summe of six pounds sterling and noe more, and soe much and noe more at that tyme the same was esteemed to be worth, and the laste weeke this deponent and company did buy of the sayd Wyeth's servant neere about twentye hundred weighte of the same kinde of wooll (which as it appeared was dried in the ayre or sunne and looked with a better color then the other which was kill dried, for which they payd six pounds ten shillings per hundred and noe more, and that both the sayd parcells if they had not taken wett but had ene delivered drye and well conditioned would have yeilded seaven pounds five shillings per centum or therabouts. The premisses he knoweth to be true for that he doth trade and deale for the most part in Polish and other kinde of outlandish woolls, and therby knoweth the vallue of them."<sup>406</sup>

### **TRANSPORTATION OF WOOL FROM SAN SEBASTIANS IN NORTHERN SPAIN TO LONDON [1632]**

**A series of depositions in the English High Court of Admiralty in late 1632 provide insight into the transportation of wool from Northern Spain, first by mule to the port of San Sebastians, and then by ship from this port to London.**

**Lancelot Robinson, twenty-nine year old sailor, living in the parish of Saint Botolphs Algate, London, was deposed about the voyage of a ship named the *Nathaniel*, from San Sebastians in Spain to London.**<sup>407</sup>

He stated that "the woolls broughte in the arlate shipp the *Nathaniel* from Saint Sebastians to this porte of London in the last voyage hither were not stived with hand spikes and leavers as other shipps that lade woolls there use to doe, neither did the arlate Thomas Marriott and compayne use any of the natives or inhabitants of Saint Sebastians to stowe or stive the sayd woolls, who have still and are imployed in other shipps that come thither to lade woolls in regard of the experience sayd inhabitants have in stivinge of woolls with hand spikes and leavers. The premisses he knoweth to be true, for that he was one of the quarter masters of the sayd shipp the *Nathaniel* the sayd voyage, and sawe a fflyeboate that laded there make use of certayne Biscayners inhabitants at Saint Sebastians to stowe and stive the woolls abord her with hand spikes and leavers."

"The sayd woolls laden abord the sayd shipp the *Nathaniel* were stowed stived and crushed into the sayd shipp by the sayd Thomas Marriott and his owne company with traves a great rope and a capsten and stives and sayeth that he never knewe any other shipp make use of the like ingynes to stive or

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<sup>406</sup> HCA 13/53 ff.138r-138v

<sup>407</sup> HCA 13/50 f.97r

stowe any woolls but cotton woolls then a ship of her burthen could stowe with leavers and handspikes and by that meanes to advance and increase the freight of the sayd shipp.

The wools brought in the sayd shipp the *Nathaniel* from Saint Sebastians the voyage aforesayd were soe borne downe and crushed together by the traves and other ingines aforesayd that the impression of the traves appeared uppon some of the sayd dampnified woolls when they were landed and that the sayd woolls were soe heat and crushed togeither by extraordinary stivinge, that when the sayd woolls were discharged in this port of London part of them did rather seeme to be like rosine cakes then baggs of woolls which he knoweth to be true for that he did helpe to unlade the sayd woolls in this port of London.

Those which stowed and stived the sayd woolss in hould at Saint Sebastians after the y had stowed a bagge did call up to them that stood above at the capsten in a spanish word as followeth videlicet *Salvament o* which in English signifieth gods speed it well or god preserve it.

The company of the *Nathaniel* did use such extraordinary and paynefull meanes to cranne and stive the sayd woolls at Saint Sebastians the sayd voyage that they did not stive above eighte or ten baggs of wooll in a day from foure of th clocke in the morning till ten of the clocke at nighte, and whilst the sayd woolls were stoweinge soe slowlye the sayd Marriott and company did suffer part of the woolls that were to bee laden abord the sayd shipp to lye on shoare by the shipps sude and some of them upon the shipps decks some tymes two or three dayes togeither with nothinge but a sayle over them.”<sup>408</sup>

**As to concern about damage by steeving, Robinson doubted that there was risk of crushing wool, unless it was greasy and unwashed.**

“He never heard of any wools laden at Saint Sebastians that were inwardlye dry and well conditioned were hurt by steweing or steivinge with handspikes and leavers, savinge he sayeth that the felt woolls laden at Saint Sebastians which are unwasht are greasye and durtye, and will heat and receive damage beinge too much preset and criushed together.”<sup>409</sup>

**Thomas Hart, fifty year old mariner, of Redriffe, Surrey, offered some rules off thumb for steeving of wool in San Sebastians.**

“Three baggs or six pocketts of felt wooll such as are usually laden at Saint Sebastians Bilbo and Bayon may conveniently and without damage (as he beleiveth) be stowed and stived in as much place or roome in a shipp as two butts of zeres sacke may be stowed in or will take up.”

**Lancelot Robinson, twenty-nine year old “navigator” of Saint Botolphs London, had a slightly different rule of thumb to Thomas Hart.**

“He beleiveth that eight pocketts of felt woolls such as are usuallye brought from Casteel to Saint Sebastians may be conveniently stowed and stived without damage or preiudice done to them in soe much roome or place in a shipp as two Zeres butts of wyne will take up”<sup>410</sup>

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<sup>408</sup> HCA 13/50 f.97r

<sup>408</sup>

<sup>409</sup> HCA 13/50 f.98v

<sup>410</sup> HCA 13/50 f.97r

**Thomas Hart, fifty year old mariner, of Redriffe, Surrey, had experience not just of San Sebastians, but also the ports of Bilbao and Bayon, from which ports wool was imported to England.**

He noted from his experience that "Within the tyme that this deponent did use to goe to Saint Sebastians Bilbos in Biscay and Bayon in ffrance as aforesayd, he this deponent and companye , and likewise other English shippes which traded there at that tyme were sometymes inforced by the laders to take into their shipps, wools which had layen on shoare in the rayne, and were wett, which woolls, although wett when they were taken abord, beinge stowed and stived accordinge to the then usuall custome with hand spiks and leavers, and not too much pressed and borne downe, were notwithstandinge the premisses, delivered well conditioned in this port of London and without damage."<sup>411</sup>

**Edward Chamlett, thirty year old mariner, of the parish of Saint Bottolph Billingsgate, advised caution handling wet wool. Nevertheless, he had transported wet wools without great damage.**

"Wools which are wett when they are laden, will heate and be dampnified, but sayeth that in or about the latter end of March last this deponent beinge at Bilbowe in Biscay did there receive abord the shipp the *Alexander* of London (wherof this examineate is master) five hundred pockletts of wooll the greatest part of which were wett and had layd in the rayne about twelve hours before they were laden, insoemuch that this examineate did in the bills of ladinge of the sayd woolls expresse, that the sayd wools were wett, and not well conditioned when they were laden which woolls were stowed in the sayd shipp with handspikes and troden downe with their feet, and yet notwithstandinge all the sayd woolls (excepte about three score baggs which did heat and were some what damphifyed) were delivered well conditioned in this porte of London."<sup>412</sup>

**Another mariner with experience of the wool trade from San Sebastians was Richard Oldfield. Aged forty-four years and resident in the parish of Saint Olaves in the Borough of Southwark.**

"He this examineate about seaven yeares since did use to goe to Saint Sebastians and Bilbowe to lade felt woolls and other commodityes for the space of fowre or five yeares together and that he this examineate and his company did always stowe and stive the said woolls themselves without the helpe and assistance of the natives and inhabitants of those places, but did never use any other ingynes but leavers and hand spikes in the stivinge therof and that there were divers other English men who used the sayd trade of ladinge of woolls at Saint Sebastians and Bilbowe in the same yeares and tymes when this examineate was there, and the company of those shippes did use to stive their owne woolls."<sup>413</sup>

Oldfield noted that sometimes the wools were wett due to rain before they were laden "and yet notwithstanding the sayd wools receaved noe dammage by that wett they beinge stived accordinge to the ordinary course of stivinge with leavers and handspikes, but were delivered in good condition without damage."<sup>414</sup>

The wools could become wet on the inland route on mule back, as well as on the shore awaiting lading. "Woolls brought from Castelee and other the partes of Spaine upon mules backs in the winter season to Saint Sebastians may receive wett into themm and be inwardly wett and yet the bagge or cover of

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<sup>411</sup> HCA 13/50 f.98r

<sup>412</sup> HCA 13/50 f.98v

<sup>413</sup> HCA 13/50 f.207r

<sup>414</sup> HCA 13/50 f.207r

them being thynn and dried againe may seeme to the outward appearance to be dry and well conditioned.”<sup>415</sup>

**Thomas Barrett, thirty-three year old haberdasher, of Daint Mary Bassishaw, London, viewed wool brought from San Sebastians in the ship, the *Nathaniel*. He estimated the loss of his client, James Man and company to be £100 through the poor condition of the wool, which he inspected in Man’s warehouse in Bush Lane.**

"This deponent and the sayd Knowles and Starrye did cause fourteene bagges of the sayd woolls which were most dampnified to be weighed, and therby sawe that the sayd fourteene baggs did weigh about one hundred and hirty one roves and after they had weighed and well viewed the sayd woolls they did estimate every bagge of them, some of them at six shillings eight pence the rove and some at fower shillings six pence the rove, and one bagge at 4 shillings the rove and three baggs of the same were burnt and become hard like to a rozine cake which they vallued to be nothinge worth, which fourteene baggs of wooll if they had come home well conditioned might have bene soould for in the whole quantitye at foure score pounds sterlنج or therabouts, more then they could be soould for then by reason they were much dampnifyed and ill conditioned, and at the same tyme this examinate and the said Knowles and Starrye did viewe and estimate certayne other baggs of woollw which (as it was sayd) came in the samme shipp the Nathaniel and found that the said woolls were ill conditioned and worse by £20 then they would have bene if they had come home well conditioned, soe that the sayd Man and Company sustayned damage in all the foresaid woolls shewed to this examinate and his contests the somme of one hundred pounds sterlنج of therabouts by reason of the ill condition of them. The premisses hee knoweth to be true for that he doth trade all the yeare in forraigne woollsm, and therby knoweth the condition and worth of them"<sup>416</sup>

**Milo Knowles, forty-four year old haberdasher, of Saint Olaves Southwark, also viewed wool brought from San Sebastians in the ship, the *Nathaniel*. He commented on the risk of seasonal damage in winter to wool during transportation to Northern Spanish ports, which was by mule in packs with thin covers.**

Knowles prefaced his comments by stating that "In the moneth of May [1632] last past this deponent and his precontest Thomas [?Barrett] and one John Stary ffeltmaker at the request of the arlate Mr James Man went to the dwellinge house of the sayd Mr Man scituate in Bush Lane London to viewe certayne dampnified woolls, which (as it was sayd) were brought to this port of London in the ship the *Nathaniel* (Thomas Marriott master) for the accompt of the sayd Mr Man."<sup>417</sup>

Knowles gave his opinion of the condition of the wools, then said "woolls brought from Casteele and other parts therabouts to San Sebastians upon mules backs in the winter season may receive some wett into them and be inwardly wett and yet the bagge or cover of the sayd woolls beinge but thynn be dried agayne and the woolls may continue inwardly wett but sayeth that he beleeveth it will appeare by the colour or staynes in the bagge that they have bene wett".<sup>418</sup>

**Mathew Bell, a Southwark feltmaker, was asked to testify as to the damage a shipment of Castile wool had received on a ship named the *Nathaniel*, which had arrived in London from San Sebastians.**

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<sup>415</sup> HCA 13/50 f.207v

<sup>416</sup> HCA 13/50 f.146r

<sup>417</sup> HCA 13/50 f.153v

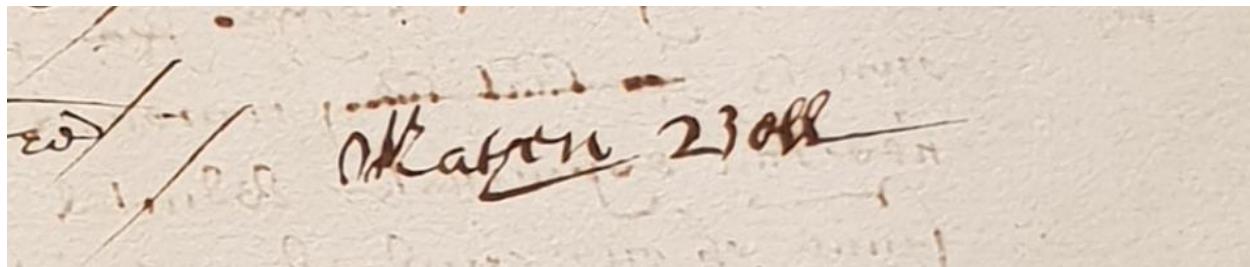
<sup>418</sup> HCA 13/50 f.154r

**The ship's company had chosen to steeve the wool themselves, rather than using specialist stevadores at San Sebastian, and had allegedly packed the wool too tightly in their ship, the ship's master allegedly intent on increasing the freight he could charge the shipper.**

**Bell's testimony shows great precision regarding the weight and condition of the wools and the state of the marking on the bales. His signature is well formed and confident.**

"Last weeke this deponent at the request of the articulate Thomas ffreeman went to viewe certayne woolls belonginge to the sayd ffreeman lyeinge in his dwellinge house neere Tower street London, and he then and there sawe twenty baggs and a halfe of a bagge of scattered wooll divers of them beinge marked with the marke in the margent of the schedule arlate and the marke on the rest of them beinge defaced and not to be well discerned, and that this examinate then and there sawe the sayd woolls weighed and sayeth that six baggs of the sayd woolls and the scattered woolls aforesayd were very much dampnifyed and were not worth (in this deponents iudgement) above the some of six shillings per rove every rove contayninge twenty five pounds wheras if the same had beene well conditioned it would have yeilded eighteene or twenty shillings per rove, and those six baggs (and the halfe bagg of scattered wools) did weigh thirty fower roves and 21 pounds and thirteeene other of the sayd twenty baggs were likewise somewhat dampnifyed and were not worth above seaventeene shillings per rove one with another whereas if they had bene well conditonned they would have yeilded eighteene or twenty shillings the rove, and those thirteeene baggs did weigh eighty roves and 13 pounds the tare deducted, and this deponent the tyme and place aforesayd did see ten baggs of wooll which were all burnt to cake and were unserviceable and nothinge worth, which were of the same kynde of wooll that the rest were and nothinge worth.

The premisses he knoweth to be true for that he useth to deale in the like commodityes and doth often buy the like wools for to make hatts and by that meanes knoweth the condition and worth of them, and did trye the sayd burnt woolls but could not make them serviceable or any use therof but found them to be nothinge worth"<sup>419</sup>



Signature of Martyn Bell, feltmaker, English High Court of Admiralty. October 31<sup>st</sup> 1632.

**Thomas Man, fifty year old merchant of Saint Mary Bothaw, London, had traded for himself in Castile wools for twenty-six years. He also viewed wools brought from Spain on the *Nathaniel*. He was of the opinion that over zealous steeving could lead to greasy wool heating up and incurring damage.**

"Wools laden at Saint Sebastians and other places therabouts beinge inward;ly dry and well conditioned at the tyme of the ladinge of them into any shipp or shipps cannott receive hurt or damage by ordinary stivinge, but believeth that ober much stivinge with extraordinary engynes may cause tthose kynde of

<sup>419</sup> HCA 13/50 ff.130r-130v

woolls to heat and be dampnifyed because the sayd woolls are naturally greasye although they be neversoe well conditioned.”<sup>420</sup>

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<sup>420</sup> HCA 13/50 f.140r

**Types:**

Spanish wool; Castele wool; Navarre wool; Segovia wool

**Measures:**

Bags; pockets

## BALLAST

**Ballast engine in the River Thames [1640]**

**Ballast engine named the Plough [1640]**

**Ballast engines not permitted to work within ten rods distance of all wharves, keys and bnks of the River Thames [1657]**

**Ballast wharf in Shadwell [1635]**

**Ballast wharfs at Shadwell and Saint Saviours Docl [1641]**

**Gaging of lighters carrying ballast [1643]**

**Land ballast [1643]**

**Office of ballasting and providing of ballast for ships and vesselsin the River Thames from Limehouse reach to London bridge [1634]**

**Patentees for ballast**

**Piece fruit laid directly upon ballast [1643]**

**Three foot of ballast above the kelsie [XXXX]**

**Thirty-six tons and fourteen hundred weighte of ballast ]1640]**

## BALLAST ENGINE IN THE RIVER THAMES [1640]

**Griffin Jones**, a 46 year old labourer, from Lambeth ('Lymbeth') in Surrey was witness to the ship the *Plyades* running aground in the River Thames.

Jones stated that "The tyde was a little at ebb when the arlate shippe the *Plyades* ranne a grounde which hee knoweth to bee true beinge then aboard of the ballaste engine in the River of Thames not far distant from the place where the sayd shippe came a grounde".<sup>421</sup>

He continued: "Presently after the arlate shipp the *Plyades* was a grounde shee beinge a grounde uppon a fflatt on the North side of the River the foreman of the ballaste gynn called John Hobbs called out to the arlate Captaine Hall whoe was then aboard the sayd shippe to lett his shippe lye tellinge him that if hee did offer to remove her to the Southward there was some danger by reason of some deeps which the gynn had made a taking upp of ballaste and therefore desired him to keepe her upp to the Northward upon the fflatt where there was lesse danger but the sayd Hall replyed and bidd him the sayd Hobbs meddle with that which hee had to doe for hee knewe well enough what hee did or had to doe and presently after casting out an anchor to the Southende of the River and thereby endeavouringe to heave the shippe off they heaved her heade into a deepe crosse the tyde leaveingge her sterne a grounde upon the fflatt by meanes whereof shee was suncke and there were divers shippes and other vessels and men there in the River not farr from the place where the sayd shippe was suncke that would as hee conceiveth have afforded the sayd Hall there helpe and assistance at the firste in case hee had desired the same and some of these did proffer theire helpe but the sayd Hall to this examinates knowledge refused the same untill hee sawe there was noe hope of cleeringe or getteinge his shippe off from the place where shee was agrounde."<sup>422</sup>

Jones noted that he "doth belonge to the ballaste engyne but hath noe share therein nor in the profit thereof more than by ordinary wages".<sup>423</sup>

**BALLAST ENGINES.** Dredging-engines might be usefully employed to deepen the river, *Covell* 583, *May* 519—They would improve the navigation if they took the good and bad together, *Parker* 1234, 1235—Machines on the river not working for the purpose of improving the navigation, but for profit, by getting up what is most saleable, *May* 505, *Gillett* 552, *Dennis* 683, *English* 775, *Winter* 1143—Evils of their dredging the river irregularly, and leaving pools and hills, *Barber* 1129–1131, *Winter* 1137, *Murless* 1263–1271—Manner in which they are used; extent to which they make holes and hillocks, *English* 815–826—Impossible that ballasting can make shoals, *English* 808.

Instances are common of gravel close to the barge, and at a distance of 10 or 12 feet along the barge, there being 20 feet water at one place, *Winter* 1148—If the hills were taken off regularly, there would be no inconvenience from the ballast-engines, *Winter* 1158, 1161—If a place is not profitable, the navigation committee are asked to allow the machine to move elsewhere, *English* 834—They work under the orders of the navigation committee; they do not cause any impediment to the navigation, *Robinson* 919–923—General orders of the navigation committee is for the dredging-machines to keep as near the centre of the river as possible, *English* 799—Complaints by some parties that the machines would affect the buildings on shore by coming too near, *English* 810–814.

*See also Bennet's Barge. Dredging the River. Montague House. Somerset House.*

[Sessional Papers of the House of Lords, Session 1840, Vol. XXIX: 'Reports from select committees of the House of Commons, and evidence; Subjects of this volume – Metropolis improvement; Printed papers; Thames embankment; Trafalgar Square' \(1840\), Index, p.402](#)

<sup>421</sup> HCA 13/56 f.229r

<sup>422</sup> HCA 13/56 ff.229r-229v

<sup>423</sup> HCA 13/56 f.229v

### BALLAST ENGINE THE PLOUGH [1640]

Humphrey Swann was a thirty-six year old lighterman living in Greenwich. In his deposition of January 1641, he gave a detailed account of his work on the Engine the *Plough*.

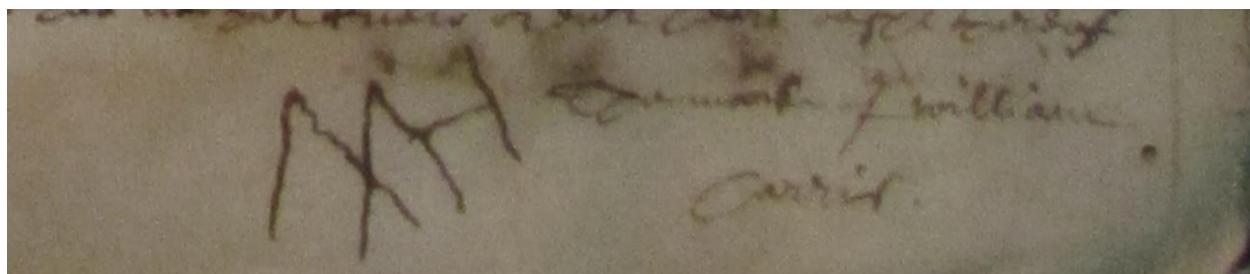
"Hee this examinate hath belonged to the arlate engyne called the *Plouge* for the space of these three yeares laste paste and since doth at the presente and by that meanes knoweth that the arlate Sannderson for all the tyme arlate was and at this presente is owner and proprietor of the sayd engyne the *Plough* and for such commonlye accounted reputed and taken and within the tyme arlate the arlate engyne beinge faste and securelye (to any mans thinckinge) mored in a place in the River of Thames neere Deptforde where shee was usually before mored, the arlate shippe the *Roberte* of which one Sheetons was sayd to be master, sailing downe the river outwards bounde as hee conceiveth), aboute fower of the clocke in the afternoone the wynde beinge faire and the weather calme came and fell foule of the sayd engyne in the place where shee laye and rodd at anchor, and brake one of the engynes cables by which shee was mored, and a chaine belonginge to the said engyne and caughte hold with her rudder upon a nether cable belonginge to the sayd engyne and thereby dragged her from her moreinges by the space of at leastte a dozen [?inches] length and more and had it not bine for him this examinate whoe was aboard the sayd lighter that night seeing those [?XXX] the shippe hhee heard to have not the sayd cable and have lett the sayd engine gone a drifte, and the sayd engine and the sayd shippe were fastened togeather by the sayd cable for the space of one whole ebb and flude notwithstandinge all the meanes they wuld use in that tyme to cleeve them"<sup>424</sup>

### BALLAST ENGINES NOT PERMITTED TO WPRK WITHIN TEN RODS DISTANCE OF ALL WHARVES, KEYS AND BANKS OF THE RIVER THAMES [1657]

William Harris, forty-eight year old servant to Mr Monger, water bailiff of the City of London. Deposed May 1657.

"Hee hath lived theise fifteeene yeeres last in White Chappell parish, and got his living in that space by his trade of a waterman, to which trade hee served seaven yeeres apprenticeship...

it is unlawfull and contrary to severall orders and ordinances for any to worke with engines in the River of Thames for the taking up of ballast into lighters or otherwise either upon shelves or at elsewhere in the said river, or to worke or take up ballast with an engine nearer than at tenn rodds distance from every wharfe or key or banke of the river, referring himselfe to the orders and ordinances made in that matter"<sup>425</sup>



Initials of William Harris, servant to Mr Monger, water bailiff of the City of London. English High Court of Admiralty. May 8<sup>th</sup> 1657. HCA 13/72 f.26v

Anthony Deane, twenty-five year old shipwright of Greenwich, Kent. Deposed May 1657.

<sup>424</sup> HCA 13/56 ff.333t-333v

<sup>425</sup> HCA 13/72 f.27r

"it hath bin and is commonly accounted lawfull for lighter men to worke and take up balast with shovells and spades upon shelves in the River of Thames, but not with nets and poles or such instruments as others commonly use, and make even places uneven to the greate dammage of bancks and wharfes and particularly of the foresaid bancks and wharfes of the said Mris Ewen."<sup>426</sup>

### **BALLAST WHARF IN SHADWELL [1635]**

**William Baylie, one of four labourers who came up in the lighter from the ballast wharf in Shadwell, tells us that all four men came up desiring work from the master of the *Hopewell*, without any prior agreement. The master had already hired other labourers, but Baylie and his fellow labourers were told they could have the work at the same rate agreed with the other men, if the other men had not arrived by the time the company of the *Hopewell* were ready to receive the ballast. Deposed May 1635.**

"The arlate Andrewe and Samuel Burrell for these fower yeares last past have had the office of ballastage and they and their assignes for all that tyme have provided ballast for shipps and vessells in the river of Thames which he knoweth to be true, for that he hath used to worke for them in heavinge of ballast into shipps and vessells for all the same time.

A little before Christmas last past [1635] (the tyme more certaynely he remembreth not) his precontest Edward Ridge lighterman beinge employed by the sayd Andrewe and Samuel Burrell to carrie a lighter of ballast, belonginge unto them, from the ballast wharfe in Shadwell, to the arlate shipp the *Hopewell*, this deponent and his contest Giles Licas and two other laborers wantinge imployment went up In the same lighter hopinge to be hired and imployed by the master or company of the sayd shipp the *Hopewell* to heave the ballast out of the sayd lighter abord the sayd shipp, and when the sayd lighter was broughte up neere unto the place where the sayd shipp was, they found the sayd shipp the *Hopewell* lyeinge betweene two other shipps neere the shore a little above the ould stayres in Wappinge, and they called abord the sayd shipp and beinge not well able to bringe in the sayd lighter betweene the sayd shipps because they laye soe neere together, the sayd Edward Ridge would have carryed the sayd lighter backe agayne in reguard of the dannger of bringinge he betweene the sayd shipps, but one who was abord the sayd shipp and answeared to the name of boatswayne tould them that seeinge the sayd lighter was there they should thrust her in and then the sayd boatswayne came himselfe into the sayd lighter and helped to bringe her in betweene the sayd shipps, and after she was brought in with the helpe of the sayd boatswayne by the side of the sayd shipp the *Hopewell* a boye which was abord the *Hopewell* threwe a rope out of her into the sayd lighter, and therby the sayd lighter was fastened both by her head and sterne to the sayd shipp, and then this deponent and the other three laborers desired the sayd boat swayne that they might be imployed to heave the ballast out of the sayd lighter into the sayd shipp, wherunto the sayd boatswaune replyed that Mr Joye the master of the sayd shipp had hired and agreed with other laborers to heave in the sayd ballast but if those other laborers came not by that tyme the sayd shipp was cleere and readye to receive abord the sayd ballast that then tis examinate and those laborers who came with him should heave in the sayd ballast and have soe much for theire paynes as Mr Joye had agreed to give unto the other laborers hired by him, and afterwards this deponent and those laborers who came with him, heaved in the sayd ballast, and by that tyme they had heaved in the same the tyde sinckinge from the sayd lighter she stucke betweene the sayd shipp the *Hopewell* and another shipp, and was soe fast betweene the sayd shipps that this deponent and the other three laborers with the helpe of the sayd boatswayne could by noe meanes gett her out from betweene the sayd two shipps, and therupon they layd her oares under her beame and then lefte her desiring the sayd boatswayne to looke to her, and tellinge him that they

<sup>426</sup> HCA 13/72 f.28v

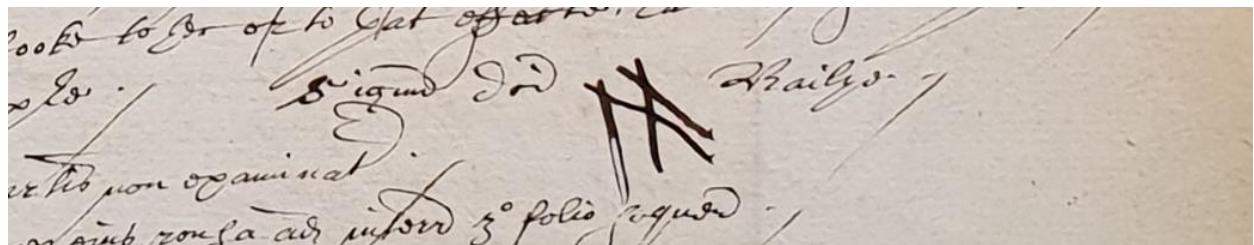
feared she would receive some wronge if he were not carefull of her, and then the sayd boatswayne sayd that he would looke to her or to that effect."<sup>427</sup>

**In response to interrogatories we learn from Baylie:**

"He was borne at Broadwaye in the county of Worcester and that he hath dwelt by the space of these fower yeares or therabouts in the parish of Stepney and before theta tyme, he dwelt at Amberley in the county of Worcester aforesayd by the space of two yeares, and before that at Hembury in the same countye by the space of a yeaire or therabouts, ans that he hath knownen Mr Andrewe Burrell by sight onlye for these three yeares last past and Mr Samuell Burrell for the space of a yeaire or therabouts, but knoweth not Mathewe Wood and Josias Joye the parties against whom he is produced.

He is no subsidy man, but is worth 20 shillings his debts payd.

He is ordinarily employed as a workeman to heave ballast for the sayd Andrewe and Samuell Burrell; and mayntayneth himselfe chiefly by that which he hetts under them, but is at his owne disposinge to worke for any other men, that will imploie him."<sup>428</sup>



Initial of William Baylie, labourer of Shadwell, Middlesex. English High Court of Admiralty. February 6<sup>th</sup> 1635. HCA 13/51 f.306v

**Giles Lucas, fifty four year old labourer of Ratcliffe, Middlesex. Lucas, like William Baylie, used to work for the Burrells heaving ballast for them. He provides a similar story to his fellow labourer. Deposed February 1635.**

**In response to interrogatories we learn from Lucas:**

"He was borne at Bourton in the county of Buckingham, and for almost thirty yeaeres laste paste hath dwelte in Ratcliffe and hee sayeth that he hath knowne Andrew and Samuel Burrell the parties producent for these five or sixe yeaeres laste paste, and Mathewe Wood and Josias Jay the parties against whom hee is produced he hath knownen by sight onely since a day or two before Christmas laste paste.

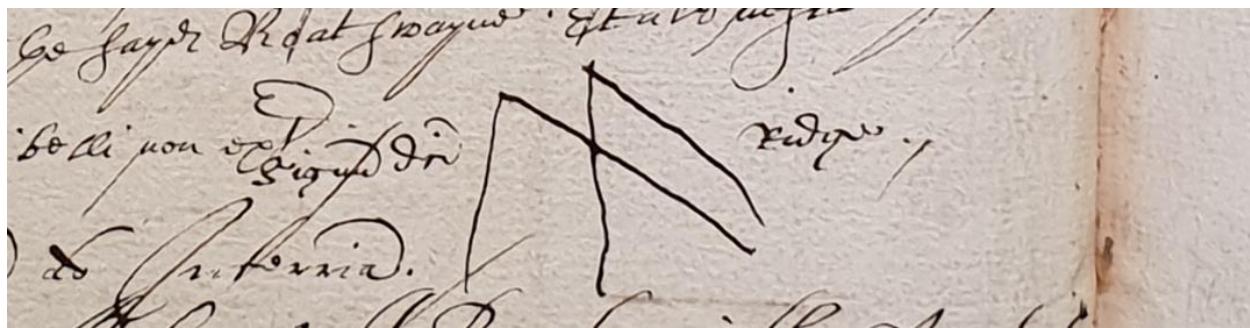
Hee is noe subsidy mann but a poore labouringe mann worth as hee thinketh forty shillings or therabouts his debts paid.

Hee is a labouring mann and in that quality most commonly ymployed by the foresaid Samuel Burnell and getteth most of meanes of livelihood in the ymployment of the said Samuel Burrell."<sup>429</sup>

<sup>427</sup> HCA 13/51 ff.305v-306r

<sup>428</sup> HCA 13/51 f.309r

<sup>429</sup> HCA 13/51 f.307r



Mark of Giles Lucas labourer of Ratcliffe, Middlesex. English High Court of Admiralty. February 6<sup>th</sup> 1635. HCA 13/51 f.306v

**Unsurprisingly, the company of the *Hopewell* saw things differently. William Langborne, a thirty-two year old mariner of Wapping, had been on a weekly wage helping to rig the ship and arrived on board the *Hopewell*. Close to the completion of the heaving of ballast of the lighter. The lighter was subsequently crushed between the *Hopewell* and an adjacent ship named the *Elizabeth*. Langborne identifies the anonymous boatswain from the lighterman and labourers' depositions as Charles Bradicke, and it is Bradicke who had requested Langborne to testify. Deposed February 1635.**

"This deponent came not abord the arlate shipp the *Hopewell* untill all the ballast was almost unladen out of the lighter in question, and at that tyme if those who were in the sayd lighter and heaved the sayd ballast out of her had spoken to and procured the company of the shipp the *Elizabeth* (which lay next unto the sayd shipp the *Hopewell*) to heave in part of her cable by which she rode, thy in the sayd lighter might have kepte her swyminge, and free from any dannger between the two shippes, but whether the company of the ssays hipp the *Elizabeth* if they bene intreated to heave in part of their cable would have donne it at the request of the sayd lightermen he cannott depose but sayeth [?they ?kept ?tyme all her ballast] was heaved out of her both the sayd shippes were a ground but the sayd lighter was water borne anndwas hunge betweene the sayd two shippes, but if they which heaved out the sayd ballast had stayd in the sayd lighter untill the next tide of floud (he beleiveth) they might have carryed away the sayd lighter whole and without damage for that he hath heard his contest John Hoskins saye that the sayd lighter was cleare from both the sayd shippes and without damage, at the next tyde of floud after the sayd ballast was heaved out of her....

He doth mot knowe what the custome of the Thames is concerninge the contents of this article, but he thinceth that afterall the ballast is delivered out of a lighter abord a shipp, the company of that shipp ought not to be charged with lookinge unto the lighter but the lightermen oughte to take care and charge of the same unlesse the company of the shipp doe voluntarilie take the charge therof uppon themselves and undertake to looke to the sayd lighter."<sup>430</sup>

#### **BALLAST WHARVES AT SHADWELL AND SAINT SAVIOURS DOCK [1641]**

**Twenty-six year old lighterman, William Dugdale of Saint Mary Matsellon alias Whitechapel, was familiar with two ballast wharves belonging to Rawleigh Sanderson.<sup>431</sup> Deposed October 1641.**

"Dureing all the tyme arlate the producent Rawleigh Sannderson hath had and kept and at this present hath and keepeth 2 ballast wharves one at Shadwell and another at Saint Saviours dock for the selling of

<sup>430</sup> HCA 13/51 f.323v

<sup>431</sup> See also the dispute between Raleigh Sannderson and the owners of the *ffortuen*, concerning ballast delivered from Sannderson's Greenwich ballast wharf. HCA 13/58 f.493r

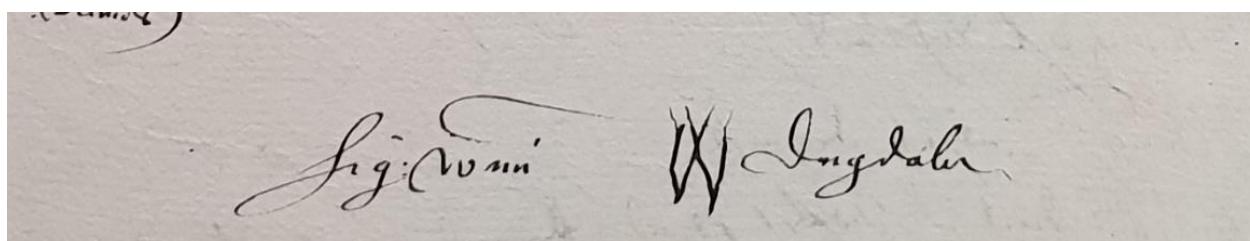
ballast for ballasting of shippes and other vessells that are to saile out of the Ryver of Thames And this he sayeth he knoweth to be true ffor that he this deponent hath carried ballast to both those wharfes did and sundry tymes and received money for the same.

Within the yeare and monethes arlate the producent Sannderson was owner and proprietor (ast least as comonly accounted of divers lighters for the carrieinge and conveighing of ballast to the sides of shippes as is arlate and namely of a lighter of the burthen of 26 tonnes or thereabouts called the *Lyllie*.

This deponent was on board the arlate shippe the *William and James* in the Ryver of Thames when the lighter called the *Lyllie* aforesaid came on board her laden with ballast and that the said *Lyllie* had then on board her one of the producent Sannderson's servants, And he further sayeth that when the said lighter came neere unto the syde of the *William and James* the aforesaid Gosling or some or one of his company gave her a roape to bring her to the said shippes syde to deliver her ballast ...The said lighter the *Lyllie* ahad in her at the tyme aforesaid about the quantitye of 22 tonnes of ballast.

At such tyme as the said lighter of ballast called called the *Lyllie* had a roape given out unto her and was brought unto the syde of the *William and James* there to deliver her ballast as to the third article of this libell aforesaid is predeposed of ...the arlate Goslinge and company did then take charge of the said lighter and caused her to be fastened with the said roape to the said shippes syde and sent men on shoare to fetch labourers to heave the said ballast out of the aforesaid lighter into his shippe the *William and James*.<sup>432</sup>

ADD DATA



Initial of William Dugdale, ligherterman of Saint Mary Matsellon alias Whitechapel. English High Court of Admiralty. October 18<sup>th</sup> 1641. HCA 13/57 f.252r

ADD DEPOSITION OF OTHER TWO LIGHTERMEN

#### GAGING OF LIGHTERS CARRYING BALLAST [1643]

**Richard Streete, fifty year old gentleman of Saint Mary Magdalen Bermondsey in the borough of Southwark. Streete was connected to the London ballast office and was a witness in aa dispute between the owners of a ship named the ffortune and the ballast office over non-payment for ballast received on board the ship. Streete describes the gaging of lugters by Trinity house according to tonnage burthen, enabling ballast to be delivered by the gaged lighter, without weighing the loads delivered. The ballast was delivered from a Greenwich ballast wharf. Deposed March 1643.**

"Betweene the 24<sup>th</sup> of November 1639 and December end anno within the tyme arlate there was to the quantitye of sixtye tonnes of [?gXXX] ballaste accordinge to the gagement of the lighters gaged by order from the Trinitye house London delivered by the arlate Sannderson's servants or agents into twoe lighters to bee delivered and put aboard the arlate shippe the *ffortune* of which shippe the arlate David

<sup>432</sup> HCA 13/57 f.259v

Hales was then master which ballaste was afterwards as hee heard the lightermen saye, all delivered and put aboard the said shippe the *ffortune* and received aboard by her compayne....

Ever since this examine hath had anye relation to the ballast office or pattent aforesaid which hath bene for the space of above these six yeaeres laste paste the usuall and ordinarye price of river ballast hath bine and is after the rate of twelve pence per tonne and soe much hee beleeveth was within the tyme arlate well knownen to the arlate Hales.

The lighters wherin ballst usis usually carried or transported to any shippes side are gaged by some of the Trinity house or some of theire officers and marked accordinge to theire burthens and soe were the lightersin which the ballaste in question was which was putt aboard the aforesaid shippe the *ffortune* and carried to the said shippes side.

The arlate Sanderson hath the lighters which hee sends with ballaste to the shippes sides filled by the engine men whoe take upp the bancks or shelves of sand in the River Thames and hee payeth the said engine men for soe manye tonnes of ballaste as the said lighters are gaged or marked for, and selleth the same againe accordinglye without weighinge the said ballast...

The arlate Hall a good while after the receite of the ballaste in question in the arlate shippe the *ffortune* weighed the same and ballaste hee sayeth will quickly drye after it is put abord any shippe beinge newlye taken upp out of the Thames...

The arlate Sanderson or his officers under him are onlelye to carrie the ballaste to the shippes side and the shipp's compayne or such as they imploye are to take the same in and many tymes they imploye boyes and labourers to doe it whoe doe it soe careleslye or negligentlye that they often throughe parte of the ballaste into the river and some tymes leave parte in the lighters which is noe benefitt or profit at all to the said Sanderson and this hee hath seene and knownen to bee true.

The arlate Sannderson or his assigne or assignes did usually take but 8d per tonne of colliers that trade onelye to Newcastle for coales and backe againe directlye for London and doe not crosse the seas whereas hee mighte if hee would take 12d per tonne of such that beinge the price allowed him by the Pattent and a price which hath heretofore bene receaved and the reason whie hee takes but 8d a tonne of colliers is for that they make many returns a yeare and are therebye good customers but of all others they usually and ordinarilye take 12d per tonne...."<sup>433</sup>

**George Browne, sixty year old ballastman of Greenwich, was deposed in the same case concerning ballast delivered to the *ffortune*. Browne, as ballastman, had his house directly before the ballast key. Browne contradicted. Browne contradicts Richard Streete, stating that ballast was delivered into the *ffortune* at the rate of 7d per ton should it be on a collier voyage, or 12d if it were to travel overseas. Deposed March 1643.**

"Upon or aboute the 21th of September 1639 arlate there was to the quantiety of eightye tonnes of lande ballaste taken from the arlate Rawleigh Sannderson's ballaste wharfe at Greenwich and delivered on board the arlate shippe the *ffortune* (of which shippe the arlate David Jailes was then master) at seaven pence the tonne if the said shippe did proceede out to Newcastle for coiales otherwise at 12d per tonne which is accordinge to the usuall and ordinarye rates and prices payd for that sorte or kinde of ballaste. And this hee affirmeth upon his oarg to bee true whoe sawe the said ballaste delivered on board the said shippe at the ballaste wharfe at the waterside and likewise sawe

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<sup>433</sup> HCA 13/58 f.490r

the same when itt was laden into carts gaged on purpose for ballaste to bee there caried to the waters side.”<sup>434</sup>

**Browne was also deposed in a case concerning damage incurred by a ship of hoy named the *Mary*, which was anchored near the Greenwich ballast wharf while lading ballast.**

“Before the pretended dammage arlate happened the shippe or hpye called the *Mary* libellate laye at the ballaste keye at Greenwich directlye before this examinate’s house hee beinge the ballast man arlate, there as hee conceiveth expectinge to take in her ballaste, and that place where the said shippe or hoye then laye was and is a usuall place for shippes or hoyes to lye at whileste they are takinge in theire ballaste and at the same tyme there laye in a birth a little belowe the sayd shippe or hoye the *Marye* a certaine shippe of Ipswich called the *Indifferent* of which one Edward Clarcke was master takeinge in her ballaste at the key arlate.

Whileste the arlate shippe or hoye called the *Marye* and the *Indifferent* aforesaid laye at the respective places aforesaid the shippe called the *Camelion* arlate came to the said key or ballaste wharfe arlate there to take in her ballaste beinge then bound forth to seas where as soone as she cae hee this examinate gave order to her compayne to lye there untill the shippe the *Indifferent* was quite ballasted and then if [?they] could conveniently and [?XXX] to put theire shippe in to that shipp’s birth ad there to take in her ballaste.

The Ipswich shippe called the *Indifferent* aforesaid haveinge taken in her ballaste and comeinge awaye whileste the arlate shippe the *Camelion* that should have come into her birth was makeinge waye for her passage the shippe or vessell called the *marye* arlate lett slippe or veered away from her firste place or birth aforesaid and fell downe and gott into the *Indifferent*’s birth where the arlate shippe the *Camelion* was appointed to lye and there laye betweene the arlate shippe the *Camelion* and the keye.

As soone as this examinate had notice and understood that the shippe or hoye called the *Marye* arlate was gott into the birth or place appointed by him for the arlate shipp the *Camelion* hee came and spake to the *Marye*’s compayne to remove theire shippe to the former place from whence shee came and there upon loased her faste, on shoare that shee ,ighte the sooner goe or remove all which notwithstandinge her compayne would not observe and doe.

Notwithstandinge the premisses and although the *Marye*’s compayne mighte easilie have removed her if they had soe minded and althoughe the *Camelion*’s compayne offered them theire helpe and assistance soe to doe if they pleased to make use thereof before any dammage happened to the sayd shippe yet they carelesslye willfullye and obstnetlye refused to remove and neither did nor would remove her untill the dammage in question happened.

Aabout two or three howers after the arlate shippe the *Marye* came into the birth of the foresaid Ipswich shippe where the *Camelion* should have bine the tyde of ebb beinge spent, the *Camelion* came on grounde and the *Marye* beinge betweene the *Camelion* and the keye the water fallinge awaye shee setled betweene the *Camelion* and the key and [?XXXed] uppon her [?frimly] abd soe continued untill the next tyde.

Dureing the tyme that the said shippe or hoye the *Marye* laye betweene the *Camelion* and the key aforesaid her company tooke into her all her ballaste and hindred the *Camelion* from ballastinge and the next tydegot out sett sayle and went to sea and never complained of any dammage neither was there any carpenter sent for to viewe her or doe any worcke unto her [?XXX] respsecte of any dammage

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<sup>434</sup> HCA 13/58 f.492r

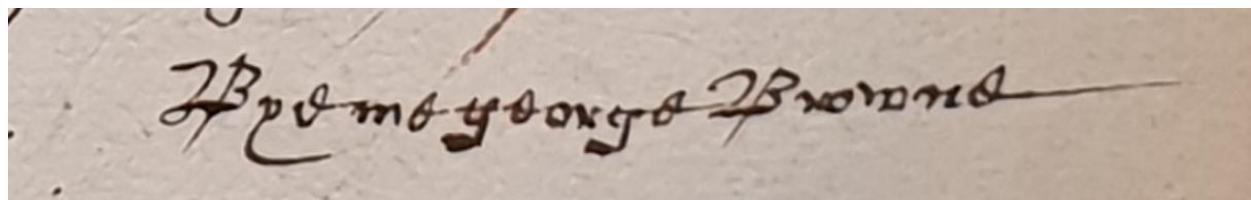
shee had received before shee went to sea that voyage to this examinate's knowledge onelye hee sayeth hee heard some of her compayne saye before her goeing to sea that one of her [?chaines] was a little broaken but this examinate did not see the same.

**In response to interrogatories:**

It is a usuall custome and hath bene a longe tyme soe observed instantl;ye and knownen at the ballaste key that those shipps or vessels that come firste to the key are and oughte to bee firste balalsted and the *Marye* interrtae was there before the *Camelion*.

Hee this rendent tolde the *Maryes* compayne at theire firste comeinge to the wharfe or key that they should have the Ipswich shipp's birth to ballaste in if they could convenientlye get it and the kike hee did to the *camelion's* compayne afterwards and in the respecte of that promise the *Marye* stayed for the saud shipp's birth for the space of aboute 12 howers.

The *Camelion* had a faste to the shopare and was but a little distante from the Ipswich shippe aforesaid when shee removed and when the *Marye* gott into her birth and the *Marye* gott that birth with this rendent's consent."<sup>435</sup>



Initial of William Baylie, labourer of Shadwell, Middlesex. English High Court of Admiralty. February 6<sup>th</sup> 1635. HCA 13/51 f.306v

**LAND BALLAST [1643]**

**John Willie, twenty-eight year old gentleman of Saint Martins in the Fields. Deposed March 1643.**

"In or aboute the 21th daye of September anno 1639 there was delivered from the aforesaid Mr Sanderson's lande ballaste wharfe at Greenwich aboard of the arlate shippe called the *ffortune* of which shippe one David Harte was then master to and for that shippe's use eightye loades of lande ballaste each load containinge usuallye twentye hundred wighhte. And this hee sayeth hee knoweth to bee true for that hee then had relation to the said wharfe and sawe the delivervye thereof aboard the said shippe."<sup>436</sup>

**OFFICE OF BALLASTING AND PROVIDING OF BALLAST FOR SHIPS AND VESSELS IN THE RIVER THAMES FROM LIMEHOUSE REACH TO LONDON BRIDGE [1634]**

**Willyam Hart, fifty year old lighterman of Shadwell, Middlesex. Deputy to Andrewe and Samuell Burrell, holders of the office of ballasting. Hart describes the messaging to and fro between the master of a ship named the *Hopewell* and himself concerning an urgent need for ballast, preferably delivered by hoy, but failing that by lighter. Deposed February 1635.**

<sup>435</sup> HCA 13/58 ff.492r-493r

<sup>436</sup> HCA 13/58 f.483r

"Within the tyme arlate the arlate Andrewe and Samuel Burrell by themselue and their assignes had and still have the office of ballastinge and providinge of ballast for shippes and vessells in the river of Thames from Limehouse reach to London bridge, The premisses he knoweth to be true for that he hath bene deputye to the sayd Andrewe and Samuell Burrell and to their father who had the same office before them, by the space of these ten yeares last past.

Upon the 17<sup>th</sup> 18<sup>th</sup> or 19<sup>th</sup> day of December last past [1635] the foresayd Josias Joye came to this deponent the deputye under the sayd Andrewe and Samuell Burrell for ballastinge and did severall tymes speake to this deponent for a hoye of ballast for the use of the sayd shipp the *Hopewell*, and this deponent tould the sayd Joye, that there was noe hoye then come up with ballast neither did he knowe when any would come, by reason of the hardnes of the wather, but promised the sayd Joye that he should have the next hoye of ballast that came up, for the use of the sayd shipp the *Hopewell*.

Upon Sundaye beinge the 21th day of December last past [1635] in the afternoon of the same day, the foresayd Mathewe Woode came to this deponent and desired him to bringe or send ballast to the foresayd shipp the *Hopewell* on the Munday followinge, wherunto this deponent tould the sayd Captaine Wood, that he was much hindred in procuringe ballast to divers shippes, soe that he could not promise to send any ballast to the sayd shipp the *Hopewell* untill the Tuesday then next followinge, and likewise tould him that the sayd Mr Joye had spoken to him this deponent only for a hoye of ballast, to be sent to the sayd shipp the *Hopewell*, because the ballast brought in hoyes was dryest and fittest for to stowe drye goods upon, and that he this deponent was uncertayne when any hoye would come, by reason of the hardnes of the weather wherunto the sayd Wood replied that wheither any hoye came or not he must not fayle of ballast on the Tuesday then next followinge, and this depoent promised him that if a hoye came in the meane tyme with ballast it should be sould to the sayd shipp the *Hopewell*, and that if a hoye came not he would not fayle to send a lighter of ballast to the sayd shipp, on the Tuesday followinge.

Upon Munday the 22<sup>nd</sup> of December aforesayd the sayd Mr Joye came to this deponent and asked him wheither ther were any hoye come then with ballast, and this deponent tould him that the foresayd Captaine Wood had bene with him, and had desired him that he might not fayle of ballast on the Tuesday followinge, and that his hast was such that if a hoye came not, that he must have a lighter of ballast on the Tuesday followinge, and the sayd Joye replied that if the sayd Wood had given him suc order, that then he was contented, and wished him if a hoye came not that then he should send a lighter of ballast the next day accordinge to the sayd Wood's direction, and that same Munday there came another messenger to this deponent from the sayd Wood to desire him to send some ballast abord the sayd shipp the *Hopewell* that day if he could, but if he could not, that then he should be sure not to fayle to send some on the Tuesday then next followinge.

Upon Tuesday beinge the 23<sup>rd</sup> of December aforesayd in the forenoone of the same day there came two messengers to this deponent from the sayd Wood to desire him not to faylke to send ballast tha day in the after noone with the next tyde, and accordingly this deponent at the request of the sayd Wood sent up a lighter belonginge to the said Andrewe and Samuell Burrell, with ballast by his contest Edward Ridge a lighterman whom he this deponent hired for that purpose, to the sayd shipp the *Hopewell* then lyeinge (as the sayd Wood tould him) in the river of Thames neere iunto Wappinge stayres.

The sayd lighter which this deponent sent up to the sayd shipp the *Hopewell* with ballast as aforesayd was worth at that tyme in this deponents iudgment (who hath bene a lighterman for sixteene or eighteene yeares last past) the somme of fourtye pounds sterlinge or therabouts, and that the sayd Mr

Andrewe and Samuell Burrell have bene dampnifyed for the want of the sayd lighter ever since she was  
splitt six shillings every weeke and soe much the hire of another such lighter will cost.""<sup>437</sup>

### Calculation

**Asset value of lighter = £40**

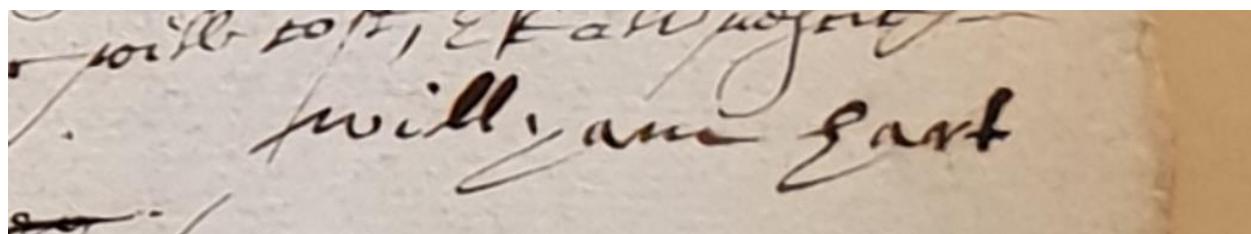
**Rental cost of replacement = 6 shillings/week = £15.60/year [presumably without lighterman] = 39%  
per annum**

**In response to interrogatories we learn from Hart:**

"He was borne at ffreston in the county of Suffolke and for these seven yeares laste paste hath dwelte  
in Shadwell, and is mostconversant with the partyes producent.

He is noe subsidy mann but is worth five poundes his debts paid.

He is a servant hiered by the weeke to the partyes producent and getteth his meanes of livelihood in  
therir ymployment and soe hath donn for above seaven yeares."<sup>438</sup>



Signature of Willyam Hart, lighterman of Shadwell, Middlesex, and Deputy to Andrewe and Samuell Burrell, holders of the  
office of ballasting and providing of ballast for ships and vessels in the River Thames from Limehouse reach to London bridge.  
English High Court of Admiralty. February 6<sup>th</sup> 1635. HCA 13/51 f.305r

### **THREE FOOT OF BALLAST ABOVE THE KELSIE [XXXX]**

**Edward Vessey**, a twenty-one year old mairner from Wapping, sailed in the ship the *Expedition* as one  
of her company.

"Noe wett or damage happened to the goods laden aboard the arlate shippe the *Expedition* the voyage  
in question at Saint Malloes by any insufficiency in the said shippe or faulfe or negligence of the master  
or any of his company the said voyage but mereley by extreamity of the weather which hee knoweth to  
be true for that the said shippe all the said voyage was a very stronge, staunch and sufficient shippe and  
nnever had dureinge the voyage above tenn inches water in her and had in her 3 foote ballaste above  
the kelsie and there was continually two men appointed to looke to the pumpe to pumpe her as ofte as  
there was occasion which was accordingly done."<sup>439</sup>

### **PIECE FRUIT LAID DIRECTLY UPON BALLAST [1643]**

**William Earle, thirty-seven year old mariner of Horsey downe, Surrey. Deposed March 1643.**

"It is more usuall for ballast if it lye longe in a shippe and the shippe bee thighte and good and not  
leaky a shippe in water to growe drye and hard then moyste and soe much hee hath observed and

<sup>437</sup> HCA 13/51 ff.304v-305r

<sup>438</sup> HCA 13/51 f.307v

<sup>439</sup> HCA 13/55 f.550r

knowen to bee true and that it is more usuall to stowe peece fruite uppon ballaste then without if there bee sufficient denidge betwene the ballaste and the fruite such and soe much as there was in the interrate shippe the *Blessinge* the voyage in question the same beinge in moste places where it was convenient a foote or neere a foote thicke.”<sup>440</sup>

### THIRTY SIX TONS AND FOURTEEN HUNDRED WEIGHTE OF BALLAST ABOARD [1640]

Robert Saior, a fifty-five year old mairner from Stepney, was hired to heave ballast into a ship named the *ffortune* (master: George Hall). The ship appears to have been a collier.

“Before he came to bee hired to saile in the arlate shipp the *ffortune* in this her intended voyage to sea, hee was hired and spoake to by the foresaid Hill to goe aboard the said shipp the *ffortune* to see and helpe to weighe the ballaste then aboard the said shipp which as hee heard and it was sayd was delivered aboard the said shippe by the ballaste men, and hee sayeth by vertue of his oath that hee this examinate and five others hired as hee beleeveth for that purpose) with certaine weights which smiths use to weigh theire iron with which were borrowed of one Mr [?Winch] and one Mr [?Welsy] theire shoppes scituate in Stepney aforesaid and skales which they had alsoe borrowed at the same placed for that purpose they did weighe all the ballaste then aboard the said shippe and did finde that there was but 36 tonnes and 14 hundred weighte of ballaste aboard the said shippe accountinge one and twenty hundred weighte to each tonne...the weights wherewith they did weighe the said ballaste are such weights as the smiths aforesaid use to weight theire iron with as those of whom they had the same confessed and that they did accounte fivescore and twelve pounds weighte to every hundred...the said ballaste were taken from the keys or wharfes where ballaste lyeth or out of the Thames...the interrate shippe the *ffortune* is nowe bounde to Newcastle but wheather afterwards jhee knoweth not and saveinge hee saieth that as hee hath heard it is the use and custome for comon colliers to pay but 8 d a tonne for ballaste and for others that crosse the seas 1 s a tonne”<sup>441</sup>

A second mariner, thirty-three year old Martin Johnson from Copenhagen, had worked with Robert Saior and the other men. He provides more detail:

“Upon Satterday laste was a seavighte hee this examinate and others in that behalfe appointed did weighe all the ballaste then aboard the arlate shipp the *ffortune* of which shippe the said Hall is master with twoe paire of scales and weights which the said master and others of the shippes company had borrowed and provided for that purpose and founde after they had weighed the same and [?XX] upp the weighte thereof by a scrivener or a man employed therein that there was but thirty six hundred and fowerteen poundes of ballaste then aboard the said shippe accounting one and twenty hundred weighte to a tonne.”<sup>442</sup>

Johnson added that he didn’t know whether the ballast weere wet or dry when they came aboard. He confirmed Saior’s statement that colliers paid 8 d a ton for ballast, adding that so did “Coasters”.<sup>443</sup>

**Edward Ridge, sixty year old lighterman of Shadwell, Middlesex. Ridge claims that a member of the Hopewell's company warranted to cover any damage incurred by the lighter, which delivered ballast to the ship. Deposed February 1635.**

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<sup>440</sup> HCA 13/58 f.485r

<sup>441</sup> HCA 13/55 f.563r

<sup>442</sup> HCA 13/55 f.563v

<sup>443</sup> HCA 13/55 f.564r

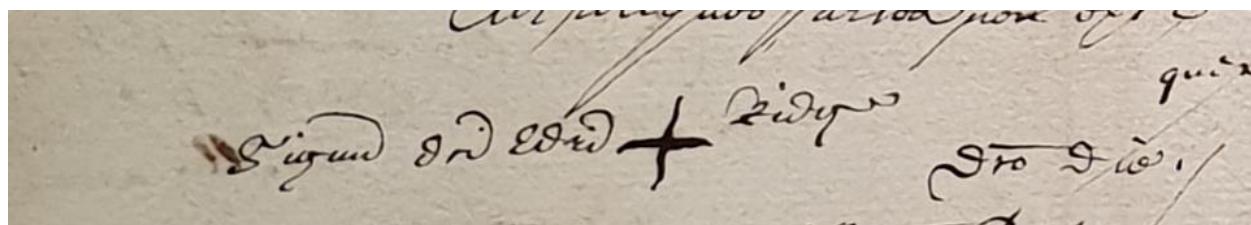
"This deponent havinge broughte up the sayd lighter he found that the sayd shipp the *Hopewell* laye neere the shoare betweene two other shippes, and then called abord the sayd shipp the *Hopewell* and tould them which were abord the sayd shipp that he had broughte a lighter of ballast to be heaved abord the sayd shipp and then one of the company which was abord her, threwe a rope out of her into the sayd lighter and willed this deponent and the rest which came up with him in the sayd lighter to hale her in by the side of the sayd shipp the *Hopewell* wherunto this deponent replyed that there was not roome enough to bringe her betweene the sayd shipps and that she could not lye betweene them without danger of beinge crust betweene them, and that he would rather carrie her backe agayne then to hale her in betweene the sayd shipps wherunto one of the sayd shipps company replied that he would warrant that she should take noe damage, and then came into the sayd lighter and helped to hale her in betweene the sayd shipp the *Hopewell* and another shipp, and with a rope tyed to the head and sterne of the sayd lighter fastened her abord the sayd shipp the *Hopewell*, and after she was soe fastened this deponent went on shoare and lefte the sayd lighter in the charge of one of the company of the sayd shipp the *Hopewell* and wished him to looke to her and be carefull of her and that she came to noe harme which he undertooke to doe.##When this deponent went on shoare and left the sayd lighter, as aforesayd, there were abord the sayd lighter foure laborers which came up in her to haeve the ballast out of her into the sayd shipp, but this deponent comitted the charge of the sayd lighter unto one of the company of the sayd shipp as before he hath deposid and not to those laborers."<sup>444</sup>

#### In response to interrogatories we learn from Ridge:

"He was borne at Newarke in the county of Nottingham, and for these fower yeares laste paste hath lived in Shadwell, and for soe many yeares before at Wapping Wall and sayeth that the parties producent hee hath knownen for these seaven yeares but the parties against whom hee is produced hee sayeth hee knoweth not.

He is noe subsidy mann but thinketh that hee is worth forty shillings his debts paid.

Hee is altogeaither ymployed as a lighterman by the parties producent, and they pay him for his labour, and some tymes for the use of a lighter of his, and hee geteth his meanes of livelihood in their ymployment."<sup>445</sup>



Mark of Edward Ridge, lighterman of Shadwell, Middlesex. English High Court of Admiralty. February 6<sup>th</sup> 1635. HCA 13/51 f.305v

#### PATENTEES FOR BALLAST [1640]

**Robert Sanderson Esquire, fifty one year old of Saint Martyns in the feilds. Deposed March 1640. Sanderson was examined on behalfe of Mr Roberte Smith gentleman.**

"The Patenteer for ballastinge of shippes in the River of Thames hath the sole power to take upp ballaste within the jurisdiction of the Admiralty in the said River and to ballaste shippes therewith with his owne

<sup>444</sup> HCA 13/51 f.305v

<sup>445</sup> HCA 13/51 ff.308r-308v

boates and that noe other pughte to intermedle therein unles thereto appointed buy the Patentee or his deputies, And that the lighters are to bee marked and gaged accordinge to theire burthens, And that the Patentee his deputy and servants are to bringe the ballaste to the shippes side with theire owne boates, and the shippes company are to caste the ballaste into the shippe haveinge a saile spreade betweene the shippe and the boate or lighter preservinge the ballaste from fallinge into the River, whereby the harbours might be choaked, And that the Patentee hath for each tonne of ballaste of merchants shippes tradeinge to and againe crosse the seas twelve pence per tonne, and of colliers tradeinge onely alonge the coaste for coales but eighte pence per tonne And that the master of any shippe haveinge more ballaste aboard at any tyme then hee hath occasion to make use for the present may not sell, dispose, or give it away to the use of ballasteinge another shippe, without the allowance of the Patentee or his deputy."<sup>446</sup>

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<sup>446</sup> HCA 13/55 f.523v

## BARGES

### BARGE DEDICATED TO CARRYING MALT FROM STANSTED TO LONDON [1623]

**Edward Walker, thirty-five year old bargemen of Stansted in Hertfordshire. One of the company of a barge named the *Griffin*, which was employed by three malsters to carry malt regularly from Stansted to London. Deposed February 1624.**

"Hee knoweth that the arlate John Croe for all the tyme arlate was and at this present is owner and proprietor of the arlate barge the *Griffin* and her tackle and furniture...

Hee wrought in the said barge ever since shee was builte and knoweth that shee was builte for the said Croe and hee hath ymployed her ever since. Within the tyme arlate there was laden into the arlate barge the *Griffin* at Stansted aforesaid for the accomme of the arlate Thomas Bennett, George Glascocke and Thomas ffavell fivescore and sixteene quarters of malte which hee beleeveth did properly belongeto them for that they are malsters, and doe ymploy the said barge continually in carrieinge malte for them onely...

Upon the three and twentieth day of July laste [1623] in the ryver of Thames the arlate shippe the *Speedwell* being under sail by the faulfe and negligence of those that were in her did run with her stemme directly againste the midship of the said barge the *Griffin* haveinge the foresaid fivescore and sixteene quarters of malt then in her, and did caste againste strike and breake downe one side of the said barge soe that presently the water came into her and carried away parte of the said malte and wett all the rest...

The time arlate this examinate was at the helme of the arlate barge the *Griffin* and the reste of her company (which were three) were roweing her upp the Thames towards London in the currente and middle of the tide as other boates and barges use to rowe, in her directe course, and the arlate shippe the *Speedwell* came downewards from London under saile with a southwesterne winde and wilfully or carelesly run upon the said barge aforesaid...

By reason of the splitting of the said barge by the said shippe the *Speedwell* as aforesaid the arlate John Croe did loose his freighte for the said malte which to this examinate's knowledge shoulde have bin 1 shilling per quarter and did pay the shipwrighte for meandinge the said barge and repayreinge her of that damage that the *Speedwell* did to her as aforesaid £2 and 5 shillings. And this hee knoweth to bee true who knoweth that the said Croe hath alwayes 1 shilling per quarter freighte from Stansted to London and hee this examinate fetcht the said barge from the shippwright and sawe his bill for the mending of her.<sup>447</sup>



Signature of Edward Walker, bargeman of Stansted, Hertfordshire. One of the company of the barge the *Griffin*. English High Court of Admiralty. February 11<sup>th</sup> 1624. HCA 13/44 f.205v

<sup>447</sup> HCA 13/44 ff.204r-205r

## BREAKING BULK IN A SHIP

### BREAKING BULK ON A LADING OF CORN [1634]

**John Hamond, a merchant tailor, resident in the parish of Saint Catherine Creechurch, London, was appointed by John Greenewell to wait on board a corn ship named the *Younge Tobias* “from the tyme that she first brake bulke untill all the corne then abord her was delivered out of her.” The ship was anchored by Wapping stairs.**

The corn was in poor condition, with Hamond observing that “all the corne which lay right under the hatches and scuttles of the sayd shipp was mouldye from the topp untill within a foote of the bottom of the sayd shipp and was therby much heated and lookt white and some of it was rotten but that corne which lay by the side of the sayd shipp and in other places was dry coole and well conditioned, and but the corne which lay under the sayd hatches and skuttles of the sayd shipp was clodded together and lay in a heape as it were baked together and that this deponent takinge some of the corne in his hands which lay under the formost skuttle hole did wringe water out of it, and therfore verilye beleiveth that the damage which happened to the sayd corne was by water which (as he beleiveth) came in at the hatches and skuttles holes of the sayd shipp.”<sup>448</sup>

### EXTRACTING CORN FROM HOLD OF SHIP [1634]

**John Hamond describes the extraction of corn from the ship the *Young Tobias*, emphasising the need to keep spoiled corn separate from untainted grain.**

“The next day after the master and company of the sayd shipp the *Younge Tobias* begann to unlade the corne out of the sayd shippe the sayd Mr John Greenewell came abord the sayd shipp and perceivinge that some of the mouldy corne was mingled amongst that which was well conditioned gave order to the company of the said shipp which were at worke in the hould, and likewise unto this deponent that they should not mingle any more of the corne which was mouldye and wett, with that which was well conditioned, but to lay the good corne by itselife, and the mouldy and wett corne by itselife, and the sayd Mr Greenewell did hire men to trymme<sup>449</sup> the sayd corne and to bringe it to the hatch way of the sayd shipp to be heaved up from the hatchway into lighters.”

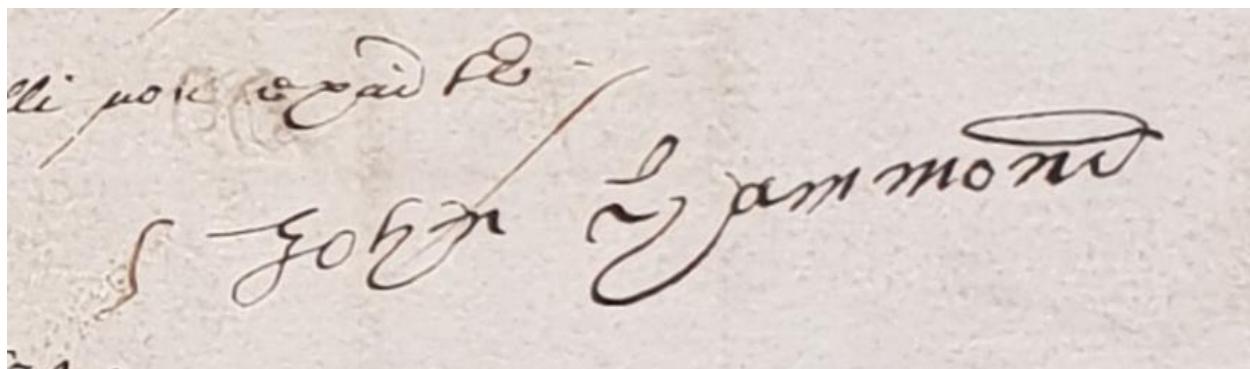
However, according to Hamond, “the sayd company were soe obstinate that they would not suffer those whom the sayd Mr Greenewell had hired to trymm the said corne or to bringe it to the hatch way but the company would and did trymm the sayd corne them selves and mingled a great part of the sayd mouldy and dampnifyed corne amongst the rest which was well conditioned.” Through the mingling of good and bad, “Mr Greenewell and Company are hindred and dampnifyed in the sale of the corne, which was good and well conditioned before the mongling therof.” Hamond offered as proof that “On the fifth day of June [1634] last there came some meale men to viewe and buy some of the sayd Mr Greenewell and Company corne which came out of the sayd shipp the *Younge Tobias*, and then lay in a garner in Saint Saviours docke, and those meale men did except against some of the sayd corne for

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<sup>448</sup> HCA 13/51 f.61r

<sup>449</sup> ‘Trymm.’ Trimming a bulk cargo (that is, loose product) means slightly different things depending on whether you are loading or unloading. As the hatch opening is smaller than the hold once you have removed the cargo directly under the hatch covers you then had to move the cargo from the edges into the middle to make it accessible. This was called trimming. When loading trimming meant pushing the cargo into the corners of the hold. Not only could you get more in but the load would be level which put less stress on the vessel. A vessel in trim would sit level. On modern bulk carriers, trimming by hand is still used to get at cargo behind access ladders and other places machines can't be used. [Source: Peter Taylor]

beinge mingled and seemed to esteeme it a great deale the worse by reason of the minglinge therof  
and lesse in vallue then that which was not mingled."



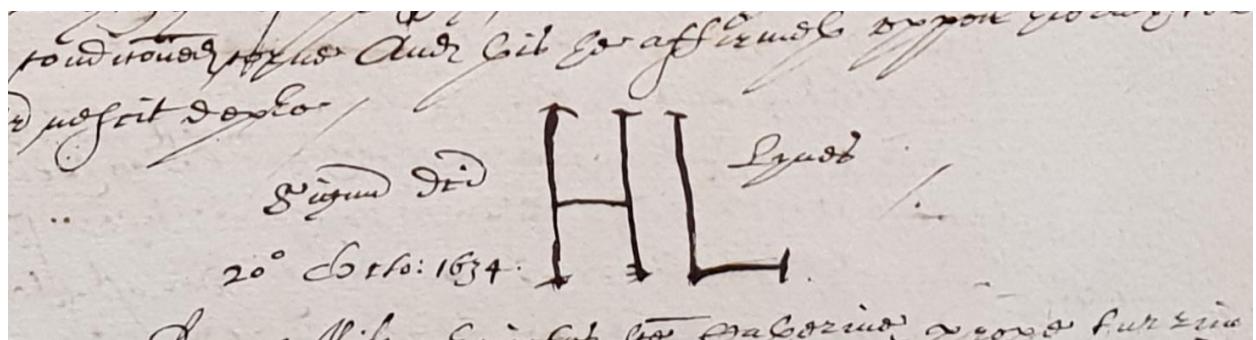
Signature of John Hamond, thirty-one year old merchant tailor, of Saint Catherine Creechurch, London, who ws employed as a waiter on a corn ship named the *Younge Tobias*, while it ws unloaded in March 1634 at anchor near Wapping stairs.

#### **SHODDY WORK DONE BY THE COMPANY OF THE YOUNG TOBIAS – THROUGH THE EYES OF A PORTER HIRED TO SUPERVISE THEIR WORK [1634]**

**Henry Lynes was a forty-two year old porter from the parish of Saint Botolph Algate, London. He was deposed in October 1634 regarding the corn in the *Young Tobias*.**

"About the beginninge of this last summer...this deponent was hired by the arlate John Greenewell to helpe to delive certayne corne brought to the port of London in a Dutch shipp (the name wherof or of her master he remembreth not) then lyeinge in the river of Thames over against Wappinge (and to keepe the wett and mouldye corne from that which was drye and well concisioned and to see that the company of the sayd shipp did not mingle the badd corne with the good as (by the report of the sayd Mr Greenewell) they formerly had donne, and when he this deponent came abord the sayd ship he did then see that the corne which laye in the hatchway of the sayd shipp fore and afte, and likewise that which laye under the skupper holes of the sayd shipp was very wett and mouldye and laye in her in heapes baked and clodded togeither and was therby much dampnifyed, which dammage as he beleiveth greewe either by the insufficiencye of the sayd shipp or negligence of her master and company in not keepinge the said hatches and skupper holes shutt and well caulked and covered with tarr pawlings, because the rest of the corne in the sayd shipp which laye in other places ws drye and well conditioned savinge that there were some small clodds of mouldye corne baked togeither mingled amongst the sayd dry corne, and whilst this deponent was at worke abord the sayd shipp which was by the space of three dayes, he sawe some of the company of the sayd shipp mingle some of the sayd wett and mouldye corne amongst that which was drye, and beat the sayd clodds of mouldye corne abroad with their feet and with shovells, and soe heave it amongst that which was dry and well conditioned, and by meanes thereof a great quantitye of the sayd corne which before was very good and well conditioned became much dampnifyed by beinge mingled with the sayd wett and mouldye corne, which he conceiveth must nneeds be a great hindrance to the sale thereof...When this deponent did forbidd the company soe to doe and found fault with for soe doeinge soe, they sayd it was well enough and miscalled him this deponent for speakeinge against their minglinge of the sayd wett and mouldye corne with that which was drye and well conditioned corne."<sup>450</sup>

<sup>450</sup> HCA 13/51 f.141r

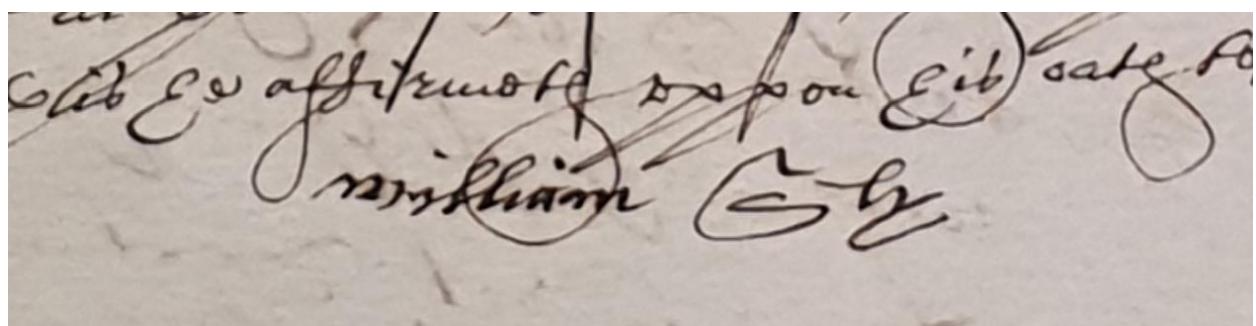


Initials of Henry Lynes, forty-two year old porter, of the parish of Saint Botolph Algate. Hired to supervise the company of the *Toung Tobias*.

## **EXPERT OPINION BY MASTER AND WARDENS OF THE COMPANY OF WHITE BAKERS LONDON [1634]**

William Slye was a forty-six year old white Baker, living in the parish of Saint Michaels Queenhithe. He, like two fellow deponents in the High Court of Admiralty, were a member of the Company of White Bakers London. The three men were requested to view the wheat brought in on the *Young Tobias* and to report on its condition.

"In the moneth of June last past this examinate beinge master of the Company of White Bakers London, at the request of the arlate John Greenewell, went with the sayd Greenewell and his contests Richard Beomont and Richard Gant, two of the wardens of the sayd company of White Bakers London to viewe certayne dampnifyed wheat broughte to this port of London for the accompt of the sayd Greenewell (as the sayd Greenewell tould them)in a shippe called the *Younge Tobias*, and then lyeinge in certayne garners at Saint Saviours, and at Bridewell docke, And this deponent and his sayd contests havinge well viewed the sayd wheat or therabouts, found that about two hundred and thirty quarters of the sayd wheat had taken wett , and was mouldye, and by reason therof was much dampnifyed and not fitt to make bread was (sic) worse and lesse worth to be soould in the iudgement of this deponent and his sayd contests by fourteene shillings in a quarter, amountinge in all to the somme of one hundred and seaventye pounds sterlign at the least."<sup>451</sup>



Signature of William Slye, Master of the Company of Wwhite Bakers London. Invited to view wet and mouldy wheat in granaries at Saint Saviours Dock and at Bridewell, brought to London in the *Toung Tobias*.

451 HCA 13/51 f.160v

### BREAKING OPEN PARCELS OF LICORICE AT SAN LUCAR [1635]

**Thomas Goodwin, twenty-nine year old mariner of Ratcliffe, Middlesex. Testifies to the breaking open of potachios of licorice to enable them to be better stowed on board the Charitye to be transported from San Lucar to London. Deposed May 1635.**

"The liquorish interrogate was laden abord the sayd shipp the *Charitye* in the porte of San Lucar by one Mr Crocker, and when the same was first sent abord her the master and company refused to take in the sayd liquorishe, because it was such a lighte commoditye and tooke up soe much roome that it would be a great hinderance to the stowage of the rest of the merchants' wynes which were to be laden abord the sayd shipp, wherupon the sayd Crocker came abord the sayd shipp and was very importunate with the master to take in the same, and sayd in this deponent's hearinge that he would give the master and company a hundred ryalls to take in the same rather then it should be lefte out, but the master and company tould him that unlesse the sayd factor would give way to have some of the sayd patachoes opened they could not stowe the same wherupon the sayd Crocker in the presence of the interrogate William Marston gave order to the master and company to stowe as many of the sayd patachoes whole as they could, and to open the rest and to stowe them loose in any place as convenientlye as they could, which was donne accordingely The premisses he knoweth to be true for that he was present at the passages aforesayd and came home passenger in the sayd shipp.

After the sayd shipp the *Charitye* came over the barr of San Lucar she stayed without the sayd barr by the space of eighte or nyne dayes pleyinge to and agayne, and within that tyme there were broughte abord her divers baggs of plate and one [?sawe] of plate, but howe many baggs he knoweth not niether hath he heard."<sup>452</sup> <sup>453</sup>

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<sup>452</sup> HCA 13/51 f.531v

<sup>453</sup> William Osborne, twenty-three year old wine cooper of Saint Dunstans in the East, provides extra detail on the bullion laded without licence outside the bar at San Lucar. "After the sayd shipp came over the barr of San Lucar she stayed without the sayd barr and at Cadiz in all by the space of ten dayes or therabouts, and after she came over the sayd barr there were broughte and laden abord her betweene eighty and nynetye baggs small and great of plate, and one barr of silver, which were stowed in the great cabon in the master's chest, the premisses he knoweth to be true for that he was cooper of the sayd shipp and helped to hande in the sayd baggs of plate." (HCA 13/51 f.531v)

## BROKERS

### PUBLIC BROKER

**Johannes Harsnet, forty-one years of age, perfumer, of Saint Mary Hill Billingsgate, described himself as a public broker, dealing in London in imported galls. He was deposed in November 1660 in the case of the *ffreetrade*, concerning Aleppo galls. He testified to the price of Aleppo galls:**

"That in the yeare 1659 and in the moneths of Aprill May and June last 1660 Aleppo galles (such as this deponent conceiveth were the galls in question) would have yielded thirteen pound sterlē or upwards the sacke which for five hundred sacks amounts unto neare seaven thousand pounds. Which he knoweth being a publique broker aforesaid and selling galls at that rate within the sayd time"<sup>454</sup>

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<sup>454</sup> [HCA 13/73 f.635r](#)

## CHAINS

### [INSERT DATA]

#### SHIP MOORED AT THE PALES OF AMSTERDAM

English mariner, twenty-three year old **Johannes Barnes** of Wapping, deposed in September 1661 that he shipped as a foremastman on the *Archangell* (Master: Robert ?XXX) at the end of September 1660 "shee then lying at the pales in Amsterdam" to go from Amsterdam to Genoa with a lading of pepper, deals, tar, herrings, pease and beans, she left the pales on October 2<sup>nd</sup> 1660 "and fell down into the Texell, whence shee departed with her said lading for Genoa on or about the eighteenth day of the said moneth of October 1660"<sup>455</sup>

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<sup>455</sup> HCA 13/74 f.98r

## CELLARS

### CELLARS IN FENCHURCHSTREET [1631]

**John Mead, citizen and leatherseller (“pellarius”), of Saint Peter Cornhill, went to a cellar in Fenchurchstreet to view a parcel of tobacco. Another man, Robert South, was at the same cellar, also carrying a warrant, and searching for his own tobacco. Various marks on the barrels and rolls of tobacco were examined. Some of the marks appeared to have been defaced by cutting them off.**

“About Michaelmas last was twelve monethes [1631] to his now best remembrance, (the tyme more certaynly he remembreth not) this deponent went with his precontest John Gastrell to a seller in ffenchurchstreet (wherin were sayd to be certayne tobaccoes belonging to the arlate Thomas Kinge) to serch for certayne tobaccoes remayninge in the custody and possession of the sayd Thomas Kinge belonginge to one Edward Thompson and Thomas Wilkinson, by vertue of a warrant from this Vourt in that behalfe, and at the same tyme mett with the arlate Robert South who came thither with the like warrant to serch for certayne barrells and rolles of Saint Christophers tobacco, belonginge unto him the sayd South and then pretended to be remayning in the possession of the sayd Kinge, and uppon the sayd search the sayd South did finde out in the sayd seller certayne barrells, and rolles of tobaccoe which the sayd South claymed to be his tobaccoe, and shewed his marks by which he claymed the sayd tobaccoes, and the sayd marks then shewed by the sayd South and the marks uppon the barrells and rolles of tobaccoe which he claymed to be his as aforesayd were agreeable in all poynts, which he knoweth to be true for that the sayd marks were soe compared in this deponents presence and sighte, but howe many barrells and rolles the sayd South then claymed by marks to be his or wheither the marks then shewed by the sayd South were agreeable to the marks in the schedules arlate at the same tyme he doth not nowe remember And he alsoe sayeth that there were likewise in that seller divers others rolles of tobaccoe the mark wherof were defaced, and seemed to be cutt out.”<sup>456</sup>

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<sup>456</sup> HCA 13/51 f.202v

## DENNAGE

- **Barrel staves**
- **Bavins**
- **Beach and shingle**
- **Canes**
- **Cork**
- **[?Deals]**
- **Fustickwood and matts**
- **[?Grindstones]**
- **Lead**
- **Salt**

**Edward Singleton, twenty-seaven year old mariner of Limehouse, Middlesex. Boatswain of the *Daysie*. Describes damage to freshly cut green canes used as dennage in his ship. The canes were loaded into the *Daysie* at Faro in Portugal and were used to protect a cargo of figs, which, despite the dennage, incurred damage during the voyage home to London from Southern Spain. Deposed February 1620.**

"All such canes as were laden aboarde the arlate shippe the *Daysie* at ffaro arlate by the foresayd Gyles Elande were by the order and appointment of the sayd Elande cutt and hewed in peeces and laden iinto the arlate shippe for dennage to putt in the bottom of her as thinges of noe estimation or value, and for noe other use but only to stowe figgs uppon of this examinate's certeine knowledge who was one of them that soe cutt and hewed the sayd canes and was presente and hearde the sayd Elande give the directions aforesaid."<sup>457</sup>

"By reason of the weighte of the sayd figgs that were stowed upon the sayd canes cutt into dennage, being aboute one hundred and forty thousand weighte and the greenness of the canes being newly cutt from the grounde when they were putt on boarde, the sayd canes were soe broken spoiled and brused that they were of noe better worth then durte And yet hee sayeth by charge of his oath, that att the deliverye of the sayd goods in the porte of London, all the sayd canes were delyvered out of the sayd shipp into a lighter which the merchants sente downe for their goods, but what became of them afterwards hee knoweth not, but hee is moste assured that then noe bodye woulde give any thinge for them.

There was noe accompt kepte of the canes interrate for that they were laden only for dennage and coulde bot bee delyvered out by accounte."<sup>458</sup>

**John Singleton, twenty year old boatswain's mate of the *Daysie* asserts that dennage is always the property of the master and company of a ship, not the merchants. However, the canes used as dennage in the *Daysie* were so brusied and rotten that Billingsgate merchants wouldn't offer to but them off the ship's company after delivery of the merchants' goods. Deposed February 1620.**

"All the time ever this examinate wente to sea whatsoever hath beene putt by any merchants into any shipp for dennage to have under his goods hath allwaies belonged to the master and companie and

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<sup>457</sup> HCA 13/43 f.20v

<sup>458</sup> HCA 13/43 f.21r

beene disposed of by them to theire owne use without any account to the merchants of this examinate's sight and knowledge who in shippes that hee hath sailed in hath had his rateable parte of such dennage as hath beene in those shippes.”<sup>459</sup>

“They [the canes] were soe brusied and rotten that when this examinate and the compayne after the deliverie of the goods offered them to sell to the Billingsgate merchants they woulde not give any thinge at all for them of this examinate's sight and knowledge.”<sup>460</sup>

**William Jones, a twenty-four year old London merchant, was a passenger on the *Hopewell* on its return voyage from Scandroone to London. He stated that:**

“The sayd shipp *Hopewell* tooke in goods at Scandroone arlate to be thence transported to London and saith that hee this deponent comming a passenger in the sayd shipp to London did see the bulke of the sayd shipp broken and thereby perceived that the merchandize stowed in her were well and carefully stowed upon good fustickwood and matts and that divers barrell staves were layed betweene the lighers and the goods the better to preserve them from damage and did well observe that the sayd fustick wood which laye under the goods was drye and in good condition”<sup>461</sup>

**William Ricks, a thirty-two year old mariner from Chichester, deposed in 1660 regarding damage to sugar stowed on cork in an English ship sailing from Lisbon to London, stated**

“Sugars are apt to runne out if they receive but little wet but saith that if sugars should be upon moist dennage if the chests be firme they would receive but little dammage thereby...merchants use to provide or give directions for the providing of dennage for the ships which they lade and saith that hee never knew bavin used for dennage and doth not knowe whether they or corke are best for dennage or which are dearest”<sup>462</sup>

**William Salmon, thirty year old mariner of Lee, Essex. Master's mate of the *Assurance* of Dover. At pains to blame old, bad, unfit casks used to send wine to England from Saint Lucar and to exonerate himself and his company from poor stowage or dennage. The dennage used was “beach and shingle.” Deposed August 1632.**

“The ballast of the sayd shipp the *Assurance*, when the sayd wynes were laden aboard her at Saint Lucar was beach and shingle, and very drye and fitt for any shippes use.”<sup>463</sup>

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<sup>459</sup> HCA 13/43 f.22r

<sup>460</sup> HCA 13/43 f.22v

<sup>461</sup> HCA 13/70 f.421r

<sup>462</sup> HCA 13/74 f.4v

<sup>463</sup> HCA 13/50 ff.67v-68r

## DUTIES

**John Drake, fifty-nine year old mariner, had lived in London for fifty-five of those years. He was a highly experienced master, pilot and purser of ships, and was asked to testify in Court as to the rates and practice of paying duty to Trinity house. Deposed February 1613.**

"This examineate hath as purser pilott and master of shipping used to passe to and againe from the River of Thames to the seas and back againe into the same River on sondry viadges for the space of forty yeares nowe past and upwards, and duriinge that tyme hath knownen that the Clarck of the Trinity house hath used to receive of the master of every shipp or barck comming from any viadg into the said River two pence for every man that serveth in such shipp and two shillings out of every pound of theire [?loadmonadge], beinge 8 pence upon every score of the burden of the shipp, videlicet if the shipp be fifty tonn the master payeth 20 pence 60 tonnes 2 shillings, if 100 tonns 3 shillings if a 120 tonnes 4 shillings if 160 tons 5 shillings and so upwardes as the shipp is in greatnes accordinge to the rate aforesaid, being a usuall duty paid from tyme to tyme by all shipps comminge into the Thames ffor this of for the tyme he hath byn a master and taken chardge which is for 25 yeares pays hath usually paid the said duties everye viadge, and hath knownen paid by others for that tyme and the space of 20 yeares before to and for the use of the Trinity house."<sup>464</sup>

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<sup>464</sup> HCA 13/42 f.122v

## FREIGHT RATES

**John Buckworth**, a 33 year old merchant of Saint Andrewes Undershaft, London, testified on January 15<sup>th</sup> 1655 in a case concerning Alderman Frederick that: “the usuall freight of goods by the tonne from Cyprus to London was for cotton woolls at and after the rate of 6 *li* per tonne, for galls 4 *li* per tonne, and for fine goods 7 *li* per tonne, and this hee saith was and is true publique and notorious, which hee knoweth for that hee hath for theise twelve yeaeres last past bin a Turkie merchant, and hath dwelt at Aleppo about 9 yeaeres of that time, and hath often laded such goods at that freight in those parts, and hath often paid such freight here in London that being (as hee saith) the freight for those goods set downe and apportioned by the Turkey company, by whose order **it was not then permitted to pay or take more**”<sup>465</sup> Buckworth deposed slightly later that: “outwards there is noe rate set by the Turkey companie for goods by the tonne, but homewards hee saith their rate is 4 *li* for a tonne of galls, 6 *li* sterlinge for a tonne of cotton wooll, and 7 *li* per tonne for fine goods from Cyprus and Scanderoone, and that Ligorne is within their privilege, and saith that theise are the ordinary rates of the Turkey company”<sup>466</sup>

**Henry Bowqier**, a London merchant, testified in 1654 that “the usuall freight of goods by the tonne from Cyprus to London, was for grosse goods as cotton woolls at and after the rate of £6 per tonne, of galls £4 per tonne and of peece goods and smaller commodities at and after the rate of seaven pounds per tonne”<sup>467</sup>

Bowqier testified specifically about the ship the *Thomas Bonadventure* in 1652, stating “the cotton woolls in question of Aldeman frederick and company aforesaid might have bin brought to London at and after the rate for freight of £7 sterlinc per tonne, and the galls at £5 sterlinc per tonne, and saith that was the usuall freight of such commodities from Genua and Ligorne for London the time arlate [1653]”<sup>468</sup>

Bowqier testifies that “the usuall rates of the Turkey companie for freight of fine goods from Scanderoone, and Cyprus hath bin £7 per tonne, cotton woolls £6 per tonne and galls £4 per tonne, untill the late troubles with the dutch, and then they were raised”<sup>469</sup>

**John Nelson**, a London merchant experienced in trade with Turkey, stated: “in and for all the time arlate, the said freight of goods by the tonne from Cyprus and Scanderoone to London was for grosse goods as cotten woolls at and after the rate of 6 *li* per tonne, of galls 4 *li* per tonne, and of fine goods at 7 *li* per tonne, which hee knoweth for that hee is a Turkey merchant and hath knowne severall persons pay after those rates as the common and usuall rates.” And added “within the times arlate namely betwixt September 1653 and September 1654 severall merchants for cotton woolls brought from ligorne to London in the *Dart ffrigot* and the *Hope of London* paid for freight 12 *li* sterlinc per tonne and for freight of galls 8 *li* per tonne”<sup>470</sup> Nelson also stated that: “the Turkey company usually pay for goods outwards a doller per cloth and homewards for Cotton woolls 6 *li* per tonne, for galls 4 *li* per tonne, and for silkes 7 *li* per tonne, only of late yeaeres there hath upon severall shippes bin more paid”<sup>471</sup>

**Edward ffowke**, London merchant, and a former Aleppo factor , who knew Scanderoone and Cyprus well, testified in 1654 that “all grosse goods (as galls) and all goods (except peece goods) that are laden

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<sup>465</sup> HCA 13/70 f.68r

<sup>466</sup> HCA 13/70 f.70v

<sup>467</sup> HCA 13/70 f.72v

<sup>468</sup> HCA 13/70 f.74r

<sup>469</sup> HCA 13/70 f.75r

<sup>470</sup> HCA 13/70 f.81v

<sup>471</sup> HCA 13/70 f.83r

at Scanderoone, are or ought to be weighed and laden by weight, for such hee saith is the custome of that place, and that there is a factor marine for that purpose, who hath a certaine dutie and allowance for seeing them weighed"<sup>472</sup>

**John Nelson**, London merchant, testified that "within the time arlate namely betwixt September 1653 and September 1654 severall merchants for cotton woolls brought from Ligorne to London in the *Dart ffrigot* and the *Hope* of London paid for freight £12 sterlign per tonne and for freight of Galls £8 per tonne"<sup>473</sup>

In the allegation made by Smith on behalf of Martyn and company Henry Martyn and company owners of the shipp the *Welcombe* against Henry Loades. Smith; Suckley; dated June 10<sup>th</sup> 1657 it is stated "6. Item that the freight and transportation of every tonne of the said chests was well worth the summe of ffortye shillinges, and soe much is usually paid for the freight of a tonne of goods from London to Lisborne"<sup>474</sup>

**Jacon van [?Zuiden]**, a 21 year old chirurgeon of Cowes on the Isle of Wigh. Deposed on May 7<sup>th</sup> 1656 in the case of Warner against the *Alexander* and against Howe that: "the freight of the severall hogsheads of tobaccoe that were brought home in the said shipp (accounting foure hogsheads to a tonne) amounted for some tonnes to tenn pounds and for some to nine, and glad was that lader that could get his tobaccoe sent home at soe easie a freight as 9 /i per tonne and what was taken in at 8 /i per tonne, was beforehand contracted for [?att] that rate here in London, but was what was taken in upon freight [XXXXX] for at Virginia was at tenn pounds and at least nine pounds per tonne freight. and after that rate the rest of the tobaccoe that ought to have bin brought home in the said shipp would have yeelded per tonne for freight if they had bin brought to this port of London"<sup>475</sup>

**Susanna Tillman**, widow of David Sellick, and now married to Robert Tillman merchant of Saint Buttolph without Billingsgate, deposed on September 12<sup>th</sup> 1656 in the case of Swanley and Company against certaine hogsheads} of Tobaccoe brought from Virginia and against} George Johnson for his interest in 34 hogsheads, that: "shee was at Achamack (sic) in Virginia with her late husband David Sellick allegate since deceased in the moneth of May 1654 at which tyme the allege Shipp the *Providence* (George Swanley Commander) laye in Rappahannack River in Virginia to take in tobaccoes to be transported thense to London and the sayd Sellick this deponents then husband being Merchant and imployer of the sayd shipp the allege George Johnson came to him the sayd Sellick and told him that hee had severall hogsheads of tobaccoe which hee intended to lade for his owne Accompt on board the sayd shipp (but the certaine number of hogsheads shee now remembreth not but beleeveth and is verily perswaded in her consciense that there were fower and thirty at the least of them) whereto this deponents sayd husband replied and told the sayd Johnson that hee use him as kindly for the freight of them as hee could have it carried in any other shipp which was eight pound a tonne and the sayd Johnson having afterward heard that one Maddelowe had of Achamack had taken freight in a shipp called the *Anne Cleeve* and had not tobaccoes to make it good, and was therefore willing to lett his freight at seaven pounds a tonne which was twenty shillings a tonne lesse than the sayd Maddelowe was to pay for the same and the sayd Maddelowe having (as the sayd Johnson affirmed) offered his freight In the sayd shipp the *Cleeve* (at the rate of seaven pounds a tonne, the sayd Johnson about a weeke after his first coming to this deponents husband david Selick as aforesayd came to him againe and told him that hee desyred to bee discharged of his engagement to shipp his tobaccoes on board the *Providence* in regard that hee could have freight for it in the *Anne Cleeve* of the sayd Maddelowe, whereto the sayd david Sellicke this deponents husband replied and told the sayd

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<sup>472</sup> HCA 13/70 f.75v

<sup>473</sup> HCA 13/70 f.81v

<sup>474</sup> HCA 24/113 no.27

<sup>475</sup> HCA 13/71 ff.215r-215v

Johnson that hee should not need to trouble him selfe for that for the same should bee carried in the *Providence* at the same rate of (which was seaven pounds a tonne)"<sup>476</sup>

**Edmund Cowse**, a 37 year old London merchant, deposed on June 1<sup>st</sup> 1657 in the case Cowse against Jeggles that: "notwithstanding the order aforesayd given by this deponent to the sayd Jeggles hee the sayd Jeggles did not returne to the Barbados, but after five moneths stay or thereabouts at Virginia (as this deponent hath heard) did sett sayle from thense with lesse than a third part of his full full ladeing) his shipp being of this deponents knowledge of the burthen of about two hundred and twenty tonnes) and made (as hee hath heard) but two hundred and eighty pounds sterlinc for freight of all the goods brought by him from thense, whereas of this deponents knowledge had the sayd Jeggles returned from Virginia to the Barbados with his sayd shipp according to order, hee might have had fower pounds a tonne freight home for London, and soe much this deponent paid to other shippes by whome hee sent goods about the same tyme which the sayd Jeggles might if hee had used diligence have returned to the Barbados, after which rate the sayd shipp would have yeilded for freight from the Barbados the summe arlate"<sup>477</sup>

**Henry Chambers**, a 26 year old London merchant, deposed on July 4<sup>th</sup> 1656 in the case of Bawrock and Bawrock against Harris and Chambers "the usuall rate of and for transportation and passage of a servant from England to the Barbados is six pounds sterlinc, and as this deponent hath bin informed by other merchants therein experienced the freight or transportation of wines from the Canaries to the Barbadas is worth three pounds per tonne at the ordinary rate, and of tobaccoes from the Barbadas to the coast of Barbary three halfe pence or five farthings per pound as the usuall rate, And otherwise hee cannot depose., saving that this deponent hath seene the account that was made up for the voyage in question, wherein mention is made of 93li roles of tobacco laden by Christopher Mitchell master of the *Little George* at the Barbadas to be carried to the coast of Barbary, and saith that any roll of Barbadas tobaccoes usually weighs from five sixtie to eightie pounds weight."<sup>478</sup>

**Henry Mauren**, a 40 year old mariner of Deptford, deposed on May 15<sup>th</sup> 1658 in the case of Kendrick Hughes master of the shipp the *ffalcon* and the rest of the owners of the sayd shipp against Samuell Cambye: "in the Moneths of January and february 1656 the ffactors or agents of the arlate Samuell Camby did at Pembeefe in the River of Nants lade and put aboard the *ffalcon* arlate fforty tonnes of wyne to bee thence transported for London and there delivered to the sayd Cambye or his agents And hee this deponent heard the ffactors of the sayd Cambye aboard the sayd shipp before this deponent and others of the sayd shippes company acknowledge that they had agreed with the sayd Kendrick Hughes to pay him thirty two shillings per tonne for the freight of the sayd forty tonne of wynes"<sup>479</sup>

[FOR GOODS SHIPPED FROM LISBON, PORTUGAL] **Edward Beast**, a 36 year old mainer of Limehouse and boatswaine on the *Elizabeth*, deposed on March 20<sup>th</sup> 1655 in the case of John Salmon against Edward Bushell and John Bushell, that: "the said John Salmon as master and commander of the said shipp the *Elizabeth* then being at or neere Lisbone in Portugall, did then and there receive aboard his said shipp fifty chests of sugar marked I.F. and one chest and one featch of sugar marked [STAR MARKE], and one chest of sugar marked I.N. all which goods were to be carried for England in the said shipp, and that in case it pleased God to send convenient winde and weather, the said goods were to be delivered at Dover or in the Downes, or else to come for London, and that in case of the delivery of the said goods at dover or in the downes the said master was to have twenty five shillings for the freight of each chest of sugar, and 23 s for each chest in case they were brought to London"<sup>480</sup>

<sup>476</sup> HCA 13/71 f.390r

<sup>477</sup> HCA 13/71 f.605r

<sup>478</sup> HCA 13/71 f.280r

<sup>479</sup> HCA 13/72 f.292r

<sup>480</sup> HCA 13/70 f.299r

**Captain Thomas Tate**, a 32 year old mariner of Stepney, was the master of the seizing ship the *Margaret and Elizabeth*. He deposed on June 15<sup>th</sup> 1655 in the case of Bennett and Companie against Hopkins and compagnie, that: “in or about the moneth of July 1653 last past the shipp the *Margarett and Elizabeth* arlate under the commannd of this deponent and companie did meet with and surprize at sea a certaine dutch shipp called the *Pyd Cowe* of Rotterdam laden with salt, which shipp and ladeing they afterwards brought to Newfoundland, and there by reason of the perishableness of that commoditie, this deponent caused the same to bee unladed and putt the same into the possession of George Hopkins the partie querelate in this suite to whom this deponent caused 18 *l*/i>* sterling to bee paid for the same unlading and the said Hopkins provided warehouses to receive the same, and for his soe doeing this deponent contracted and agreed to allow the said hopkins three hogsheads out of every twenty hogsheads, whereupon the said Hopkins permisseed and undertooke to this deponent to deliver back upon demmannd 17: hogsheads of salt for every score of hogsheads soe received to the use and benefit of the said William Bennet and companie as by an Instrument of agreement bearing date the 26th of August 1653, and beginning **A covenant and agreement** remaining in this Court, and signed and sealed by the said Hopkins and this deponent doeth and may amongst other things appeare... the usuall price of goods transported from Newfoundland to Plymouth was and is 3 *l*/i>* a tunne soe farr as this deponent ever heard or observed”<sup>481</sup>**

**William Linses**, a Limehouse mariner, stated in 1658 that “the said Swann well deserved five and thirtie shillings per tonne for freight of his **lading of corne**, for going hense and taking the same in at Southampton and delivering it at Saint Sebastians, and saith hee heard that other shippes that went hense to Southampton and tooke in corne for Saint Sebastians were to have three pounds and five shillings per tonne freight upon their retourne to this port”<sup>482</sup>

**George Barons** stated that “the usuall expectation of Merchants in freighting shippes from this port for Saint Sebastians and Bilboa is to **make their maine profit in the homewards freight thense**, having little expectation of proffit out wards and this hee saith is generally observed amongst merchants trading betwixt London and those parts, and **were it not for the homewards profit in freights to London from those parts, hee beleeveth there would bee noe shippes freighted thense thither**, for hee hath as hee saith knowne severall shippes that have made but an hundred or an hundred and fiftie pounds freight hens to Bilboa, but thense to this port in their homeward voyage, have made some eight hundred, some nine some a thousand pounds freight and some more, All which hee soe knoweth having for sixe yeaeres and upwards lived as a factor in Bilboa (about fifteene leagues from Saint Sebastians) and observed the course and practice of Merchants in the use aforesaid, And further that tenn shillings per tonne freight is usuall for the outwards voyage thense, but the twentie freight is made homewards, and this hee saith is publique and notorious”<sup>483</sup>

## DRAWING UP A CONTACT OF AFFREIGHTMENT

**George Robinson**, a 40 year old merchant of Saint Albans in Hertfordshire deposed om July 7<sup>th</sup> 1655 un the case of [?XXX] and Company against Bewley, that: “the arlate Mr Umphry Hill (since deceased) did tell this deponent that he the said hill was a part Owner of the shipp the *Swann* arlate...he this deponent was one of the ffreighters of the shipp the *Swann* upon the voyage allegate, And the doth very well remember and knowe that he this deponent did ingage for Tenne Tonns to be laden aboard the sayd shipp the *Swann*, and that the arlate John Bewley did undertake and ingage for forty five Tonns intended to be laden for his account at the Canaaryes and to be transported from thence to this Port of

<sup>481</sup> HCA 13/70 f.373r

<sup>482</sup> HCA 13/72 f.55r

<sup>483</sup> HCA 13/72 f.57r

London, The premisses he deposeth for that he this deponent was present and saw the said Bewly subscribe to a note aand therby undertake and ingage for the said 45 Tonns, And further he cannot depose saving that every freighter of the said shipp was to pay 4*l*/i and upwards per Tonne, the certain rate he saith he cannot now remember...the agreement of affreightment interrate was concluded [?XXX] and drawne up into wryting at the Three Cranes in the Poultrey London and that the said agreement was made by John Hill then there presente on the behalfe of the said Mr Humphry Hill (his brother) who then lay sicke in bed, on th'one part and John Bewley the party in this cause, William ffisher and others the ffreighters of the sayd shipp the *Swan* on th'other part, and that he this Rendent with another of the said ffreighters (but whom he doth not now remember) twice repayrd unto the said Mr humphry hill who then lay sicke at his house in Saint hellens in Bishop=gate street London about and concerning the drawing to a certainty of the sayd agreement of affreightment and to have the allowance or ratification of him the said humphry hill unto what was agreed upon between the ffreighters and the sayd John hill, And he answereth that the said humphry hill did confirme and allowe of the said agreement, and that thereupon the sane was drawne up into writing, unto which the said John Bewly as alsoe this Rendent and the other ffreighters did subscribe and theren undertake for their respective parts"<sup>484</sup>

### CUSTOMS (LONDON & PORTSMOUTH)

**Mathew Lock**, a 36 year old gentleman of Potsmouth, deposed on January 10<sup>th</sup> 1655 in the case of The Lord Protector against Wainwright and Jefferies. Lock was collector of the customes in Portsmouth in 1652. He deposed that: "this deponent being collector as aforesaid at Portsmouth when the said tobaccoes were delivered as aforesaid, hee caused stay to be made of the same untill the Customes thereof were cleared, and received noe more than 1*d* per pound for the said customes, and knowes not that there was then any more due for the same, and saith that the time aforesaid and for some time before and after 1*d* per pound was the rate usually and ordinarily paid for the Customes of West India tobaccoe of the English plantation, but if they were of the plantation of fforeigners, hee conceiveth that 6*d* per pound was due and payable, referring himselfe to the acts and ordinances of Parliament in that behalfe."<sup>485</sup> He added that: "the Customes of and for the said parcell of tobaccoes after the rate of 1*d* per pound were paid an satisfied about the beginning of february 1652 to the Commissioners for the Customes of London by Mr James Wainwright and John Jefferies or their assignes, which hee knoweth because hee drew bills upon them for payment thereof, and afterwards had order from the said Commissioners (as having received satisfaction) to free the said tobaccoes and suffer them to depart".<sup>486</sup> Lock described himself late as "an officer for collecting of customes in an out port under the [?foresaid] Commissioners for Customes"<sup>487</sup>

**Mathew Lock** stressed the importance of original, rather than coied, documents, stating that: "hee well knew the interrogated Henry Tibot of Portsmouth, who hee saith was a sub Commissioner for the Excise at Portsmouth, and that hee died about a yeare and halfe since, and saith the said Tibot was commonly accompted a very honest man, and this deponent beleeveth that hee was soe, and one that would not write an untruth, and having nowe seene the letter interrogated, hee beleeeveth the same to be written and subscribed by him the said Tibot, and touching the contents of the said letter, hee saith that the foresaid copie of the order from the Committee of the Navy was showed into him this deponent by the said Tibot, and the same being but a copie this deponent could not put it in execution, the originall in such cases being always sent, and that by the hands the Grand Commissioners for the Customes, and not by particular persons, nor was this deponent to take notice which of any such copie, not coming from the said Commssioners"<sup>488</sup>

<sup>484</sup> HCA 13/70 ff.439r-439v

<sup>485</sup> HCA 13/70 f.52r

<sup>486</sup> HCA 13/70 f.52r

<sup>487</sup> HCA 13/70 f.53r

<sup>488</sup> HCA 13/70 f.453v

## **HOLDS**

### **TERMINOLOGY:**

Dennage; hatches; pumps; steaving irons; tiers

## KEEL BOATS [AT HULL AND NEWCASTLE]

**Roger Metham, fifty year old mariner of Hull. Deposed May 1640.**

"For these twentie yeares last paste and upwards this examinate hath used the trade as master or marriner to cary goods in shippinge from London to Hull aforesaid and for all that time knoweth that the custome at Hull aforesaid hath beene for masters of shipps and other vessels when they arrive at Hull to deliver into keeles that use that river and come usuallie aboard shipps there to gett freights such goods as those shipps or other vessels bringe from London and doe belonoge to people not liveinge at Hull but in other partes of that countrey to which the shipps cannot goe in those keeles to bee carried to some convenient place in that country where the owners of those goods [?XXX] best to receave the same and when such goods are delivered in the porte of Hull out of the shipp into such a keele or keeles to be conveyed as aforesaid the comon opinion hath beene and is that the master of the keele standeth charged with such goods and that the master of the shipp who brought the same to Hull is then discharged and freede of and from the care and charge of those goods and from all danger and losse which may ensue to the same and soe much is well knowne to Parker and Popple and others the inhabitants mmerchants and marriners of the said towne of Hull and other places thereto adioyninge.

It is usuall for wharfingers at whose keyes any goods are putt aboard shipps to enter the said goods downe in their bookes on boarde what shipps they are putt but sometymes they enter in their bookes goods laden in such a shipp before she hath taken in the same and manie times more then she cann take in and then the next shipp bound to the same place doth use to take in the goods that the other shipp lefte behinde her."<sup>489</sup>

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<sup>489</sup> HCA 13/56 ff.41v-42r

## LABOURERS AND PORTERS

### PORTERS STOPPED WORK BEFORE THE JOB WAS DONE

**Samuell Hall, a thirty-four year old wine cooper of Saint Dunstans in the East, gives details of a mishap at Buttolphs wharf unloading a butt of wine late in the evening after the porters of the Grocer's company had stopped work. The lighter in which the remaining butts of wine were located was far from the wharf because of low tide. An impatient Mr Amhurst attempted to unload a further butt by himself, with the aid of two other men, but the butt slipped from the strings of the crane, which had to reach too far towards the lighter.**

"This examinate being employed by one Mr William Harborne of London merchant to see to the landing of certayne wynes of his which hee had broughte to this porc of London in the shippe wherein the wynes in question were was at Buttolphes Warfe when the butt of wyne in question was staved and sawe the stavinge thereof, and hee saith by vertue of his oath that the tyde was soe farr spente and the water soe lowe that the Grocers porters employed abouthe the takinge upp and landeinge of the 12 butts of wyne arlate eleaven whereof were then landed lefte worke for that tyme it beine neere nighte and the 12<sup>th</sup> butt lieinge in a very dangerous manner to bee landed beinge somewhat out of the reach or purchase of the granne [i.e. crane] by which the rest were landed and they not willinge to runn the hassard and dannger they were like to undergoe in case they had at that tyme undertaken the landeinge of the same.

When the arlate Amhurst sawe that the Grocers porters had lefte of workinge and had lefte the butt of wyne in question in the lighter hee told the said porters or some of them in this examinates presense and heareinge that hee would cleere the lighter that nighte there beinge to this examinates beste remembrance nnot above 4 of five butts of wyne more besides the said butt of wyne in controversie then in the said lighter, and to that purpose the said Amhurst desired the said porters to assiste him in the landinge of the said wynes alleageinge that hee would undergoe the dannger thereof and paye for the same but the said porters in respecte of the dannger foresaid absolutelye refused to meddle with the same that nighte whereupon after the said porters were gone the said Amhurst and twoe others that hee had gotten for that purpose did venture to unlade or lande the same and in soe doeinge the said but of wyne controverted was staved...The said porters or one of them forewarned the said Amhurst from meddling with the said butt and told him of the sannger thereof which was like to ensue in case hee did meddle with the same.

Twoe porters that waited at the wharfe for other mens goods and not for the goodes controverted at the requeste of the foresaid Amhurst upon his promise and warrant made to them in this examinates presence and heareinge to save them hameles from any dannger that mighthe befall them in or aboute the landeinge the foresaid butt of wyne) did undertake the landinge of the said butt of wyne and the said Amhurst himselfe did take upon him to guide the Guye roaps but the said butt of wyne beinge soe farr out of the ordinary reach of the crane after it came to bee [?stringed] goeinge over the beame of the lighter fetcht such a swinge that it slippt out of the strings and was staved.

Mallega wyne at the same tyme when the butt of wyne controverted was staved was sold for and worth upon the lee after the rate of £10 sterlinc per butt and soe much hee beleeveth the butt of wyne in question in case the same were full as hee beleeveth was ordinary leakage excepted the same beinge Mallega wyne was very well worth and would have yeelded had it bine well and safelye landed the tyme aforesaid."<sup>490</sup>

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<sup>490</sup> HCA 13/57 ff.156v-157r

**Samuell Hall added in response to interogatories that:**

"The course of merchants is to have a porter or porters or such like to see to and lande theire goods at any wharfe or key where goodes are usually landed and if any such goodes suffer in the landeing those by whose meanes, or through whose neglecte such goodes suffer are lyable to make goode the same to the owner of the goodes unles there bee any undertakeings on the one side or the other to secure the one or the other from any such dammage that shall happen.

The promise made by the foresaid Amhurste to those porters that did venture upon the landeing of the butt of wyne in question was soe made by him in the lighter where the said butt of wyne was and aboute 4 of the clocke in the afternoone aboute Christmas 1638.

He beleeveth the intamate porters myghte have landed the butt of wyne in controversie but that they were fearefull to medle with the same beinge not able at that tyme to bringe the lighter wherein it was to the Craine the better to come at it.

In case they had then attempted to lande the same they had undergon a greate hassard samage it beinge in soe badd a place and soe farr out of the ordnary reach of the crane."<sup>491</sup>

**Walter Thunderman, thirty-seven year old porter, resident in the parish of Saint Leonard Shoreditch**

Thunderman stated in the English High Court of Admiralty in September 1640, that "About Christmas last past this examinee beeing then and still a porter belonging to the company of the ffishmongers, and seeing to helpe take upp out of a lighter at a key where the arlate Alsopp is wharfinger thirty barrells of raysons of the sunn for the accompte of the arlate Abraham Johnson and did helpe to house them in the warehouse of the said Johnson, and at the least five and twenty of those thirty barrells of raysons when they were taken out of the said lighter were more or lesse wett and dampnified by water that they had taken in that lighter, and some of them when they were takeing out of that lighter lay half of the height of the barrell as they lay alonge in the said lighter in water and some 4 and some two [?ynches] in the water so that when they were taken out of that lighter the water ran out of those barrells in great quantityes and the water where that fruite lay in the bottome of the said lighter stood about sixe or seaven ynches higher".

**Richard Bennington, a forty-five year old porter, of Saint Olaves Southwark, described the warehousing and re-inspection of tobacco by porters, when he was deposed in October 1640.**

"About two yeares since and upwards this examinee and other porters did take up for Mr Harris and Mr Throgmorton of London merchants at Ralphs key divers hogsheads of Virginia tobaccoe and putt the same into a warehouse there and one day the last weeke this examinee did helpe to rumadge the same to baccoe in the warehouse aforesaid and he knoweth that since the said tobaccoe was putt into the warehouse aforesaid that warehouse hath beene twice overflowen by Spring tides and the water hath come upp amongst those tobaccoes in that warehouse and could not choose but wett and dampnifie it and when he helped to rummidge as aforesaid he sawe divers of those hogsheads of tobaccoe opened and sawe that much of the tobaccoe in them had beene wett and was growen rotten and quite spoiled ..This he affirmeth upon his oath to be true who did helpe to cleare tat warehouse of the water when it was overflowen as aforesaid and to sett the hogsheads upon timbers in the same warehouse."<sup>492</sup>

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<sup>491</sup> HCA 13/57 f.118r

<sup>492</sup> HCA 13/56 ff.260r-260v

**John Griffin, a twenty-eight year old porter, living in the parish of Saint Brigitts, London, carried goods from Saint Dunstans hill in the East to Dice Key.**

Griffin "was employed by his contest Richard Mead on the behalfe of his ffather (as he hath since understood) to helpe to carry the hogshead of [?XXX] arlate from one Mr Clarkes a wine cooper dwelling uppon Saint Dunstans hill in the East to Dyce key there to be putt on boarde of a vessell (the name whereof this deponent knoweth not) for the use and accompt of the producent, which regard Meade the producent this deponent verily beleeeveth (for his accompt) was true and lawfull proprietarie and owner of the sayd hogshead of [?kewl] and so accompted..."<sup>493</sup>

**Four master porters belonging to the Company of Grocers**

**Thomas Mitchell**, living at Saint Margarets Patten London, was a Master porter. Mitchell was deposed in the High Court of Admiralty in October 1640, and tells us that the Grocers' Company had a total of four Master porters.

"There are fower master porters which belongethe to the Companye of Grocers whereof hee this examinate is one, and one Mr Woode the assigne as hee conceiveth of the arlate Crowther not longe before hee heard that the 12 butts of wyne arlate were brought or come to Buttolphs wharfe did hire and agree with him this examinate to goe to the sayd wharfe to see to and helpe to take upp or ladt the sayd wynes which accordingly hee did and there procured men to lande eleavem of the sayd twelve butts of wyne in safetey."<sup>494</sup>

**Split of responsibilities between porters and crane owners**

**Thomas Mitchell** states "it is a usuall thinge for a merchante when hee hath any goodes broughte to a wharfe or key to bee landed either by himselfe or some other by or under him in that behalfe appointed to hire porters to lande the sayd goodes in safetey, and in case the slings or hookes of the crane slipp then the porters are to beare the dammage which shall thereby happen but in case the slings breake or the crane roapes or hookes then the wharfinger or owner of that crane is to beare the losse and make good the damage which shall thereby happen unlesse the porters doe first undertake to runn the hassard thereto."<sup>495</sup>

**A POORE LABOURER WORTH HEE THINKETH FORTY SHILLINGS**

**Giles Lucas, a fifty-four year old labourer, of Ratcliffe in Stepney. Deposed in February 1635 in a case concerning the London ballast office.**

"Hee is noe subsidy mann but a poore labourer and worth as hee thinketh forty shillings or thereabouts...Hee is a labouring mann and in that quality most commonly ymployed by the fore said Samuel Burnell and getteth most of meanes of livelihood in the ymployment of the said Samuel Barrell."<sup>496</sup>

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<sup>493</sup> HCA 13/5HCA 13/76 f.276r6 f.271r

<sup>494</sup> HCA 13/56 f.XXX

<sup>495</sup> HCA 13/56 f.279r

<sup>496</sup> HCA 13/51 f.306r

### A STREET PORTER, NOT A SWORN PORTER OF THE CITY

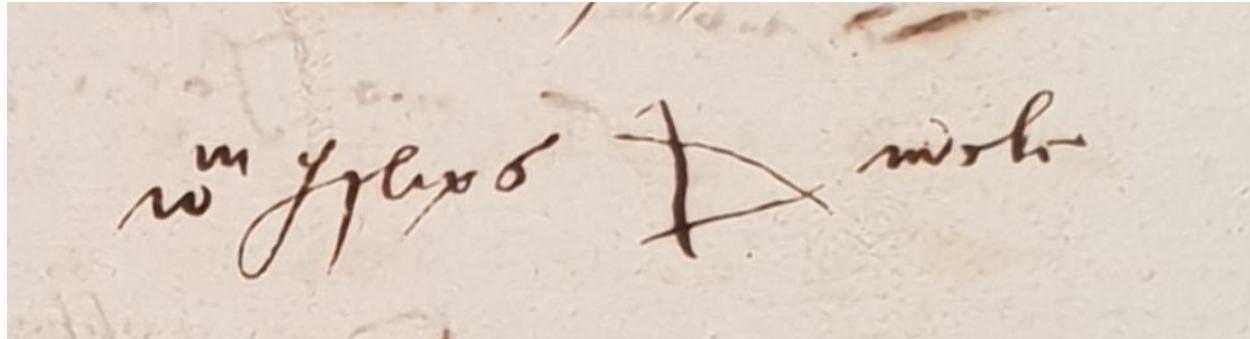
**William Slipps, fifty year old street porter of Saint Mary Magdalén in Bermondsey Street was hired (in breach of city custom) to unload cordage from a foreign ship in the pool of London. He was paid two shillings for a day's labour.**

"He sayth he is a street porter to gett his livinge where yt should please god to send him worke, and is none of the sworne porters of the City.

A fflemish shipp came into the River of Thames laden with cordage betwixte easter and whitsuntide last which came to an anker in the Poole and this examinate was hired to helpe to unlade the said cordage into a lighter belonginge to Carlesse of Saint Katherynes and an othe rporter whose name is Richard Walker of kentish streeete. And sayth that he and the said Richard unladed all the cordage that was in the said shipp into the said lighter by order of Mr Phillippe Jacob merchant in Pudding Lane, and was paid by him for his paines theron And the same cordage remayned in the said lighter a weeke or a fortnighte, about Saint Katherins dock and then was laden into an other shippe, but what shipp yt was or who ws master thereof or whither yt wente he knoweth not ffor that after the said cordage was putt into the said lighter, this examinate had no more to doe with yt, neyther knoweth what became of yt, or what quantity of the said cordage was."<sup>497</sup>

**Slipps could say little about the relading of the cordage, but thought the mariners on the receiving ship did the work, rather than porters. He had had the lighter containing the cordage in his custody for about a week, but spent just a day of workon the unloading.**

"He wrought a whole day on unladinge the said cordage, and had 2 shillings for his paines."



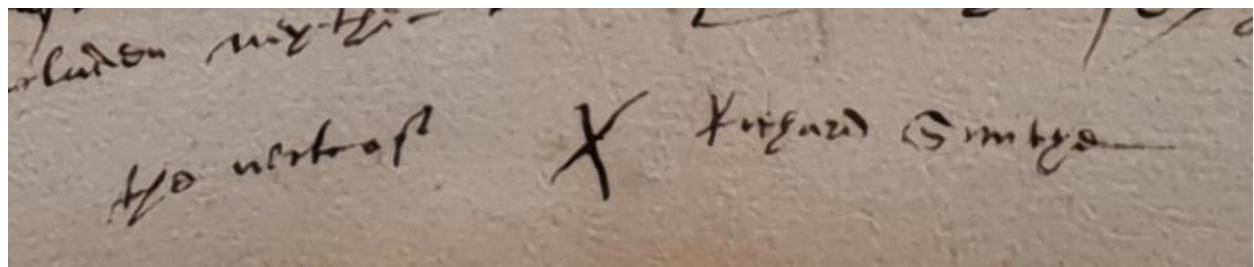
William Slipps, street porter, English High Court of Admiralty. March, 1608. HCA 13/39 f.134v

**See also the short depositions of the two other porters hired to shift the cordage: Richard Smith, forty year old porter of Crutched Friars,<sup>498</sup> and Richard Walker, forty-eight year old porter of Saint George, Southwark.<sup>499</sup>**

<sup>497</sup> HCA 13/39 ff.134r-134v

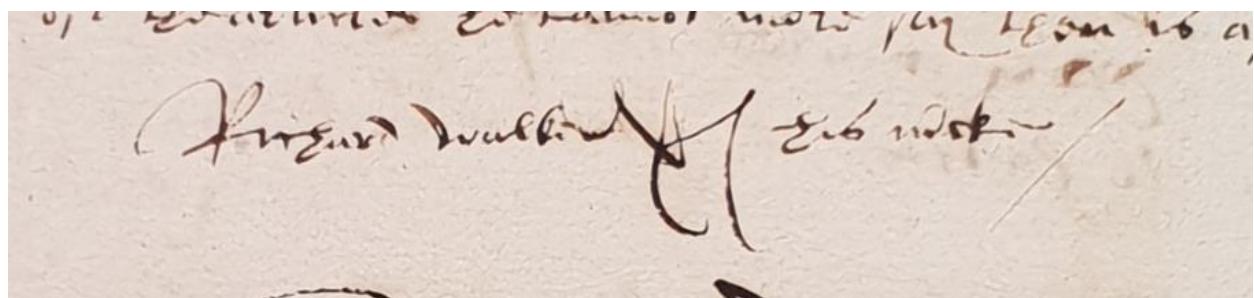
<sup>498</sup> HCA 13/39 f.142r

<sup>499</sup> HCA 13/39 f.142v



A handwritten signature in brown ink on aged paper. The name 'Richard Smith' is written in a cursive hand, with 'Richard' above 'Smith'. A large, stylized 'X' is placed between the two names.

Richard Smith, porter, English High Court of Admiralty. March, 1608. HCA 13/39 f.142r



A handwritten signature in brown ink on aged paper. The name 'Richard Walker' is written in a cursive hand, with 'Richard' above 'Walker'. A large, stylized 'X' is placed below the signature.

Richard Walker, porter, English High Court of Admiralty. March, 1608. HCA 13/39 f.142v

**Edmund Smith**, fifty-three year old mariner, born and living in Woodbridge in Suffolk, stated in December 1607 that “He certenly knoweth that the shipp in question now called *Angell* as he understandeth, was called the *ffortune* of Woodbridge and was there newe builte from the stockes by one Thomas Cole of Woodbridge shipp carpenter at the costes and chardges of ffrances [?Burwell] Thomas Angell Jonas James the elder John Sawer and Cornelius Hubertson after the [?XXX] and manner of English hoyes, for a hoy to carry coales , about seven yeares past”<sup>500</sup> Smith testified that he later saw the same ship at Bordeaux, but that her upper parts had been modiefied in the Flemish manner: “the said shipp when she was a hoy was of the burthen of one hundred and thirty tonnes or thereabouts and caried three score chaldron of coales from Newcastle when this examinate sayled in her.”<sup>501</sup>

**Edmund Smith:** “he is not sessed to his Majestie, notwithstanding he sayeth he liveth out of debt by his labor beinge in [?hazard]”<sup>502</sup>

**Edmund Smith :** “he hath bin a merchant, but is become a mariner and so hath byn fower or fyve yeares space, and liveth by that trade.”<sup>503</sup>

**William [?Lumuy]**, ship carpenter of Woodbridge in Suffolk: “he is a yonge man newly maried and not yet sessed to his Majestie and is worth £20 his debts paide as be belevest...he hath wrought uppon sondry hoyes and carvells belonging to some of the said plaintiffes when he was an apprentice...he us a shipp carpenter and useth the same trade and getteth is living by the same and so hath don 10 or 11 yeares span”<sup>504</sup>

“**Thomas [?Kerde]** de Woodbridge nauta ubi per 16 annos fecit, natus in [?pago] de ffelstowe in comitatu [?Suffolk, OR, Sussex] annos natus [?] vel circa”<sup>505</sup>

**Thomas [?Kerde] :** “he hath sayled in the said hoy and other crafte of some of the plaintiffes in this cause for his wages...he is not much worth, neyther sessed to his Majestie, but liveth by his [?certaines] labor at sea...he is and hath byn a sayler and liveth by the sea”<sup>506</sup>

**Thomas [?Kerde] :** “the shipp in question was a hoy when she was builte and when she was lost, and had a maine mast a misen mast and a bowe spritt and was laden with coales when she was lost as he hath heard and that the said coales belonged to the said owners”<sup>507</sup>

**Henry Heaton**, thirty-two year old mariner of Wapping, born in Manchester in Lancaster: “he liveth able to pay every man his owne, and is not sessed to his Majestie...he is a sea faringe man and liveth by the sea”<sup>508</sup>

**John Coe**, thirty year old mariner of Woodbridge in Suffolk: “his worth is smale beinge a mariner that liveth by his labor...he hath served in the said hoy for his wages...the vessell in question was a hoy and of the burthen of 130 tonnes or thereabouts and had only a maine mast a missen mast and a bowespritt and was laden with coales of the said owners when she was lost.”<sup>509</sup>

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<sup>500</sup> HCA 13/39 f.39v

<sup>501</sup> HCA 13/39 f.38r

<sup>502</sup> HCA 13/39 f.38r

<sup>503</sup> HCA 13/39 f.38r

<sup>504</sup> HCA 13/39 f.39r

<sup>505</sup> HCA 13/39 f.40r

<sup>506</sup> HCA 13/39 f.40v

<sup>507</sup> HCA 13/39 f.40v

<sup>508</sup> HCA 13/39 f.41r

<sup>509</sup> HCA 13/39 f.42v

**George Keene**, forty-three year old mariner of Flushing: “He hath lived by the sea as a mariner by the space of 6 yers last past and upwards, and is not allied to the partie produce”<sup>510</sup>

**George Keene**: “the said shippe when she ws first broughte to fflushinge was builte upwards after the Spanishe fashion, and knoweth not what fashion her hull was then of, for that it was reported henerally she was a Spanishe shippe at fflushinge, and furthermore hee sawe some of the Spaniards at fflushinge which came hence in her”<sup>511</sup>

**Arnold Riste**, forty year old Flushing mariner: “He is a marriner and dwelleth at fflushinge and soe hath done by the space of 24 yeres, and is nothinge a kine to Amberlaine, and Inoweth him by reason they are [?TXXmen] togeather.”<sup>512</sup>

**Arnold Riste**: “the upper most parte was builte after the Spanishe ffashion and the hull after the English fashion when he firste sawe her”<sup>513</sup>

**Mainard Egberts**, forty year old mariner of Middleborough, where he had lived for twenty-two years: “he is a shipper of Middleborough and liveth by the sea usually tradinge for London and hath knownen Adrian Amberlaine about 14 yeares and is familiarly acquainted with him for that they are both of one place...”<sup>514</sup>

**Cornelius Kinge**, twenty-nine year old Flushing mariner, born at Ostend: “ he liveth by the sea and is not of kindred to the said Amberlaine, but sayth he is acquainted and familiar with him being his neighbor”<sup>515</sup>

**Petrus Diamont**, forty-four year old Flushing mariner, where he had lived for twenty years, born at Ostend: “He hath dwelte at fflushinge these 20 yeres last past and upwards and getteth his livinge by the sea and is not a kyne to the said Amberlaine”<sup>516</sup>

**Jacob Michaelson**, thirty year old mariner of Middleburg: “he hath lived manie yeres by the sea, and is nothing allied to the partie producent and is acquainted with him by reason he is nexte neighbor to the said Amberlaine at fflushinge”<sup>517</sup>

**Thomas Smith**, thirty year old ship carpenter of Woodbridge in Suffolk, where he hath lived for fourteen years: “he is a yonge man and liveth by his dayly labor being a shipp carpenter and is worth £20 at least his debts paide”<sup>518</sup>

**Thomas Smith** : “Saving that being an apprentice he labored in the buildinge of the *ffortune*, and hath sayled in a shipp of Jonas james one of the plaintiffs”.<sup>519</sup>

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<sup>510</sup> HCA 13/39 f.43r

<sup>511</sup> HCA 13/39 f.44r

<sup>512</sup> HCA 13/39 f.46r

<sup>513</sup> HCA 13/39 f.46r

<sup>514</sup> HCA 13/39 f.46Ar

<sup>515</sup> HCA 13/39 f.47r

<sup>516</sup> HCA 13/39 f.48v

<sup>517</sup> HCA 13/39 f.50r

<sup>518</sup> HCA 13/39 f.51r

<sup>519</sup> HCA 13/39 f.51v

**Thomas Smith:** “He is a shipp carpenter and useth the same trade and hetteth his livinge by that trade.”<sup>520</sup>

**Jacobus Folle**, forty year old gentleman of Brancaster in Norfolk: “hee is taxed at 20 shillings lande in the subsidie and is worth £100 his debts paidd...hee is not indebted to anie of the parties mentioned in this interrogatorie or theie to him, but George [?Davie] mentioned.

**John Patteson**, thirty year old mariner of Ratcliffe, where he had lived for twelve years, born in Scotland.<sup>521</sup>

**David Borthwick**, twenty-two year old mariner of Leeth in Scotland, where he was born.<sup>522</sup>

**William ffoye**, twenty-four year old mariner of Leeth in Scotland, where he was born.<sup>523</sup>

**Edmund Willough**, aged thirty-one, ‘fremonger’ [?fur monger], living in London for fourteen years, born “in pago de [?Blagron] in comitatu Buckingham.<sup>524</sup>

“**Harmanus Vininck** de Amsterdam mercator ubi per deceum habitaverit, natus in oppodo de [?Cesfield] [?sub] spiscope de Munster,, annos natus 31 vel circa”<sup>525</sup>

“**Henricus Billingsley** civitatis London [?pannerus] ubi natus erat annos agens 53 vel circa”<sup>526</sup>

“**Thomas Morse** de Wapping naupegus ubi per 15 annos moram feci, annos natus 34 vel circa”<sup>527</sup>

“**Johannes Strachey** civitatis London [?pannurum] [?orator] ubi per 17 annos [?at] [?in] parris ultra [?marius] morum [?XXX] annos natus 30 vel circa”<sup>528</sup>

“**Anthonius Bullock** de Eastsmithfeild nauta ubi per 30 annos moram fecit, annos natus quadraginta septem vel circa”<sup>529</sup>

“**Johannes Motham** de Ratcliff nauta ubi per six annos moram fecit annos agens triginta vel circa”<sup>530</sup>

“**Willielmus Brewer** civitatis London mercator ubi per 11 annos moram fecit annos natus 26 vel circa”<sup>531</sup>

“**Richardus Hasell** civitatis London cutler (sic) ubi per 16 annos moram fecit annos agens 31 vel circa”<sup>532</sup>

**Richard Hassell**; “he is a haberdasher of smale wares and liveth by that trade”<sup>533</sup>

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<sup>520</sup> HCA 13/39 f.51v

<sup>521</sup> HCA 13/39 f.56v

<sup>522</sup> HCA 13/39 f.57r

<sup>523</sup> HCA 13/39 f.57r

<sup>524</sup> HCA 13/39 f.57r

<sup>525</sup> HCA 13/39 f.60v

<sup>526</sup> HCA 13/39 f.63r

<sup>527</sup> HCA 13/39 f.64r

<sup>528</sup> HCA 13/39 f.67v

<sup>529</sup> HCA 13/39 f.68v

<sup>530</sup> HCA 13/39 f.71r

<sup>531</sup> HCA 13/39 f.76r

<sup>532</sup> HCA 13/39 f.77r

<sup>533</sup> HCA 13/39 f.77v

“**Nicholaus Sutton** civitatis London salter ubi per deceum habitavent annos agnes 36 vel circa”<sup>534</sup>

“**Rogerus Risby** de Southwarke molendinarius [miller] ubi per [?biennum] et ultra moram fecit et [?auten] Londinin per quinequeum annos natus 36 vel circa...he is a miller by his trade”<sup>535</sup>

“**Johannes Bullard** de Ratcliff nauta ubi per 14 annos moram fecit annos natus 28 vel circa”<sup>536</sup>

“**Johannes Motham** de Ratcliff nauta ubi per sex annos moram fecit annos natus 30 vel circa”<sup>537</sup>

“**Thomas Thorogood** de Limehouse nauta ubi per virginta annos moram fecit, annos natus 33 vel circa”<sup>538</sup>

“**Johannes Adams** civitatis London nauta ubi natus erat annos agens 21 vel circa”<sup>539</sup>

**Johannes Adams:** “he is a seafaring man and liveth by his service at sea...he was servant to John [?Punlys] but nowe is not”<sup>540</sup>

“**Johannes Durson** de Redrith nauta ubi per quad[?neum] moram fecit et auter in Alborough per novem annos aetatis 33 annorum vel circa”<sup>541</sup>

“**Henricus Hough** de Ratcliff nauta ubi per 8 annos at in paribus [?Italie] moram fecit annos natus 27 vel circa”<sup>542</sup>

“**Petrus Edwardes** de Blackwall nauta ubi per deceum moram fecit annos natus 40 vel circa”<sup>543</sup>

“**Richardus Bromfeild** de Limehouse nauta ubi per deciem moram fecit annoa natus 34 vel circa...This examinate hath byn master of the articulate shipp the *Seraphim* two viadges...This examinate was master and factor cheifely for the viadge articulate which was intended for Malega and Titewon in Barbary at the goinge out of the said shippe, but findinge no good sailes in those places this examinate for the benefitt of the said owners and mercahnts of the *Seraphim* did saile to Arguir and Tunnes, beinge laden with the goods articulate...”<sup>544</sup>

**Richardus Bromfeild:** “He brought to Tunnes in the *Seraphim* lead brimstone and fyve bales of lynnен cloth and no other goodes...shott or munition more then was for the ships use...the said lead and brimston belonged to the said owners of the *Seraphim* and th elynnen cloth belongeth to Mr Busbridge a lynn draper on London bridge”<sup>545</sup>

“**Thomas Williamson** oppidi de Middleborough mercator ubi per quinquimum habiteresis, natus in Norwegia aetatis [?sue] 28 vel circa”<sup>546</sup>

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<sup>534</sup> HCA 13/39 f.86r

<sup>535</sup> HCA 13/39 f.87r

<sup>536</sup> HCA 13/39 f.87v

<sup>537</sup> HCA 13/39 f.88v

<sup>538</sup> HCA 13/39 f.89v

<sup>539</sup> HCA 13/39 f.91v

<sup>540</sup> HCA 13/39 f.92r

<sup>541</sup> HCA 13/39 f.93r

<sup>542</sup> HCA 13/39 f.95r

<sup>543</sup> HCA 13/39 f.97v

<sup>544</sup> HCA 13/39 f.104r

<sup>545</sup> HCA 13/39 f.104v

<sup>546</sup> HCA 13/39 f.106v

**Thomas Williamson:** “he knoweth not his owne estate but thinketh he is worth an hundred pound at the least”<sup>547</sup>

“**Jacobus Wolridge** civitatis London letherseller ubi per 30 annos moram fecit, annos natus quadraginta vel circa”<sup>548</sup>

**Jacobus Wolridge:** “he is worth an hundred pound at least...he came from Malega passenger in the said shipp and had ten tonnes of fruities in the said shipp whereof some 16 peeces and two hogsheads of raysons of the sonne have receaved wett and are dampnified about 10 shillings in every pece and he is to pay 26 shillings per tonne for freight, and nothing for his passedge for that he layd in his provition”<sup>549</sup>

“**Thomas Garrett** ex precincta sancta Katherine nauta ubi per septem moram fecit annos natus 39 vel circa”<sup>550</sup>

**Thomas Garrett:** “He is worth £20 and is out of debt...he was masters mate of the said shipp the viadge aforesaid and is to have £15 wages for the viadge ..[ADD A BIT]...and was promised by the master to be paid the [?same]”<sup>551</sup>

“**Henricus Page** de Redrith nauta ubi per annorum et antia in Woodbridge et Alborouge per quinquem habitaverent annos natus 23 vel circa”<sup>552</sup>

**Henricus Page:** “He is a mariner and liveth by his labor at sea...he is worth £40 his debts paid and is not sessed...he was boatswaine of the said shipp, and is to have 24 shillings wages per moneth whereof no parte is yet paid but is promised payment by the Master...He had some raysons in the said shipp this last viadge and is to pay freight after 26 shillings the tonne”<sup>553</sup>

“**Richard Bromefeld** de Limehouse nauta...he certenly knoweth that the certificatt or writing in the Italian language shewed unto him at the tyme of his examination is under written with the proper hand writinge of Hugh [?Changell] being the ffrench consull resident in Tinnes and is sealed with his seale of Consulshipp, and firmed also by his Chancelor with his owne hande, And the other writinge in the Turkye language was written by the Kings Secretary of Tunnes by his commandement and sealed by the Kinge with his owne hande Which he knoweth to be true for that he was pute in the said Consulls house and the kinges house also, and sawe the said Consull firme and seale the one and the Kinge seale the other, and therefore knoweth the said writings were so [?spedde] and don as there is conteyned, where unto he referreth himself”.

See: “**Richardus Bromfeild** de Limehouse nauta ubi per deciem moram fecit annoa natus 34 vel circa”<sup>554</sup>

“**Willielmus Taylor** de Ratcliff gunner ubi per 18 annos moram fecit annos natus 53 vel circa...This examinate was gunner of the articulate shipp the *Desire* of London the viadge articulate to Cales in Spaine and backe againe...”<sup>555</sup>

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<sup>547</sup> HCA 13/39 f.107r

<sup>548</sup> HCA 13/39 f.107v

<sup>549</sup> HCA 13/39 f.108r

<sup>550</sup> HCA 13/39 f.108v

<sup>551</sup> HCA 13/39 f.108v; HCA 13/39 f.109r

<sup>552</sup> HCA 13/39 f.109v

<sup>553</sup> HCA 13/39 f.110r

<sup>554</sup> HCA 13/39 f.104r

<sup>555</sup> HCA 13/39 f.118r

**"Thomas Love** ville Portesmouth ubi per 34 annos moram fecit annos natus 34 vel circa...He was masters mate of the articulate shipp the *Desire* her late viadge to Cales..."<sup>556</sup>

**"Edwardus Busserd** de Ratcliff naupegus ubi per 13 annos moram fecit, aetatis [?sunt] viginta novem [?attingus] annos vel circa"<sup>557</sup>

**"Radulphus Hall** de Limehouse nauta ubi per tres annos et [?dimidXX] habitavent annos agens 24 vel circa"<sup>558</sup>

**Radulphus Hall:** "He was borne in Coventry...He is a poore mariner livinge by his labor at sea and of smale ability and not sessed to his Majestie"<sup>559</sup>

**Radulphus Hall:** "He is paid all his wages due for his servise the said viadge, and was paid within fower dayes after the oyles were delivered abd before the fraigte was paid for the said 12 pipes of oyle as he heard the purser saye, And he beleeveth hat if his wages were unpaid, the owners would not offer to make any defalcation thereof for that they knowe the mariners were not in any faulfe of the sammage which happened to the said oyles."<sup>560</sup>

**"Andreas Lovewell** de Limehouse nauta ubi per tres annos moram fecit natus in oppodo de Dartmouth annos natus 18 vel circa"<sup>561</sup> **[GOOD EXAMPLE OF A MARINER ARRIVING IN LIMEHOUSE AS A FIFTEEN YEAR OLD APPRENTICE]**

**Andreas Lovewell:** "He is an apprentice and of little worth...He was a mariner in the *Penelope* [of London] and was allowed three pound wages for the viadge and knoweth that George Stevenson is Mr [Xxers] servant and was purser of the said shipp and had £4 wages as he thinketh".<sup>562</sup>

**"Abraham Hudson** de Limehouse nauta ubi per 21 annos moram fecit annos natus 21 vel circa"<sup>563</sup>

**Abraham Hudson :** "He is a yonge man unmarried and not sessed to his Majestie beinge of smale valewe...He was master's mate of the *Penelope* [of London] and had fyve pound wages for the viadge and for so much was hired And sayth George Stephenson was purser of the said shipp the said viadge [?paid] by the owners, and was not the servant of the said John Betford the same viadge, and the said purser had £4 wages as he beleeveth and is paid as this rendent is."<sup>564</sup>

**"Georgius Stepheson** civitatis London chapman ubi per sex annos moram fecit, annos natus 24 vel circa...This examineate was purser of the articulate shipp the *Penelope* in the monethes articulate"<sup>565</sup>

**Georgius Stepheson:** "He is a yonge man of little worth...He was purser of the *Penelope* and had fpwer pound wages for the viadge, but was not servant to the said Betford...He was purser appointed by the owners and performed the office of a purser as he hopeth with the consent of the said Betford And this respondent with the approbation of the said Betford firmed to many bills of lading for goods receaved

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<sup>556</sup> HCA 13/39 f.119r

<sup>557</sup> HCA 13/39 f.120v

<sup>558</sup> HCA 13/39 f.122r

<sup>559</sup> HCA 13/39 f.123v

<sup>560</sup> HCA 13/39 f.124r

<sup>561</sup> HCA 13/39 f.124r

<sup>562</sup> HCA 13/39 f.125r

<sup>563</sup> HCA 13/39 f.125r

<sup>564</sup> HCA 13/39 f.126r

<sup>565</sup> HCA 13/39 f.126v

into the said shipp the said viadge And the said Betford tooke uppon him the chardge of the goods laden into the said shipp after they were laden.”<sup>566</sup>

“**John ffisher** of London porter aged 44 yeares...He this examinate and his thre contests sworne with him are the only porters appointed for the shipping and landinge of old cordage for Strangers in this porte of London and no others are appointed for that purpose...He heard that about halfe a yare past there was cordage in the Poole in a fflemishe shipp and that the same cordage was putt into a lighter and shipped into an other shipp and caried away whither he knoweth not Neyther one of which shipp yt was taken or pputt, or by whom, or whither eny porters were used about yt or no Saving he heard one William Islopp a porter [?in Thames [?XXX]] was employed about the said cordage...He confesseth that he this examinate and his said fellow porters did lande at Buttolph Wharfe since Christmas last 22 tonne and a halfe of cordage beinge smale cables and haulsers out of an english shipp which then lay at the keye, and putt the same into a ware house on the wharfe and about ten dayes after they shipped the same cordage into the said englishe shipp againe togeather with 21 bundells of cable yarne whereof 14 bundells were before landed out of the same ship”.<sup>567</sup>

“The said [?Garrett] sett this examinate and his fellow porters a worke to lande and shipp againe the said goodes and paid them £3 2 shillings as he remembreth for theire paines therein And the said William Islopp is a porter greatly ymployed by the said Phillip Jacob who dwelleth in Pudding Lane and ymployed the said Islopp aboute the cordage in the porte as he thinketh”<sup>568</sup>

“**Christopher Story** of London porter aged 50 yeares...

“**Johannes [?XXX]** de Ratcliffe mercator ubi per quatuor annos moram fecit annos natus 53 vel circa”<sup>569</sup>

**Johannes [?XXX]** : “He is sessed at £4 goodes to his Majestie”<sup>570</sup>

“**Galfridus Wiseman** burgi de Southwarke nauta ubi per quinquennium habitaverat annos natus 34 vel circa”<sup>571</sup>

“**Willielmus Ratcliffe** nauta annos agens 40 aut eo circiter ... This examinate hath gon to sea in navigation from London and this quarter by the space of 20 yeares paste and upwards and hath beene a pilote of shipps out of the river of Thames by the space of 4 or 5 yeares paste”<sup>572</sup>

“**Thomas Johnson** de Ratcliff nauta ubi per 17 annos moram fecit, annos natus 45 vel circa”<sup>573</sup>

**Thomas Johnson:** “He is sessed in fyve pound goodes”<sup>574</sup>

“**Johannes Brooke** de Redrith nauta ubi per 17 annos moram fecit annos natus triginta quin[?qr] vel circa”<sup>575</sup>

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<sup>566</sup> HCA 13/39 f.127r; HCA 13/39 f.127v

<sup>567</sup> HCA 13/39 f.127r; HCA 13/39 f.128v

<sup>568</sup> HCA 13/39 f.127r; HCA 13/39 f.129r

<sup>569</sup> HCA 13/39 f.127r; HCA 13/39 f.133v

<sup>570</sup> HCA 13/39 f.127r; HCA 13/39 f.133v

<sup>571</sup> HCA 13/39 f.127r; HCA 13/39 f.146r

<sup>572</sup> HCA 13/42 f.146r

<sup>573</sup> HCA 13/42 f.179v

<sup>574</sup> HCA 13/42 f.179v

<sup>575</sup> HCA 13/42 f.180r

“**Robertus Bell** de Redrith nauta ubi per 30 annos moram fecit annos agens 37 vel circa”<sup>576</sup>

“**Galfridus Hopkins** de Redrith nauta ubi per viginta annos moram fecit, annos natus 26 vel circa”<sup>577</sup>

“**Edwardus Addison** de Redrith nauta ubi per 12 annos moram fecit, annos natus quardraginta vel circa”<sup>578</sup>

“**Johannes Sandes** de Redrith sayler ubi per [?XXX] habitarent annos natus 24 vel circa”<sup>579</sup>

“**Bastianus Jenkin** de Redrith sayler ubi per quinqr annos moram [?fecit], aetatis quinquaginta vel circa”<sup>580</sup>

“**Silvester Pritchell** of Stepney shipwright where he hath dwelled and in Limehouse seven yeares aged 27 yeares or thereabouts”<sup>581</sup>

“**Henricus Davison** de Limehouse nauta ubi per viginta annos moram fecit annos natus triginta sex vel circa”<sup>582</sup>

“**Stephanus Day** de Saint Katherynes gunner ubi per 16 annos moram fecit, annos natus 42 vel circa”<sup>583</sup>

“**Richardus Thorne** de Ipswich nauta ubi per quinquenum moram fecit, annos natus 21 vel circa”<sup>584</sup>

“**Richardus Brian** de Limehouse nauta ubi per septem annos moram fecit, annos natus 32 vel circa”<sup>585</sup>

“**Thomas Gaylard** de Limehouse nauta ubi per 27 annos moram fecit, annos agens 55 vel circa”<sup>586</sup>

“**Riceus Graye** civitatis London habberdasher ubi per 16 annos moram fecit [?XXX] agens 33 aut eo circiter”<sup>587</sup>

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<sup>576</sup> HCA 13/42 f.180v

<sup>577</sup> HCA 13/42 f.181v

<sup>578</sup> HCA 13/42 f.182r

<sup>579</sup> HCA 13/42 f.182v

<sup>580</sup> HCA 13/42 f.183r

<sup>581</sup> HCA 13/42 f.184r

<sup>582</sup> HCA 13/42 f.188v

<sup>583</sup> HCA 13/42 f.189v

<sup>584</sup> HCA 13/42 f.197r

<sup>585</sup> HCA 13/42 f.307r

<sup>586</sup> HCA 13/42 f.307v

<sup>587</sup> HCA 13/42 f.311v

## SKILLS OF AN EIGHTEEN OR NINETEEN YEAR OLD MARINER APPRENTICE

**Thomas Barker was apprenticed for the term of six years to George Camp by his eponymous father, a mariner of Stepney. Several deponents describe him as a “yonker” of the ship the *Margarett and Rose*. The ship departed London in 1608, when Barker was eighteen or nineteen years of age.**

**John Newman**, a fifty-three year old mariner from Limehouse, was quarter master of the ship the *Margarett and Roze*. He deposed in April 1613 regarding the employment of young Thomas Barker as apprentice to the master of his ship, George Camp.

“The said Thomas Barker at such tyme as he was aboard the shipp arlate was a hand some yonge fellowe and would doe his businies in the shipp very well and could write and reade of this examinates knowledge for that the said Barker kepte his masters bookes of accompte, and other necessary businesses for his master and the shipp.”<sup>588</sup>

Another deponent, **Thomas Camp**, describing himself as a forty year old gentleman of Collney Hatch in Middlesex, states that he had seen the indenture by which Thomas Barker bound himself to George Camp.<sup>589</sup> Thomas Camp was the brother of George Camp, and had seen Thomas Barker in George Camp’s house, prior to their departure for the Streights.<sup>590</sup> Evidently, George Camp died on returning from his voyage. Thomas Camp refers to his brother’s sickness and states he made his wife Joane the executrix of his last will and testament. Thomas Camp reports hearing his brother declare while sick that he had putt his apprentice Thomas Barker to Mr Roger Brettridge at Constantinople for eighteen months and that they had agreed that Brettridge should pay George Camp twenty shillings a month for Barker’s service.<sup>591</sup>

Thomas Camp praises Barker, stating that “Thomas Barker is a handsom yonge man and that he can write and reade and [?cipher] and cast accompts very well of this examinates sighte and knowledge.”<sup>592</sup> Barker’s father adds that his son “hath the latin tongue” as well as being able to “write and reade and caste accomptes”.<sup>593</sup> There seems to have been an argument as to whether Bettridge incurred expenses of schooling for the loaned apprentice, since Thomas Barker the father states in answer to an interrogatory that “he never heard by anie man or by anie letter that ever hee receaved from him that the said Britridge did put him to schoole or pay for his schoolinge.”<sup>594</sup> The father himself was literate, as evidenced by his signature at the foot of his deposition.

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<sup>588</sup> HCA 13/42 f.143r

<sup>589</sup> HCA 13/42 f.142r

<sup>590</sup> HCA 13/42 f.142v

<sup>591</sup> HCA 13/42 f.142v

<sup>592</sup> HCA 13/42 f.142v

<sup>593</sup> HCA 13/42 f.143v

<sup>594</sup> HCA 13/42 f.143v

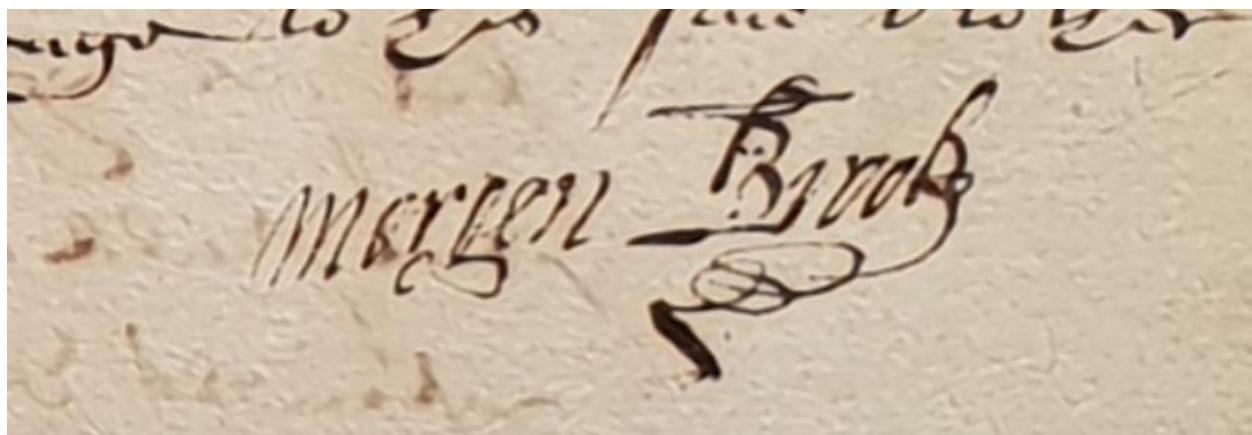
## CREDIT AND DEBTS OF A TWENTY-FOUR YEAR OLD DORSET SAILOR

Morgan Brooke, twenty-four year old sailor of Waymouth Welcome Regis, made a statement in the English High Court of Admiralty in December 1607 regarding his father's death and "when landes money goods chattells came to his hands possession or disposition or what he expecteth to have by his ffathers death".

His answers, if they are to be believed, reveal a remarkably high level of debt (and borrowing power) for a twenty-four year old sailor, though the sophistication of his signature suggests he had education.

Brooke claimed that "his ffather died aboute 13 months past, and that his ffather gave him and his heires forever an old house lett out for 40 shillings a yeare in Waymouth and other landes goods moneyes chattells or other thinges his ffather gave him not at his death, neyther doth he expecte to have by his death eany more."<sup>595</sup>

He was pushed hard as to his truthfulness: "Being asked what he is worth by eany wayes or meanes bona fide without fraude or assignemente of eany parte of his estate colorably to any other Sayth that in truth he is more in debte by one hundred pound sterling at the least, which he truly oweth without any fraude or [?callulum], that all that he hath in this world will satisfye ffor as he sayth the said house which his father gave him and a little bedding and househould stuffe which his mother gave him since, worth about £8 or £10 at the most, ys all his estate, and the same is morgaged to his brother Richard Brooke for debts that he hath paid for this examinate, being [?fifty] poundes, and the same is more then the said house is worth as he verily beleeveth. Being asked whether he hath made any conveyance of his estate or any parte thereof to eany other, to whom, of howe much and for what consideration Sayeth he hath not made eany such conveyance, neyther hath eany estate to convey over to eany saving the said house which is in mortgage to his said brother as aforesaid."<sup>596</sup>



<sup>595</sup> HCA 13/39 f.45r

<sup>596</sup> HCA 13/39 f.45r

## **"Master Porter of the Tacklehouse for the Salters at the Customehouse London"**

**Richard Moulden** was a 55 year old salter, living in the parish of All Hallows Barking. He deposed in the English Admiralty Court in September 1640, saying that "hee by profession a Master Porter of the Tacklehouse for the Salters at the Customehouse London and using to take upp goods there for merchants that are free of that Company, did by the directions of one Mr Brand of London merchant take upp out of a lighter at the key of the arlate Roger Alsopp thirty barrells of raysons of the sunn, for accompte of the said Branded, and twenty and odd of theose thirty barrells of raysons when they were soe taken out of that lighter were dampnified by water which came into that lighter".

Moulden added that "the water as those barrells lay alonge in that lighter came upp as highe as half the head of some of them, and some more and some lesse, and when this examinate had taken upp those barrells of raysons, hee layde the wett side of them downwards to lett the water drayne out of them, and that damage came y the insufficiency and leakines of the said lighter as hee did see and observe at the takeing upp of the said goods, and at the same tyme, and place his contest Walter Thunderman beeing Porter of the ffishmongers company was takeing upp of other barrells of raysons of the sunn out of the same lighter for the accompt of the arlate John [?XXX] and some of the said barrells of raysons were in the same manner wett and dampnified as the said Brands were, by water which came in to that lighter."<sup>597</sup>

**Who can tell us about London based porters working at Thameside docks and wharves in the C17th?**

**We are working on an article about C17th Thames shoreline activities, especially those of porters, labourers, wharfingers, cranemen, customs' waiters, lightermen, and coopers; placing their activities within the context of the physical infrastructure and the comings and goings of shipping.**

This article builds upon our work on the physical aspects and working practices of materials handling in the C17th port.

**We would be delighted to hear from fellow researchers, both to share data, and to explore potential research and publication collaboration.**

<sup>597</sup> HCA 13/56 f.225r

## LEAKAGE, SPOILAGE, RATS

### RATS PARTIALLY ATE BEAVER SKINS IN TRANSIT FROM VIRGINIA TO LONDON [1639-40]

**Robert Barker, twenty-two year old mariner of Great Yarmouth. Boatswaine of a ship named the *Susanna*, which sailed from Virginia to London. Its cargo included one fardell or bale containing beaver, which had been damaged by rats. Fairly young for a boatswain, Barker describes himself in his deposition in the English High Court of Admiralty, made in January 1640, as a servant (to an unnamed master).**

"In or aboute the moneth of June laste paste at Virginia there was laden and put aboard the arlate shipp the *Susanna* by one Mr [?Slagge] ons smalll ffardell or bale wherein was sayd to bee beaver to bee transported in the said shipp from thense to this porte of London and ere to bee delivered, but to whome hee knoweth not and the said ffardell or bale was at the tyme of the delivery thereof aboard the said shipp maled about with a small lyne or corde and sealed upp, and that within fower oor five dayes after the said shippes arrivall here in the River of Thames London the said ffardell or bale was amongste other goodes delivered out of the said shippe into a certaine lighter which was said to belonqe to one Mr Lucy, safely and in good order and well conditioned to outward appearance and faste maled upp and sealed in the same manner as it was when it was firte laden aboarde the said shippe the *Susanna* in the Virginia aforesaid onely hee saieth the ratts had a little knawen or eaten the outmoste skinns the same beinge turned with the ffleshe side outward, and that lighter as the lightermen and the waighter sayd was sent and came from the Customehouse for the goodes in the said shippe. And this hee affirmeth upon his oath to bee true whoe did both helpe to receive the said ffardell or bale of goodes aboard the said shippe at Birginea foresaid and alsoe sawe the delivery thereof out of the said shippe into the lighter aforesaid after her arrivall here in the Thames as aforesaid being boateswayne of the said shippe the said voyage and in her all the voyage."<sup>598</sup>

**In response to interrogatories, Barker adds some details of the hoisting of the barel out of his ship:**

"The said fardell or bale of goods in controversie was hoysted into the same by thes aid shippe tackle the same]lyeing upon the decks hee this rendent beinge boatswaine of the said shippe....tooke notice thereof and in what manner it was made upp and afterwards with his hand it beinge noe more then a man might very well carry put the same downe into the said shippes holde and the same was afterwards stowed in the hold aboute the middshippe; which hee knoweth to bee true for that hee sawe where the same was stowed althoughe hee did not stowe the same, and after the said shippes arrivall in the River of Thames as aforesaid hee was one of those that with the said shippes [?small] tackle did helpe to take the said fardell or bale out of the shipp and put the same into the foresaid lighter, but before the same was put into the lighter after it came uppon the shippes decke hee and some others of the company and the wayter aboard the said shippe tooke speciall notice of the said fardell or bale to see wheather the same were wett or not and by that meanes came to have speciall notice of the premisses formerly deposid of."<sup>599</sup>

**Commenting on the condition of the packaging of the skins as he observed on arrival in the River Thames, Barker noted:**

"Some of the seales were somewhat bruised and broaken but not quite broaken a peeces and hee verily beleeveth in his conscience there was the same impression uppon every seale that was uppon it when it

<sup>598</sup> HCA 13/55 f.427v-428r

<sup>599</sup> HCA 13/55 ff.428r-428v

came firste into the said shippe the same being stored in the said shippes hold and the hold continually lockt upp and kepte faste untill they begann to unloade.”<sup>600</sup>

**In response to the suggestion that a member of the ship’s company had tampered with the fardell, Barker found that it impossible:**

“The said ffardell or bale of goodes was soe exactly maled and corded upp at the delivery thereof into the foresaid lighter that hee conceiveth it was impossible for any of the shippes company or any other to have opened the same or to have taken any thinge out of it and to have made it upp againe soe well as it was at the delivery thereof into the foresaid lighter but that hee this examinate or any other mighte easilie have perceived the same”.<sup>601</sup>

The ship’s master had his own beaver skins in the ship, but, with perhaps more sense “those skinns were put upp into a caske.”<sup>602</sup>

### **WHO PICKED UP THE BILL FOR “LEAKAGE GOODS” – MASTER, SHIP OWNERS OR FREIGHTING MERCHANTS?**

**William Ewens**, a fifty-five year old mariner and experienced ship’s master, stated in March 1637 that “It hathbene the custome of the sea for all the tyme this deponent hath charge of shippes as master, which hath bene for these 27 or 28 yeares last past or therabouts and for many yeaeres before as he hath heard, that if any oyles or other leakage goods be brought to the porte of London in any shipp and betweene the porte of their ladinge and the sayd porte of London the sayd oyles or other goods be leaked out by the insufficiencye of the caskes or by stresse of weather, (the sayd goods beinge carefullye and well stowed) if the merchant to whome such goods doe belonge or are consigned doe accepte of and receive and carrie away such caskes of oyles soe leaked out and the oyles remayning in them and leave not the sayd casks and oyles remayninge in them to the master and owners for the freighte of such oyles or other goods then the sayd merchants which received and caryed away such caskes and the oyles or other goods are liable and ought to pay the whole freighte of such goods accordinge to bill of ladinge, without deduction, and the master and company of such shipp or shipp are free from beinge charged with any damage of such goods unlesse it can be proved that such damage ofr leakage came by ill stowage or insufficiencye of such shippe or shippes in which they are brought.”<sup>603</sup>

**Thomas Best**, seventy-five year old master and owner of ships for the last fifty years, resident in Ratcliffe, referred in March 1637 to “oyles, wines, sirrupps or any other leakage goods”<sup>604</sup>

### **EXPECTED RATE OF LEAKAGE FOR OILS EN ROUTE FROM MEDITERRANEAN TO LONDON WAS 4 to 7 PER CENT IN LATE 1630s**

**Johannes Such**, servant and apprentice of Henry Haycocke, a London cooper, stated in the High Court of Admiralty in March 1637 that “there is comonly lost by leakage in cominge from the Straights to London three fower five and six in the hundred and some to seaven if the hundred which is accompted very great leakage, which he knoweth to be true havinge bene present at the takinge up of much oyle broughte from the Straights and heard other men report what is the usuall leakage of oyles in those voyages but hath not much experience therein himselfe havinge bene apprentice but three yeaeres and a halfe or thereabouts to a cooper”<sup>605</sup>

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<sup>600</sup> HCA 13/55 f.428v

<sup>601</sup> HCA 13/55 f.428v

<sup>602</sup> HCA 13/55 f.428v

<sup>603</sup> [HCA 13/53 f.117v](#); [HCA 13/53 f.118r](#)

<sup>604</sup> [HCA 13/53 f.118r](#)

<sup>605</sup> [HCA 13/53 f.69v](#)

## **EXPECTED RATES OF LEAKAGE FOR CANARY WINE EN ROUTE FROM CANARY ISLANDS TO LONDON WERE 8 TO 12 PER CENT IN LATE 1640S AND EARLY 1650S**

**Edward Kirton**, mariner of Limehouse and master of the *Restitution* stated in December 1649 that “the ordinary leakage upon wines from Teneriffe to this port of London is **tenn or twelve per cent** and soe much is usuall and ordinary leakage, which hee knoweth having made five or six voyages to the Canary Islands and laden wines and brought them thence thither”<sup>606</sup>

**Edward Kirton** added that “there were laden on board the said shipp for accompt of the said Hammond Wards said tonnage fiftie pipes of canary wines, whereof the caske was not good, coming from the Rambles where the caske is frequently damnified by being heaved off the Rocks into the sea to be carried in boats and wanted all of them something of being filled and of many of them there **wanted 5 or 6 inches** a peece of filling”<sup>607</sup>

**Antonio ffernandez** and **Diego Rodrigues**, London merchants, made personal answer in February 1651, stating that “the ordinary leakage of wines from the Canaries to London is not above **10 in the hundred** and most commonly under and sometimes these rendents beleieve that through bad weather and ill stowage and insufficiency of cask whole pipes doe leake out”<sup>608</sup>

**John Lemkuell**, a merchant of All Hallowes, London, stated in July 1651 that“ he this deponent and other merchants have ordinarily allocated and received for leakage sometimes **twelve pipes, tenn, eight, and sometimes sixe pipes in the hundred**”<sup>609</sup>

**William Andrewes**, a wine cooper, of Saint James Garlick Hithe, depositing in May 1640, estimated the ordinary leakage of wine as follows: “The ordinary leakinge of wynes broughte from the Canaries to this porte of London is accounted not above 10 or 11 centum at moste and in case any have more it is concerned that such extraordinary leakage came by ill stowage or some abuse offered by the master of the shippe, or some of his company in which the sayd wynes are in or by some other extraordinary meanes. Andrewes recounted gaging one pipe of Carnary wine on the *Elisabeth* one evening and finding it full, and regaging it the next morning, to find it short of 10 or 11 gallons. His clear suggestion was that it “was druncke and drawne out by some of the sayd shippes company”. He was also of the opinion that the wine had been porrly stowed.”<sup>610</sup>

## **EXPECTED RATE OF LEAKAGE ON MALAGA WINE [1612]**

**Edward Leachland, sixty-two year old London merchant. Deposed May 1612.** Leachland assured the Court that a ten percent leakgae rate (two butts or pipes per score) was a very acceptable rate.

“He knoweth that if a merchant who receiveth in this porte of London wynes from Spaine have noe more leakage then two butts of pipes in the twenty he thinketh him self well and never blameth the master for the same, but receaveth his wines gladly and payeth his freight as he ought to doe, howbeit he sayth there hapeneth many tymes more leakidge then two in the score and yet the merchant beareth the losse commonly excepte he can prove that they were drawnen out or wasted by the master or company. And hereof this examineate beinge a merchant hath had often experience.”<sup>611</sup>

<sup>606</sup> HCA 13/62 unfol. 130D3300 DSC\_0510

<sup>607</sup> HCA 13/62 unfol. 130D3300 DSC\_0511

<sup>608</sup> [HCA 13/124 f.44r](#)

<sup>609</sup> [HCA 13/65 f.13r](#)

<sup>610</sup> HCA 13/56 f.41r-41v

<sup>611</sup> HCA 13/42 f.51v

### LEAKAGE OF MALAGA WINE [1635]

**William Ensor, 27 year old wine cooper, of Saint Dunstan in the East. Deposed in February 1635 regarding a shipment of Mallaga wines. Leakage rates of 8 to 12 percent on Mallega wines, but 8 to 10 percent more common.**

"Upon the fifth day of January [1635] last past this deponent beinge cooper to Mr Humfrey Slany of London merchant, was employed by the sayd Slany to receive and take up certayne Mallaga wynes broughte to this porte of London in the shippe the *Anne and Elizabeth* of London (William Becke master) for the accompte of the sayd Slany, and being abord the sayd shipp he found there eightye six casks under the sayd Slanyes marke the greatest part wherof were stowed in the lower teere in the hould of the sayd shipp, one wherof was out end for end and many other of the sayd wynes were above halfe out, and some had not above nyne or ten ynches of wyne in them, And after the sayd wynes were brought to the sayd Mr Slanyes seller, this deponent and his servants filled up the sayd wynes and all the wynes in the sayd eightye six caskes did not make above sixtyn fower butts full of wyne whith lees and all that could be made of them, And he further sayeth that the ordinary custome of leakage of Mallega or Sheres wynes in the passage of a ship from Mallega or Spayne to the porte of London is from eighte pipes or butts in the hundred to tenn or at the most twelve butts in every hundred, The premisses he knoweth to be true for that he this deponent beinge a wyne cooper doth every yeare take up for merchants great store of Mallega wynes and Shery sacks, and therby findeth the ordinary leakage of them and hath this yeare taken up Shery sacks which have not wanted more then after the rate of eighte in the hundred of beinge full."<sup>612</sup>

### ORDINARY RATE OF LEAKAGE CADIZ TO CORK OR DUBLIN IN IRELAND WAS TWELVE PERCENT [1644]

**John Hawkeridge, a London merchant living in Shoreditch, had been a factor at Dublin. He stated that the ordinary rate of leakage of wines from Cadiz to Cork or Dublin was considerable.**

"The ordinarye leakage of wynes brought from Cales to Dublyn or Corcke is accounted twelve in the hundred at the least but it falls out to bee a greate deale more often tymes and seldom or never lesse"<sup>613</sup>

### USUAL TO PAY FREIGHT DESPITE LEAKAGE OF WINES, UNLESS DUE TO NEGLECT [1641]

**Thomas Smith, thirty-one year old mariner of Wapping, Middlesex. Bristol born, he had lived in Gin Alley, Wapping, for the last seaven years, when not at sea. He had been one of the company of the *Richard and Natnaniel* of London, a ship of between 130 and 140 tons burthen, which had carried wine from the Canary islands to London. Drposed February 1641.**

"It is a usuall thinge to pay freighte for wynes that are leaked out end to end in case such leake came not by ill stowage, or insufficiency in the said shipp, or neglecte of abuse in the master or some of his company...Hee beleeveth each butt of the wynes in question at the tyme of theire ladeinge aboard the arlate shippe the *Richard and Nathaniel* might well bee worth £9 sterlinge and that they would or mighte if safe delivered here at London have produced or yeelded £15 or £16 a butt...The ordinary freighte for a tonne of goodes from Mallega (sic) to London is £3 sterlinc money."<sup>614</sup>

<sup>612</sup> HCA 13/51 f.321v

<sup>613</sup> HCA 13/59 ff.313r-313v

<sup>614</sup> ADD REFERENCE

### **SHERRY SACK SPOILED WITH SALT WATER [?16XX]**

William Stebbing, thirty-four year old vintner of Barking, Essex, viewed a parcel of sherry wine. He found that it was “aboute the quantitie of halfe a pipe” and that “the said wine hath taken salte water and is very brackish and doth daily perishe soe that this examinate verily beleeveth that in case the said wine bee not suddenly spent it will bee naught and utterly perisht.”<sup>615</sup>

### **CANARY WINE DAMAGED BY WATER DUE TO BILGING OF A SHIP SOLD FOR LESS IN LONDON**

**Thomas Coxe**, a London vintner, viewed a mixed parcel of pipes of Canary wine “at the Dolphin Taverne in Somer Streete London” at Michaelmas 1640. The parcel was of “aboute sixty fower or 70 pipes of Canarie wynes good and badd togeather” and were proffered to sale. Coxe was told by a cooper , who had invited him there, that the wines belonged to Mr Mitchaelborne and Mr Sopranni, and came out of a shippe ...which was formerlye bilged uppon an anchor in the River of Thames.” The wines achieved a range of prices at the sale. The good wines were sold “after the rate of thirteeene poundes per pipe one with another” and the reste “after the rate but of 5 pounds 6 shillings 8 pence or 5 ponds 8 shillings per pipe one with another”. The reason they didn’t yield a better price was that “those of the worser and inferior sorte had received water”.<sup>616</sup>

#### **Terms**

“Ordinary leakage excepted”

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<sup>615</sup> HCA 13/56 f.385r

<sup>616</sup> HCA 13/56 ff.389r-389v

## LIGHTERS

Active trade in used lighters [1639]

Capacity of lighters [XXXX; 1647-49]

Collision in the River Thames between a Newcastle bound ship and a lighter carrying chalk [

Congestion at Ralph's key for lighters [1639]

Custom and usage concerning lighters [1590]

Damage to goods when transferred to lighter from ships in River Thames [1655]

Forty-five year old lighterman, who had been a lighterman for ten or eleven years [1639]

Freight charges for lighters [1656]

Large number of lighters broke loose in a storm and drifted across the River Thames [XXXX]

Large number of lighters used to weigh a ship of two hundred tons burthen [1635]

Leaky lighter [1642]

Leaky lighter [1657]

Length of time lighters stay at a key or wharf [1640]

Lighter uncaulked at any seams is unfit to transport dry goods [1643]

Lighters come to the side of a ship in the River Thames seeking

Lighter belonging to a wharfinger at Custom house key [1535] work [1632]

Managing the unloading of wines into lighters: Grand freighters and under laders [1641]

Marking and gauging of lighters for ballast in River Thames [1640]

Open and close lighters [XXXX]

Owner of four lighters [XXXX]

Plugs in lighters [1654]

Porter employed to mend sacks on a lighter which was delivering goods at Porters' key [XXXX]

Rich goods should not be put in same lighter as coarse goods [1643]

Seventy-five year old lighterman had worked the river since the early 1590s [1640]

Specialist who weighed sunken lighters [1627]

Twelve pence per ton of beer carried in lighter from shore to ship [1656]

Unloading East India goods at Erith for Custom House Key [1639]

## ACTIVE TRADE IN USED LIGHTERS [1636]

**John Coltman, a twenty-five year old wharfinger, reported in Court on the sale of a number of lighters by a lighter owner Mr Stevenson to Mr Lucas. Stevenson and Lucas may have been in partnership, and were connected to Custom House key. Coltman was servant to both Stevenson and Lucas.**

"At the tyme when the woolls arlate were laden aboard the lighter arlate to bee carried aboard the shippe the *Charity* of Flushing videlicet the 22th of November 1636 that lighter into which those wools were soe laden and carried from the Custome Hose key did not belonoge to the arlate Stevenson but to the arlate Lucas to whom the said Stevenson had soulde that with other lighters above three quarters of a yeare before the ladeing of the said wools, and from the tyme of that sale untill about halfe a yeare after the lading of the said wools hee the said Stevenson had noe interest in the said lighter. Save onely shee with the rest of the said lighters were bounde by the said Lucas to Stevenson for the security of payment of the monies aggred betwixte them for the said lighters, but all that tyme Lucas made use of her as his owne. And this hee affirmeth upon his oath to bee true who was a witnes to the covenants made betweene the said Stevenson ad Lucas for the said lighters and beeing deputed as a servant both to the said Stevenson and Lucas did then gather in for Stevenson the wharafe and Lucas the lighteredge at the Customehouse key and kepte and accompte thereof and weekly paid them both monies for the same..."<sup>617</sup>

## CAPACITY OF LIGHTERS [1647-49; 1655]

**Francis Gittings, a twenty year old wine cooper, of Seething Lane in Barking deposed in 1655 regarding wines unladed from the ship the *John and Mary*, which was moored in the River Thames. The lighter involved was between 80 and 100 tons**

"After the said lighter came and was moored at Buttolphs wharfe aforesaid having the said wines aboard her the arlate Pomroy had thereabouts a lighter of about 80, or 100. tunns which was there moored and lay a head of the said Tailer's lighter wherein the said wines were, And saith that the said Pomroy or some of his companie that were aboard his said lighter made[?XXX] and carelessly veering with the said lighter with a strong tide of ebb this deponent and another cooper then aboard the said lighter wherein the said wynes were, did oftentimes crye aloud unto the ssaid Pomroy or others then aboard his said lighter that they should have a care not to [?veere] them, telling them they had a great quantity of Spanish wynes aboard, and that if they veerd upon them they would breake their hawser whereby the said Spanish wynes would in all probability bee lost or very much damnified, The premisses hee knoweth, for that hee this deponent was present when the same were soe had and done as predeposed"<sup>618</sup>

**Nicholas Farr, a fity year old waterman of Saint Olaves Southwarke, deposed in May 1655 regarding carriage of beer from wharf to ship in a lighter capable of carrying 33 tons**

"in or about the yeares 1647. 1648. or 1649. or some of them and some moneth of the said yeares (the time hee doeth not at present more exactly remember) [?XXXX] amongst **others employed to bring in a lighter 33. Tunnes** of beere from the Crane or wharfe of Mr William Hickocks to be brought aboard the

<sup>617</sup> HCA 13/54 f.435v

<sup>618</sup> HCA 13/70 f.402v

lilate shipp the *Edward* then riding neere Limehouse whereof the lilate Edward Wood then was master and commander and commonly accompted. and saith That as this deponent then understood and beleeveth the said tunns of beere were so sent aboard the said shipp for the use and provision of the same"<sup>619</sup>

## COLLISION IN THE RIVER THAMES BETWEEN A NEWCASTLE BOUND SHIP AND A LIGHTER CARRYING CHALK [XXXX]

**Aldeburgh seaman Christopher Wake was on an Aldborough owned ship sailing down the Thames, bound for Newcastle. His ship collided with a lighter carrying chalk, and sank it.**

"Upon Tuesday last was a seavenight early in the morninge aboute three of the clocke the ship the *Ludovic* of Alborough aforesayd Thomas Mason master of her, sayleing downe the River of Thames upon a voyage to bee made with her from London to Newcastle mett with a lighter laden with chalke comeing upp the said river, and hee saith by vertue of his oath that when they in the said shipp first espied the said lighter, for feare and to presvnt any danger that might ensue cried out very often unto the lighter to beare upp and they in the said shippe did then keepe [?XXX], and yet notwithstandinge the said lighter came soe neere the said shippe that the said shippes anchor as it lay upon the bord of the said shippe caught hold of the weather shrouds of the sayd lighter as shee passed by and brought her crosse the [?haze] of the said shippe and by that meanes the said lighter was suncke". According to the lighterman, one of his servants waas drowned.<sup>620</sup>

## CONGESTION AT RALPHS KEY FOR LIGHTERS [1639]

**Charles Stampe**, a twenty-five year old Shadwell resident lighterman, gives a detailed description of congestion at Ralphe's Key near London Bridge in the late 1630s for lighters and other small vessels. Depsoing in the English High Court of Admiralty in June 1639, he stated that "

"Upon the laste day of January laste to his best remembrance hee this examinate by order of the arlate ffoster did take a lighter of his called the Besse then lyeinge in the roade neere Shadwell and carried the same to a certaine shippe her name hee remembreth not with wynes rideinge at an anchor over against Ratcliffe, and hee saith there was another lighter belonging to the said ffoster which went alonge with him in this examinate to the shippe".<sup>621</sup>

Both the lighters were then laden with wines out of the ship. They weere then "appointed by the coopers and others that laded the said lighters to carry the said wynes to Ralphe's key neere London Bridge". Stampe took responsibility fo managing both lighters, the one following the other. Stampe told the coopers and others lading the wines, both before and after the lading of the lighters, when they heard they were to land the wines at Ralphe's Key, that "the said Key was a very dangerous Key in respecte it was soe neere London Bridge and that it was usually much troubled and [?pressured] with hoyes and other small vessells". But Stampe and his fellow lightermen were told that they had to land the wines there.<sup>622</sup>

The lighters safely arrived at Ralphe's Key and were moored and fastened and lay there in safety for four or five tides. However, in that time the smaller lighter, the *Besse* was "put back" by the coopers (or others) "to give the more waye for the other lighter to come the neerer in and lande her wynes". Stampe then describes the *Besse* with her lading of wine "by the violence of tyde driven under some

<sup>619</sup> HCA 13/70 f.359r

<sup>620</sup> HCA 13/52 f.356v

<sup>621</sup> HCA 13/55 f.90r

<sup>622</sup> HCA 13/55 f.90r

barrke or other greater vessell that lay neere her". By that means she was "oversett and suncke in the river". An unknown quantity of wines remaining in the *Besse* were sunk with her.<sup>623</sup>

Stampe argued that in all the time he had been a lighterman, it was the custom that responsibility for goods after the arrival of a lighter at a key rested with the recipients of the goods.<sup>624</sup>

The *Besse* was weighed againe annd the water taken out of her, and she was then reemployed without any repairs

### CUSTOM AND USAGE CONCERNING LIGHTERS [1590]

**Richard Poulter, XXXX, of the precinct of Saint Katherines. Former master and owner of ships. Younger brother of Trinity House. Thirty-five years experience of the River Thames.**

**Describes custom and use upon the River Thames concerning responsibility for lighters moored to ships. Should a lighterman request to leave his lighter moored to a ship and to go ashore without leaving a man in chardge, it is at his own risk, and at the favour of the ship's master. A ship's master has the right to cast loose a lighter after its goods have been unladen into his ship, and is not responsible for any damage which may result to the lighter or any contents thereof, should there be no one in it at the time of its casting off. Deposed May 1590.**

"About 14 yeares paste at which tyme this examinate served the Merchants Adventurers in caryeinge theirre goods to the parts of beyonde the seas yt was a custome and use in the River of Thames that every lighterman bringing goodes on borde eany shippe in the Ryver of Thames shoule attende in his lighter upon the goods untill they were delivered on borde, and soe this examinate hath seene them attendem and many tymes when tyme served not to take in the goods, the lightermen beinge on borde this examinate have requested leave of this examinate to goe on shore and leave theirre lighter at the shippes side with the goods therein. And this examinate hath geven them leave, soe as yt were not in the nighte tyme. And if tthey came not in due tyme this examinate hath after the goods were taken on borde caste of the lighters. And he sayth that if eany lighters were fastened to the shippes for longer tyme then the goodes were taking in, yt was the sufferenace and favor of the masters, and noe necessity or custome that could binde them therewith. And other custome or use to the contrary he never knew.

He knoweth that for the space of 14 yeares past, there hath not byn eany custome or use that ever he herde of in the Thames that hath or would binde eany master of shippes to take chardge of eany lighters that are broughte on borde them ffor that they have nothinge to doe therewith beinge an other man's chardge.

When he served the merchants as aforesaid yt was an usuall thinge that lighters coming downe the Ryver of Thames with goods to eany shippe broughte with them an anker and a cable both to ride by the shipp, untill the master be ready to receave in the goods. And afterwards also untill she be carued away. Ffor this examinate hath many tymes seene the lighters ride at their ankers before they came to the shippes that were to receave the same goodes, and after the goodes were taken in, he hath seene the lighters caste of, and to ride at theirre owne ankers. And soe this examinate hath dealte many tymes with lighters that have come on borde him....

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<sup>623</sup> HCA 13/55 f.90v

<sup>624</sup> HCA 13/55 f.90v

This examinate hath many tymes caste lighters of his shippe when they have byn by a [?XXX] without a guide to looke unto them and if suffered them dryve, as many others have don, and he never knewe or heard of eany custome or use that could restrane him thereof, or binde him to make good eany dammaadge that happened thereby. Ffor in all reason as he sayth yt behoveth every man to looke to his owne goods and to appointe some to have care thereof, and if such goods lefte without a guide come to losse, yt ys greate [?XXX] the same losse should reste upon the owners being negligent or wilfull in soe levinge their goods...

He hath herd many old mariners that have longe used the Thames affirme that their opinion was that the custome and use ought to be such betwixt owner and master of shipps and lightermen as ys before declared, and that they have used lighter men in that manner allwayes."<sup>625</sup>

**In response to interrogatories:**

"...He hath byn a brother of the Trinity House these 18 yeares space...

He ys nowe never owner or master of eany shippinge, but only yts sometymes master of her majesty'es shipps as occasion serve, but in tymes past he hath byn both master and owner..."<sup>626</sup>

**Richard Poulter, in a subsequent deposition, also in May 1590, stated:**

"He hath used the ryver of Thames as [?XXX] and master for the space of 35 yeares and by that tyme knowethe the use and custome was that every lighter bringinge goodes on bord eany shippe ridinge an an anker in the Ryver of Thames oughte to be furnished with a lighterman of skill able to bringe the goodes downe and the same lighterman oughte to stay in the lighter and looke to the goodes untill they be receaved on bord the shippe whereunto they are broughte and that also yt ys and hath byn only of [?necessity] and sufferqance of masters of shippes to suffer eany lighters to ride on bord theire shippes for longer tyme then the goods be takinge into the shippes...

This examinate hath many tymes caste lighters of his shippe when the lightermen would not fetch them away, and suffered them dryve in the stremme, but he never knew of eany that sufsteyned damadge before this lighter now in question. Notwithstandinge he sayth yt seemeth to him agreeable with all reason that if lighters lefte carelesly with out a guard doe come by damadge, that the [?XXX] and losse shouldreste upon the lighter men not leaving a man to [?XXX] the same or an anker and cable in her wherat she mighte be mored.."<sup>627</sup>

**Thomas Greye, another very experienced mariner, gave evidence in the same case concerning the responsibility of masters and lightermen towards lighters. Grey was sixty-nine years of age when deposed in May 1590 and had recently been appointed Master of the Trinity House, having been a brother of the same for twenty years. He was resident in Harwich.**

**Greye refers to the need for lighters to separate from ships during bad weather, when the ships are moored in the River Thames. Richard Poulter also refers to bad weather, stressing the need for ships to be free of cables to lighters at such times, due to the crowded conditions on the river and the need for manouvability.**

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<sup>625</sup> HCA 13/28 ff.115r-115v

<sup>626</sup> HCA 13/28 f.115v

<sup>627</sup> HCA 13/28 ff.125r-125v

"By the said tyme of 50 yeares he hath knowne the articulate use and custome ever oughte to be observed and used and this examinate hath seene many tymes lighters with theire ladinge in foule weather put of shppes whereunto they have byn fastened bye reason of foule weather, and layde at their owne ankers by the lightermen, and soe from tyme to tyme yt hath byn usuall.

Yt ys [?greate] reason that eany lighter miscarrieinge at eany shippe side or other place throughe wante of a sufficiente guarde to attende and looke to the savety of the same lighter, hath allwayes to his knowledge byn imputed to the faulfe of the lighterman, and the dammage happeninge thereby oughte to lighte uppon him, and not uppon the master of the shuipp whereunto she was fastened that ever he knewe or heard."<sup>628</sup>

**In response to interogatories:**

"He is nowe master of the Trinity House and soe hath byn since Trinity Sunday last.

He hath byn a brother f the Trinity House these 20 yeares past and upwards.

He hath byn a master and owner of shippinge forty yeares and upwards."<sup>629</sup>

**DAMAGE TO GOODS WHEN TRANSFERRED TO LIGHTER FROM SHIPS IN THAMES [1655]**

**John Salter, a forty nine year old mariner of Saint Botolph without Allgate, deposed in May 1655:**

"he deposeth and saith that he this deponent was on board the arlate shipp the *George* of London when the lighter knowne by the name of a french lighter came to the said shipps side, and that he this deponent did helpe in the handing of as many barrells of raysins out of the said shipp into the said lighter as the said lighter could carry, and that all the sayd barrells of raysins were at their putting into the said lighter very dry and well conditioned and undammaged of his certaine sight and knowledge, And further he cannot depose.

To the eight and ninth articles he saith that he the deponent did by order of the master of the said shipp the *George* goe into the said lighter, and goe with the said goods soe laden in her into ffreshwharfe, and continued in her there untill her goods were delivered, and that before such time the said goods were delivered the raisins did take wett and were damnifyed by the leakynes of the said lighter"<sup>630</sup>

**Henry Dodson, a fifty year old mariner of Stepney, stated in May 1655 stated that he was masters mate of the *George* and that:**

"when the said lighter did come to the said shipps side this deponent had some suspition of her and did aske if she was a good lighter and that one of the lightermen answered she was a good or a very good lighter"<sup>631</sup>

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<sup>628</sup> HCA 13/328 f.127v

<sup>629</sup> HCA 13/28 f.127v

<sup>630</sup> HCA 13/70 f.378r

<sup>631</sup> HCA 13/70 f.379v

## FORTY-THREE YEAR OLD LIGHETRMAN, WHO HAD BEEN A LIGHTERMAN FOR TEN OR ELEVEN YEARS [1639]

"He hath bin a lighterman for ten or eleaven yeaeres last past, and knoweth for all that tyme the custome in the port of London hath bin that when any lighter of goods is brought to any key or wharf where the goodes are to bee landed and there moored or made fast in safety, then the lighterman hath performed his duty, and is freed from any further chardge of such goodes and the merchant or merchants to whom such goodes belongeth, or others appointed by him or them ought to take chardge of such goodes, and to gett and hire porters or other labourers to lande the same."<sup>632</sup>

## FREIGHT CHARGES FOR LIGHTERS [1656]

**Stephen Frigg**, a 50 year old waterman of Saint Olaves Southwarke, deposed on March 13<sup>th</sup> 1656 in the case Crosse against the *Chase* whereof} Benjamin Gunson was Commander stated: "hee **this deponent being a lighter man and usually employed by Mr Crosse to carry beere aboard shipps**, and having formerly received beere aboard the said shippe *Chase* was spoken to within the time arlate both by the said mr Crosse to carry the beere scheduled aboard her, which this deponent did and carried five tonnes aboard her in June 1652 and 25 and 14 tonnes in November then next following, and delivered the same aboard her to the use of her company, and saith that **this deponent was paid 12d a tonne for the said carriage by Mr Crosse**, who to the time of the said delivery was commonly accompted the true and lawfull owner of the said beere and caske, but the prices or valew thereof hee saith hee knoweth not, and saith that the said shipp was then outward bound in a voyage, and therefore like to stand in neede of the said beere, which hee saith came out of the said mr Crosses Beerhouse in Maudlins lane in Southwark"<sup>633</sup>

**Francis Hynde**, merchant tailer of Saint Buttolphs without Algate, had been a brewers clerk for 30 years. He deposed on May 8<sup>th</sup> 1656 in the case Crosse against the *Chase* whereof Benjamin Gunson master that "12d per tonne is a usuall and ordinary rate to be given and paid for carrying here from Maudlins lane neare b[?e]ttle bridge and thereabouts **aboard shipps at Blackwall**".<sup>634</sup>

## LARGE NUMBER OF LIGHTERS BROKE LOOSE IN STORM AND DRIFTED ACROSS RIVER THAMES

See HCA 13/56 f.363r

## LARGE NUMBER OF LIGHTERS USED TO WEIGH A SHIP OF TWO HUNDRED TONS BURTHEN [1635]

"The premisses he knoweth to be true for that he was abord the sayd shipp the *Expedition* when she was suncke as aforesaid and imediatlye after she was suncke, he sawe the company of all the shipps which rode neere the sayd shipp the *Expedition* under runn their cables and therby it appeared that there was noe anker belonginge unto any of those shipps that laye neere unto the place where the sayd shipp the *expedition* was suncke as aforesayd but the anker which belonged unto the sayd Becks shipp, and about an houre after the sayd shipp the *Expedition* was weighed from the place where she was first suncke, at the first still of a lowe water the topp of the sayd buoye appeared above water and then the sayd William Giles rowed to the sayd buoy and tooke hould therof but could not weigh or pull all the sayd buoy above water neither could he pull any part of the buoys rope above water, and then lett goe

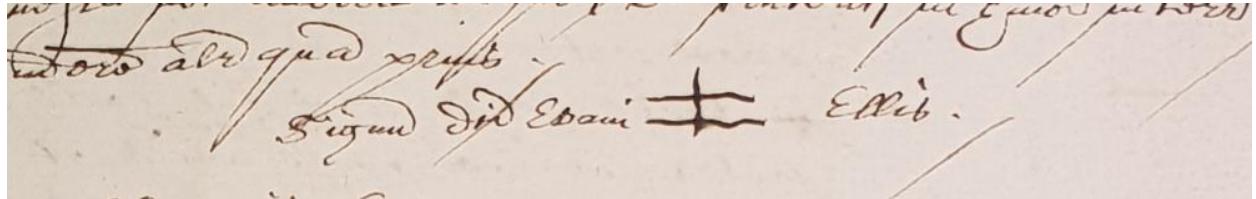
<sup>632</sup> HCA 13/55 f.391r

<sup>633</sup> HCA 13/71 f.40v

<sup>634</sup> HCA 13/71 f.146v

his hould of the sayd buoye and presently after the tyde of floud came the sayd buoy suncke agayne and could not be seene to appeare above water....About two houres and halfe after the sayd shipp was weighed from the place where she was first bilged the company of the sayd Becks shipp under rann their cables, and weighed their anchor lyeinge In the same place where the sayd shipp was bilged and suncke as aforesayd and caryed the sayd anchor abord the sayd Becks shipp, and it did then appeare that the stocke of that anchor was lost and that the nutt therof was bent

The sayd Thomas Clarke did hire sometymes nyne sometymes ten and sometymes twelve or thirteene, and sometymes fourteene lighters in one tyde, to helpe weigh the sayd shipp and her lading videlicet in one tyde there were three lighters belonginge to Thomas Stephens, two lighters belonginge to Tilbury Strange, one lighter belonginge to one Mr Guy, two belonginge to Giles Toye, two lighters belonginge to John Hearne, two of Mr Burrells lighters, two lighters belonginge to John [?Voyles], one lighter belonginge to Mathewe Tanner, and one belonginge to one George Samkoll, which shipp was in weighinge by the space of six or seaven tyds (to his best remembrance) and the sayd Clarke hath and must pay for the use and assistance of the sayd lighters in that behalfe, fourteene and fifteene shillings a tyde for the biggest of the sayd lighters, for the use of one lighter and for some lesse accordinge to the burthen of the lighters, and ten shillings a tyde for the least of the sayd lighters, which he knoweth to be true for that he was present when the sayd Clarke agreed with the sayd lightermen, alsoe the sayd Clarke hired three shippes to helpe weigh the sayd shipp the *Expedition* and her lading videlicet the first tyde after she was suncke he hires a shipp of one Mr fflawe, of the burthen of about eleaven or twelve score tonnes and another Scotch shipp, and that the sayd fflawes shipp was imployed in that behalfe at the least five tydes, but howe many tydes the other two shipps were used he remembreth not, alsoe there was a great quantitye of cordage and halzers some newe and some ould and many rings and boultis imployed (sic) spent and broken in the weighing of the sayd shipp but the charge therof or of the hiringe of the sayd shippes he cannott estimate."<sup>635</sup>



Mark of Evan Ellis, lighterman of Allhallows Barking, London. English High Court of Admiralty. May 30<sup>th</sup> 1635. HCA 13/52 f.5v

## LEAKY LIGHTER [1642]

Humphrey Walker, sixty-three year old clothworker of Allhallows Barking, London.  
Deposed August 1642.

Walker watched the unlading of a large quantity of sugars from a ship named the *Bona Esperanza*, anchored in the River Thames at Blackwall. The sugars were unladen into multiple lighters and in his opinion had been properly stowed on the ship and were well conditioned prior to unlading, with no more than ordinary damage. Walker appears to have been one of a number of men sent by a merchant named Mr Wood to pllok to the sugars at Blackwall and to ensure they were not wated, imbezled or damnified.

One lighter owned by a Mr Alsopp, proved extremely leaky, and Walker was appointed to watch over a lighter during the night. By Walker's description, the lighter had at least two

<sup>635</sup> HCA 13/52 f.5r

**foot of water in her stern, which was higher in the water than her bow. The lighter carried forty tons of sugar and when it was pumped continuously for three hours the waste water was the consistency of syrup.**

**Walker comments that Saint Thome sugars were known to waste away in warehouses, despite being well conditioned on delivery into those warehouses.**

"There came soe much water into one of the lighters whileste the same laye at Customes key arlate that broughte sugars from the arlate shipp the *Bona Speranza*, and wherein there were at the leaste forty tonnes of sugar by a [?XXX] leake which shee sprunge that within the space of five or six howers the butts that were full of sugar and in the said lighter lay some of them above a foote deepe in water, and the said lighter llaye with her heade above a yard lower then her sterne, and at her sterne which was the higheste parte there was at leaste twoe foote water and certaine men comeing aboard the said lighter to pumpe her, the water which they pumped out was like to a sugarcuppe and by that meanes a greate deale of the sugar was washed out to the quanty whole of at leaste one hundred canesters of sugar in this examineate's iudgement whoe was an eie eitnes of the premisses....The arlate Mr Alsoppe had the chardge or commande of the lighter aforesaid.

Hee this examineate beinge appointed to watch the foressad lighter all night after hee sawe how the water came into her as aforesaid hee went to the arlate Mr Alsopp's house where hee laye and gave him notice thereof abouete three of the clocke in the morninge whoe was then in his bedd but rose presently and tooke order to have her pumped as aforesaid which was accordingly done for the space of at leaste three howers together dureinge all which tyme that which was pumped out of her was like syrapp vidlicet thick and sweete. And this hee affirmeth uppon his oath to bee true whoe sawe and tasted thereof.

The arlate Mr Woode had notice given him of the damage which had happened to the sugars in question aboard the foressad lighter and soe had the arlate Captaine Andrewes alsoe but hee this examineate was blamed by one Mr Cudner a servante of the said Woods for giveinge the said Andrewes notice thereof, and the said Andrewes comeinge to see the said damage to his nowe beste remembrance mett with the said Woode at Chester's key aforesaid and amongste some discourse which the said Andrewes and Woode had abouete the said damage the said Andrewes told the said Woode the said sugar came as well conditioned out of the said shipp as needes to bee and that damage which had befallen them came whileste they were in the said lighter at Chester key aforesaid and not aboard the shippe more then what is ordinarye and withall to his now best remembrance carried the said Woode aboard the said shippe the *Bona Esperanza* to shewe him where the said sugars had bine stowed and wherehence they were taken when they were unladen and put into the said lighter and it did not appeare that they were damnified a shipp boarde more then what is ordinarye at the tyme when they were unladen out of the said shippe and put into the foressad lighter which hee knoweth to bee true for that hee sawe the unladeinge of every other lighter of sugars unladen out of the said shippe that voyage.

To his this examineate's knowledge Saint Thoma sugars lyeinge in a warehouse twoe or three moneths will waste very much althoughe they bee never soe well conditioned at there comeinge into the warehouse but [?XXXX] have taken wett such is the nature of them that they will melt and [?consume] away quite in a shorte tyme if there bee noe speedy course taken to prevent the same.

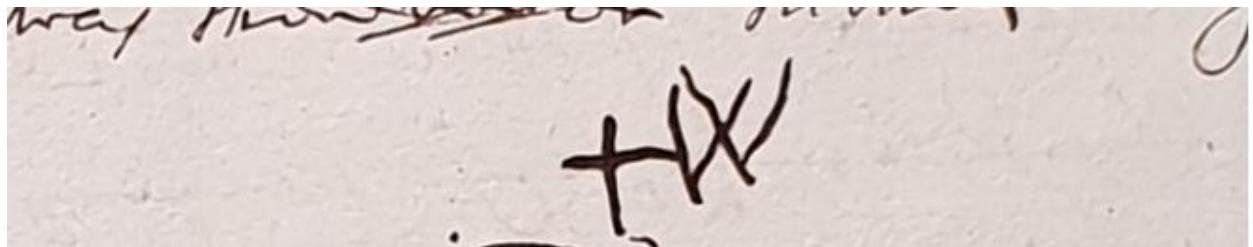
Hee this examineate by order from the foressad Mr Woode did looke to the sugars which came of the foressad Andrewes his shippe the voyage in question and he saieth that the said sugars after they were housed before they were sold and disposed of did very much waste and [?consume] or melte awaye in

soe much that in the lower places in the said warehouses where the said sugars were it was over shooes deepe in syruppe.

Hee this examinate went aboard the arlate shippe whileste shee laye at Blackwall befire the lighter came aboard for any of her ladinge and when hee came the other there was one or two aboard the said shippe sent theither as it was sayd by Mr Woode to staye aboard night and daye to looke to the said shippes ladeinge na see that none of it should be wasted imbeaselled awaye or damnified and those were and continued aboard the said shipp untill shee was quite unladen whichhee knoweth to bee true whoe was at the unladeinge of the laste lighter of sugars taken out of her but one.”<sup>636</sup>

**According to interrogatories:**

“The lighters that went downe to the interrate shippe for the sugars in question were sent downe by order from the foresaid Mr Wood’s men given to the foresaid Mr Alsopp and there were in each lighter twoe of the interrate Andrewes’ his men sent to see and looke to the goodes in each lighter.”<sup>637</sup>



Mark of Humphrey Walker, clothworker of Allhallows Barking, London. Acted as a waiter for a London merchant on board a ship at Blackwall. English High Court of Admiralty. August 19<sup>th</sup> 1642. HCA 13/58 f.207r

**LEAKY LIGHTER [1657]**

**Thomas Greene was a mariner on the *Six Brothers*. He deposed about the lighter of William Beecham, who was “commonly accounted owner of the lighter and Wharfinger of the Wharfe arlate”.**

He stated in September 1657 that “the first day that they wrought in delivering the said sugars aboard the said lighter after they had delivered severall chests, his contest William dennis Carpenter of the “Six Brothers” being in the Lighter called to this deponent and told him hee found the lighter unt[ight] and insufficient, and calling him into her, showed this deponent how the seames of her decke were open, as this deponent saith [they] were, in soemuch that this deponent could and did thrust his [knife] upp to the heft through the seames, and noticed they pumped [for] [water] were faine to spread a tarpaulin upon the deck to keep the water from running downe into hold; whereupon the *Six Brothers* company made a tilt over her that night for feare it should raine and the goods be wronged by the raines running through the said seames and saith that that night the lighterman going gone and leaving her by the shipp’s side, this deponent and others of the *Six Brothers* company after they had acquainted them with and showed the said insufficiencie of their said lighter, spake to them and willed them the next day to get some men downe to cawke her preserving the goods. Howbeit hee saith they came the next day but brought none, and the said next day the lading of the lighter being finished, shee went ashore, and forthwith after her departure from the shipps side it fell a raining in greate abundance; such that hee saith that what dammage soever hath happened to her said sugars or any of them, the same befell them after such their putting with the said lighter and not before, and not by any insufficiencie in the *Six*

<sup>636</sup> HCA 13/58 ff.206r-206v

<sup>637</sup> HCA 13/58 f.207r

*brothers, or neglect or default of any of her company. And otherwise hee cannot depose, saving the Six Brothers company lent the lighter men (when the lighter men went from the ships side) a saile to help to keep the goods drie.”<sup>638</sup>*

#### **LENGTH OF TIME LIGHTERS STAY AT A KEY OR WHARF [1640]**

**William Allen, twenty-eight year old lighterman of Wapping, Middlesex. Servant to Mr ffoster (who appers to have owned lighters). He described the temporary mooring of a ligter containing wines at Wiggins key, before underhawling it to the west end of Ralphes key, where it ws moored to the stern of a great lighter, also containing wines, under the mast crane, within the reach of that crane. Deposed October 1640.**

“At such tyme as this examinate being then servant to the arlate ffoster brought the wynes in question neere Ralphs key, there lay three or fower vessells of Hull at that key soe that hee could not conveniently bringe the lighter wherein those wynes were to that key the first tide, there fore carried her to Wiggens key, and the nexte morninge underhawled the said vessells of Hull and brought a great lighter belonging to the said ffoster with wynes in her and fastned her to Ralphs key and lefte under the crane there and then brought the lighter and wynes in question and fastned her to the starne of the said great lighter soe that the tackle of the said crane coulde then reach unto the wynes in question, and by that crane the wynes in question might have bin hoisted and landed in safety out of the lighter wherein they were in the place where shee lay, without bringing her any nearer to Ralphs key.

The usuall freight or lighterage for carrying of a hogshead of wyne and such like goodes from the shipp to the shoare is not above a penny and therefore hee beleeveth that ffoster was to have had noe more for the wynes in question, at which rate the said ffoster shoulde have had for carrieing of the said wynes from the shippe to the shoare and the labour of this examinate rowing the said lighter from the shipp to the shoare, and the use of the said lighter three dayes and nights [?XXX] lyeing at the shipp's side takeing in those wynes, rowinge from the shipp to the shoare and lyeing to unlade those goodes not above two shillinges there being sixe tonnes of wynes at all in her, whereas hee beleaveth hee should well have deserved two pence half penny a hogshead yf hee should have borne the adventure of the merchants wynes untill they were all landed and must have kept a servant all that tyme aboard the lighter to looke to her and her ladeinge, and hee beleeveth that in that case noe other lighterman woulde cary a hogshead of wyne for lesse then 2d – 06, and for lesse hee beleeveth they coulde not make a liveinge keepinge lighters and men, And this hee affirmeth to bee true, who for these fowerteene yeaeres last past hath bin ymployed in carrieing of goods om lighters from the shipp's to the shoare.”<sup>639</sup>

“Soe soone as this rendent brought the said lighter with wynes and fastned her to the starne of the said great lighter in the place aforesaide, hee lefte her, and Mr Barklyes coopers man then in her to looke to the wynes, but noe lightermean stayd in her to looke to her or the wynes in her, and hee hath heard that ccopers man and a watchman of the customehouse say that they were aboard the said lighter when shee suncke and the wynes drove out of her into the Thames.

Sometymes lighters lye 6 or 7 dayes at a key to unlade goods and some tymes are unladen the first tide.

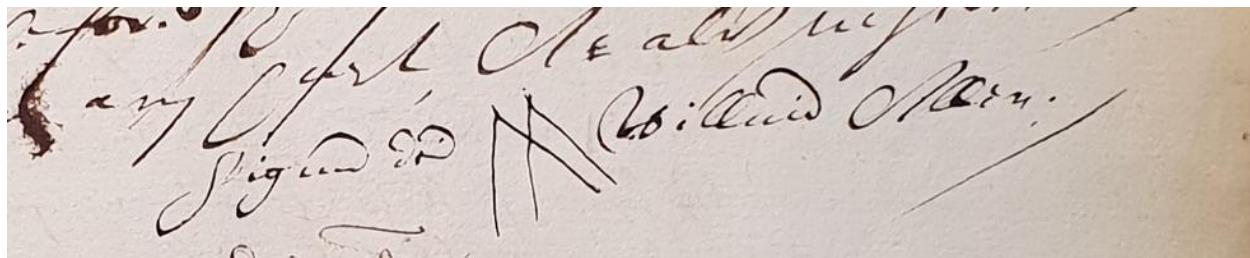
Lightermen doe not use to unlade goods, but yf yt had bin his part to have unladen them, hee beleiveth hee could have ubladen the wynes in question out of the said lighter before shee sancke and before they received any hurt.”<sup>640</sup>

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<sup>638</sup> HCA 13/72 ff.114v-115r

<sup>639</sup> HCA 13/56 f.219r

<sup>640</sup> HCA 13/56 f.250r



Initial of William Allen, lighterman of Wapping, Middlesex. English High Court of Admiralty. October 19<sup>th</sup> 1640. HCA 13/56 f.250r

### LIGHTER BELONGING TO A WHARFINGER AT CUSTOME HOUSE KEY [1635]

Benjamin Ryves, a forty-five year old yeoman living in the parish of Saint Mary Matsellon alias Whitechapel, described the deliverery of goods in a lighter belonging to Thomas Stevenson, wharfinger at Custome House Key. He was “one of the waiters of his Majestyes custome house London” and had been “appoyneted to waite aboard the sayd shipp the *London* .

“In the moneth of July [1635] last past after the arrivall of the arlate shipp the *London* of London (wherof John Stevens was master) in the port of London from the Straights ther were delivered out of the sayd shipp in safetye free from the tackle throf into a lighter belonging to Thomas Stevenson wharfinger of Custome house key amongst divers other goods delivered out of the sayd shipp two buskes or boxes marked and numbred as in the margent and one bale of the same marke but the contents of the sayd busks or bale he knoweth not”<sup>641</sup>

Though Ryves didn’t know the contents of the busks, he provided an estimate of typical dimensions, saying that “the ordinarye bignes of busks is about two foot longe and about a fott broad and about a foote in depth”<sup>642</sup>

### LIGHTER UNCAULKED AT ANY SEAMS IS UNFIT TO TRANSPORT DRY GOODS [1643]

William Amhurst, thirty-seven year old wharfinger of Saint Buttolphs Billingsgate, London. Amhurst describes damage to sugars unladen from a ship named the *Josephe* onto a lighter and brought to an unnamed wharf or key, of which William Amhurst was wharfinger. Amherst states that a lighter with uncaulked seams is unfit to transport dry goods. He also states that the owner of the sugars, Michael Herring, was in error in not collecting his sugars sooner from the lighter which lay for three or four days at the wharf or key, and did not respon promptly when told that the lighter was leaking. Deposed February 1643.

“This examinate hath bine a wharfinger for the space of these twentye yeares and upwards and for all that tyme hath observed and knownen it to bee a usuall and customary thinge for all men that have goods broughte home in any shippe or shipps firste to enter the same in the Customehouse before they cann bee admitted or suffered to lande them...

The lighterman that came upp to the key or wharfe with the lighter wherein the sugers in question were damnified the next morneinge after the said dammage happened came to this examinate and told him that the said lighter was but newlye trimmed or mended but by whome hee knoweth not neither did they tell him to his now best remembrance...

<sup>641</sup> HCA 13/52 f.352v

<sup>642</sup> HCA 13/52 f.352v

Since the sammage in question happened hee heard the arlate Carles the owner of the foresaid lighter saye that it happened by reison that one of the seames was not sufficientlye caulked.

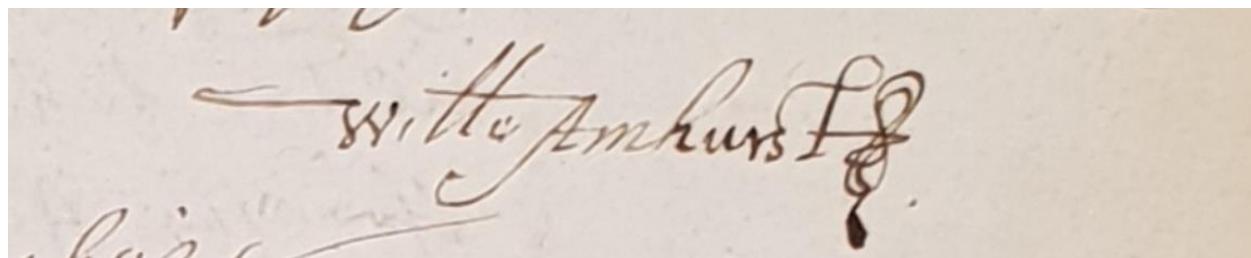
In his this examinate's judgement that lighter which is uncaulked in any of her seames if it bee [?withe] [?compasse] where the water comes is unfitt to receyve or transporte drye goodes to oor from any wharfe or keye.

**In answer to interrogatories:**

The suggars in question were taken out of the lighter in question uppon a Sundaye nighte late and they had layen at the key or wharfe for the space of three or fower dayes before that and the arlate Herringe had notice thereof by him this rendente both the ffriday and Satterday before [?nay] the same or the next daye is when they came to the said key or wharfe which hee taketh it was [?XXXXX] and the damage in question happened and came to the said sugars by a leake or leakes which the said lighter sprunge that Sunday night which they were taken out of the said lighter of which leake or leakes the said Herringe<sup>643</sup> had notice given him as soone as it was founde [?XXX] desired to come and looke after the same as other men had goods in [?XXX] but hee refused or neglected soe to doe by which meanes the damage fell out to bee the greater...

In case the aforesaid Herringe had come when hee was sent for that Sundaye in which the sammahie in question happened or had fetcht away the said sugars when hee had firste notice thereof, all or moste parte of the said damage had bine prevented.

Divers other men thaty had goods in the foresaid lighter haveinge notice of the leake or leakes which the said lighter sprunge upon the Sundaye aforesaid camepresentlye downe and saved all or moste parte of theirre goods from little or noe dammage at all as the said Herringe mighte alsoe have done in case hee had used the like meanes."<sup>644</sup>



Signature of William Amhurst, wharfinger of Saint Buttolphs Billingsgate, London. English High Court of Admiralty. February 10<sup>th</sup> 1643. HCA 13/58 f.387r

**LIGHTERS COME TO THE SIDE OF A SHIP IN THE RIVER THAMES SEEKING WORK [1632]**

**Mathew Groome, twenty year old mariner of Aldburgh, Suffolk. Master's mate of the *Barbara*, which was in the River Thames unloading wine from Bordeaux. Mathew Groome was natural rother of the ship's master, Henry Groome. Deposed January 1633.**

"There were two lighters came to the side of the sayd shipp the *barbara*, to carry some of the merchants goods a shoare as it is a usuall thinge for lighters to come to shippes that are laden, to desire ymployment to lande the merchants goods, and that the master of one of the sayd lighters named

<sup>643</sup> Michael Herring, who called William Amhurst as a witness.

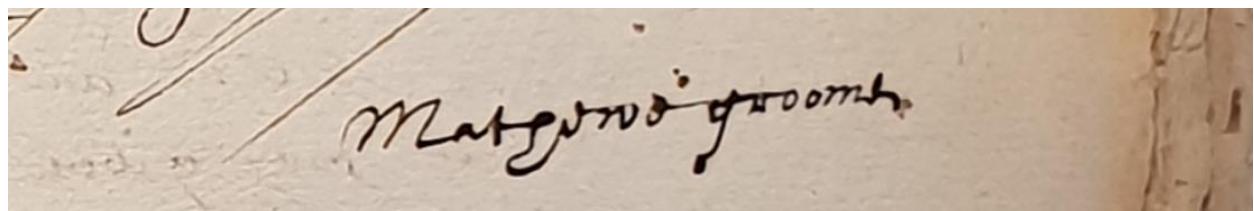
<sup>644</sup> HCA 13/58 ff.386r-386v

Henry Allen was in one of the sayd lighters and sayd that he would warrant those goods which he tooke in to his lighter to carry them safe on shoare, and that the master of the other lighter was not in her, but only the lighterman's servant who could not warrant the merchants goods whereupon the sayd Groome's company did lade fourteene tonnes of wyne into the sayd Allen's lighter who promised to warrant the same...

There were two of the interrate Redding's lighters by the side of the sayd shipp the *Barbara* the Friday before the casting away of the foresayd lighter of wynes, but those in the sayd lighters did not tell this examinate nor any other of the company of the sayd shipp (to his knowledge) that they were sent by the sayd John Richards and Richard Hill or any other of the merchants that had goods in the sayd shipp to land their wynes, which lighters stayed by the shipp's side untill the Munday followeinge.

The company of the sayd shipp the *Barbara* refused to putt any of the merchants' goods into the interrate Redding's lighters because the sayd Reddinge himselfe was not in them to warrant the delivery of any goods that should be putt into them, and for that they had noe order from any of the merchants to putt goods into the sayd lighters.

The wynes interrate were laden into the foresayd Allen's lighter on Satturday the fourteenth day of December last, and that the sayd lighter as he hath heard was cast away upon the Sunday followeinge.<sup>645</sup>



Signature of Mathewe Groome, mariner of Alburgh, Suffolk. English High Court of Admiralty. January 12<sup>th</sup> 1633. HCA 13/50 f.183r

#### MANAGING THE UNLADING OF WINES INTO LIGHTERS – GRAND FREIGHTERS AND UNDER LADERS [1641]

**Joseph Rudson**, a thirty-one year old cordwainer, resident in the parish of Saint Olaves Hartstreete London was deposed in early 1641 in the English High Court of Admiralty regarding the unlading of wines in London.

The case concerned the freighting of wine, and Rudson stated that Mr Edward Abbott was taken both by Rudson and others, "to bee the cheife and principall fraighter of the arlate shippe the *Concord* the sayd voyage".<sup>646</sup> The ship's master was Mr Buller.

Rudson was a "wayter", who was responsible for seeing the ladeinge of the goods from the *Concord*. His job included the keeping of an account of what goods were landed out of the *Concord*.<sup>647</sup>

The wines were landed at two adjoing keys – at Chesters Key and at Brewers Key. Abbott's share of the lading consisted of three hundred and thirty butts of wine, which, according to Rudson "make or amounte as hee conceiveth 150 tonnes or neere thereabouts".<sup>648</sup> Rudson had also made an entry for

<sup>645</sup> HCA 13/50 ff.182v-183r

<sup>646</sup> HCA 13/56 f.484r

<sup>647</sup> HCA 13/56 f.484r

<sup>648</sup> HCA 13/56 f.484r

two further butts of wine, though he could not recall the exact details, which allegedly belonged to a further freighter named Mr Simkins. Finally, there was a further quantitye of “two tonnes or thereabouts in rundletts and other casks belonging to the master of the sayd shippe and his company”, which were also unladed.

Rudson distinguished the role of the “chief” or “grand” freighter of a wine ship, from the underladers, saying:

“Hee hath observed and knownen it to bee a general use and custome amongste merchants and masters of shippes, that the cheife or grand ffraighter of any shippe to sende downe lighters for his goodes and for the master of that shippe if hee have any small quantitye or parcell of goodes belonginge to any under lader, or fraighter to put the same into such lighter or lighters as the sayd grande ffraighter shall send”<sup>649</sup>

**Esmeus Holmes**, a twenty-two year old Limehouse mariner deposed immediately after Rudson. He described himself as Butler’s “yearelye servant”.<sup>650</sup> Holmes had been appointed by Mr Buller, the master, and Mr Abbott, “to take notice of what goodes were landed”.<sup>651</sup> Holmes noted that Butler, and a further freighter, Mr Simkins, were also present at Chesters key, when the first lighter arrived with wines from the *Concord*. Simkins, on demanding from Butler his two butts of wine, was told by Butler to wait for them, news which was retailed to Holmes by the *Concord*’s purser and by Rudson, the appointed ship’s waiter. In the meantime, Butler had entered the two butt sin the entry book of the London Custome House.<sup>652</sup>

Holmes and the lighterman coordinated their work, ccomparing notes. Holmes “of what was landed” and the lightermen “of what was put into his lighter to bee landed”. They “founde theire notes in all points to agree both in the quantitye and number of casks as alsoe of the markes and numbers thereof”.<sup>653</sup> Holmes also stated it was custom for small quantities of goods of under laders to be sent to keys in the lighters hired by the chief lader.

## MARKING AND GAUGING OF LIGHTERS FOR BALLAST IN RIVER THAMES (1640)

**Raleigh Sanderson Esquire**, of the parish of Saint Martyns in the Fields, aged 51 years, described the marking and gauging of lighters for the delivery of ballast to ships in the River Thames, when he was deposed in 1640 in the English High Court of Admiralty:

“The Patentee for ballastinge of shippes in the River of Thames hath the sole power to take upp ballaste within the jurisdiction of the Admiralty in the said river and to ballaste shippes therewith with his owne boates and that noe other oughte to intermeddle therein unles thereto appointed by the Patentee or his deputies. And that the lightes are to be marked and gaged accoridinge to theire burthens. And that the Patentee his Deputy and sevants are to briinge the ballaste to the shippes side with theire owne boates, and the shippes company are to caste the ballaste into the shippe haveinge a saile spreade betweene the shippe and the boate or lighter for preserveinge the ballaste from falleinge into the river, whereby the harbour might bee choaked. And the Patentee hath for each time of ballaste of merchants shippes tradeinge to and againe acrosse the seas twelve pence per tonne, and if colliers tradeinge onely alonge the coaste for coales but eighte pence per tonne. And that the master of any shippe haveinge more ballaste aboarde at any time then hee hath occasion to make use for the present may not sell,

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<sup>649</sup> HCA 13/56 f.484v

<sup>650</sup> HCA 13/56 f.485v

<sup>651</sup> HCA 13/56 f.485v

<sup>652</sup> HCA 13/56 f.485v

<sup>653</sup> HCA 13/56 f.485v

dispose, or give it away to the use of ballastinge another shippe, without the allowance of the Patentee or his Deputy.”<sup>654</sup>

### **OPEN AND CLOSE LIGHTERS [XXXX]**

**Gilbert Woodman** of the parish of Saint Olave in Southwarke lighterman aged 32 yeares was employed on a close lighter to unload fine goods from a ship named the *Smirna ffactor*. He was called to testify on behalf of the owner and crew of an open lighter, which was employed to unload coarse goods from the same ship. The open lighter started work, but was then veered down tto the stern of the *Smirna ffactor*, in favour of the close lighter. The reason may have been that the close lighter was employed by the day. The coarse goods (cotton woolls) in the open lighter were left there over night and received water damage, the cause whereof was contested. Woodman stated:

“hee this deponent was commanded by his master Mr Ambrose Pomery to goe with a close lyter of the sayd Mr Pomereys to Blackwall to the shipp the *Smyrna ffactor* and to take alonge with him in the lyter a servant of the arlate Captaine Hudsons, which servant (as hee told this deponent) had order from the sayd Captaine Hudson to his mate and company that they should give over ladeing of the open lyter they were in hand with and presently lade the sayd close lyter”<sup>655</sup>

“in case the plugg of the lyter arlate hath bin struck or scooped out by the lightermen thereof shee would have sunke and bin covered with water within an howers tyme after which this deponent knoweth shee was not, for that hee sawe her and her goods in her, lying safe and undamnified at such tyme as hee this deponent went away with his sayd close lyeter and her ladeing”<sup>656</sup>

“hee well knoweth the Interrogated Henry Bolton and John Mills and hath knowne them by the space of a yeare and a halfe last passt and saith the sayd Bolton doth somtymes deale for the sayd Mills in letting out of his lyters and if the sayd Mills like of the bargaines hee the sayd Bolton makes hee doth emploie his lyters accordingly, and if hee like not the bargaine hee doth refuse to stand thereto, this he the better knoweth for that hee did about halfe or three quarters of a yeare since worke lyters for the sayd John Mills”<sup>657</sup>

“it is not of necessity that fine goods must bee first loaded away though they doe lye mixed amongst coarse for that the fine are easily romaged and stowed betweene decks, if a shipps company be in hand with ladeing of course goods soe that they may if they please in such case make an end of a ladeing of course goods when they are in hand with it”<sup>658</sup>

**Ambrouse Pomery of the parish of Saint Olave in Southwarke mariner aged 32 yeares stated that:**

“The arlate Captaine Hudson at Gallery key did bargaine and agree with him this deponent for a close lyter of his this deponents called the [?Sparrowe] to goe downe aboard his shipp the *Smirna ffactor* (who then lay at Blackwall) and to depart thitherwards that tyde (it being then about high water and the tyde ready to serve presently after the sayd bargaine made) and this deponent and the sayd hudson did agree that hee the sayd hudson should allowe unto this deponent incase his sayd lyter were laded and

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<sup>654</sup> HCA 13/55 f.523v

<sup>655</sup> HCA 13/70 f.314v

<sup>656</sup> HCA 13/70 f.315v

<sup>657</sup> HCA 13/70 f.315v

<sup>658</sup> HCA 13/70 f.315v

discharged thereof againe within three dayes) his common and usuall fright (sic), and if shee were longer deteyned then seaven or eight shillings a day or thereabouts"<sup>659</sup>

### OWNER OF FOUR LIGHTERS [1656]

**Robert Beebee**, a waterman, had charge of four lighters which were hired by Mr Southwood to collect a lading of various goods from the ship the *Justice*. Beebee deposed that:

"To the 3 hee saith saving his foregoeing deposition hee cannot more fully answer to this Interrogatorie saving hee saith that the sayd lighters lay at the least tenn or twelve dayes or rather more by reason of the denyall aforesayd in expectation of the sayd [?Launders] comming, before they could or did receave any more ladeing and saith that soone after his comeing the sayd [?Launders] comming the sayd Wogassen and Johnson did proceede to deliver the rest of the sayd ladeing according to the sayd Launders order and this deponent and the sayd Mottley did carrie the same in the sayd lighters some to Saint Saviours Dock to Mr Southwoods storehouse there and other parts thereof to one Mr William Greene in Thames Street and saith hee hath heard and beleeveth that the carriage of the sayd goods to the sayd places was paid to the sayd Beebee by the sayd Mr Southwood."<sup>660</sup>

"To the first Interrogatorie hee saith hee hath no relation to the Interrogate Mr Southwood other then that hee was hyred by him as his lighterman to receave and carrie the goods in question and cometh to testifie in his cause being soe ?requested by Mr Southwood who well knew that this deponent was imployed by him as aforesayd and therefore could not but bee able to testifie therein, but saith hee did not ?acquaint the sayde Southwood what hee would saye therein, and saith the sayd Southwood gave him five shillings towards the hinderance of his and his servants labours attending to be sworne and examined and promised to give him such further satisfaction for his losse of tyme thereabout as is fitting And saith hee is worth forty pounds and more his debts paid"<sup>661</sup>

"To the 3 hee saith that after the sayd Launder came from Bristoll and had given order to the Master of the shipp and the Weighter which was on board, for delivery of the rest of the goods in question, the same were delivered to this deponents servants Weaver and Motley (as they told this deponent) and by them delivered at several places according as the Master and Company of the sayd shipp ordered and appointed videlicet some that is to saye the fish at Saint Saviours dock, and the deales and baulkes at the hermitage dock, and some tarr at Sabbs stayres and some other parts thereof at one Greenes wharfe at Pickleherring, for the carriage of all which the sayd Mr Southwood paid this deponent"<sup>662</sup>

### PLUGS IN LIGHTERS [1654]

**John Neave**, a customehouse waiter on board the ship the *Smyrna ffactor*, was a witness to damage happening to goods left in a lighter overnight. He deposed on March 1<sup>st</sup> 1654 in the case of Captaine Hudson against Mr Barnardiston Mr Jolliff and others about the freight of goods brought to this Port of London in the vessell the *Smyrna ffactor* and against Henry Bolton and Mills being called as parties in the sayd busines about damage which happened to the sayd goods in the Lighterdeposed that:

"Those who had the care and charge of the sayd lighter wherein the damage controverted happened after they had received the goods in question on board the sayd lighter left the sayd lighter and goods in it all night lying by the side of the sayd shipp *Smyrna ffactor*, and that about evening those who were imployed to take care of the sayd lighter and goods before they went out of her did scoope out of her

<sup>659</sup> HCA 13/70 f.316r

<sup>660</sup> HCA 13/71 f.414v

<sup>661</sup> HCA 13/71 f.414v

<sup>662</sup> HCA 13/71 f.415r

the water which shee had receaved And soe lefte her lyeing as aforesayd by the sayd shipps side all the night And hee this deponent verily beleeveth and is perswaded in his conscience that (the plugge of the lighter aforesayd being very longe) the lighterman by such his workeing with his scoope in the evening struck out or soe loosened the plugge which goeth through the bottom of the lighter (as is usuall for all lighters to have a plugg goe through them) that thereby the water forced the same out in the night tyme, by which meanes the sayd goods now controverted were much wett and damnified, and hee saith that the next morneing, about fower of the clock the Company of the shipp *Smyrna ffactor* seeing the sayd lighter still lying by their side and very full of water and in danger of sinkeing did waigh her upp with roapes and freed her of the water shee had receaved and then found that her plugg was out and the hole thereof open and that that had thereby caused the damage predeposed to the goods in her, the premisses hee deposeth of his owne certayne sight and knowledge being a waiter as aforesayd on board the sayd shipp *Smyrna ffactor* And further hee cannot depose not knowing nor javing heard whether the arlate Bolton or Mills or which of them were"<sup>663</sup>

#### **PORTR EMPLOYED TO MEND SACKS ON A LIGHTER WHICH WAS DELIVERING GOODS AT PORTERS KEY [XXXX]**

**Robert Hoddington, a 65 year old clothworker, was working on a lighter at Porters Key mending sacks.**

He stated that "being a porter and all the tyme of his ymployment in the said lighter to mend sacks and such like business". The lighter contained fine, rich goods, and was impacted when a ship also at the Porters Key sat upon it.<sup>664</sup>

#### **RICH GOODS SHOULD NOT BE PUT IN SAME LIGHTER AS COARSE GOODS [1643]**

Samuel Procter, twenty-seven year old merchant of Saint Peters Cornhill, London. Provides details of a shipment of Messina silks, which arrived in London in a ship named the *Marye Rose*. The silks were placed in a lighter and transpoited to Custom house key. Procter was displeased that the silks were placed in a lighter together with coarse goods. . Deposed March 1643.

"Within the tyme arlate after the arrivall of the arlate shippe the *Marye Rose* of which shippe the arlate Andrewes Dones was sayde and accounted to bee master and to have the chardge of from the voyage in question into the River of Thames whileste the goods in her were unladinge gee this examineate was sent downe or imployed by his brother the arlate William Williams to goe to the waters side where the goods in question were to bee landed and delivered they beinge then as hee was informed taken out of the sayd shippe the *Marye Rose* and put into a lighter (againste the good likeinge of the said Williams) to bee broughte to shoare, to see the landeinge thereof at the Customehouse keye where they were to bee delivered and at his goeinge downe aboute the said busines hee tooke an abstracte out of the bill of ladeinge arlate of the goodes which hee was to see delivered and of the marje thereof and hee likewise carried downe a longe with him the thirde schedule or imvoyce arlate of the said goods..."

It is not a usuall thinge for a master of a shippe to put rich goodes into a lighter amongste coarse goodes without the speciall orde of the owner thereof or the partie to whome they are consigned or that hee doe appeare or give way there to but that they alwayes send purposelye for the same and take especiall care in the deliverye thereof and soe much hee hath observed and knowent to be true."<sup>665</sup>

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<sup>663</sup> HCA 13/70 f.196r

<sup>664</sup> HCA 13/56 ff.86v-87r

<sup>665</sup> HCA 13/58 ff.486v-487r

## SEVENTY-FIVE YEAR OLD LIGHTERMAN HAD WORKED THE RIVER SINCE THE EARLY 1590s

**John Sorden was a seventy-five year old London lighterman, living in the parish of All Hallows Barking. He was deposed in October 1640:**

"For these last fifty yeares and upwards hee this examinate hath bene a lyterman and in all that tyme hath observed and known it to bee a use and custome in the River of Thames that when a lighterman hath broughte a lighter laden with merchants goodes to any key or wharfe appointed by the merchante or owner of the sayd goodes where the same are to bee landed, or soe neere thereto as the lighter may bee broughte and moored or made faste thereof, then the lighterman hath performed his office and duty and is not further chardgeable with the sayd goodes or lyable to give any further attendance to or aboard the sayd lighter untill the goodes are landed but is freed and cleared from seeing or lookeing eto the landinge of the same".<sup>666</sup> He added that the normal rate for literage, both for bringing wines to shore or taking them to ship from shore, was one penny per hogshead.

## SPECIALIST WHO WEIGHED SUNKEN LIGHTERS [1627]

**William Sheppeard, twenty-one year old servant to Robert Allen, one of the party producents. Robert Allen, a woodmonger, was in partnership with a fellow woodmonger, Christopher Pinchion. Sheppeard describes himself as servant to Allen and "carman", that is one responsible for carting goods on shore. Deposed February 1627.**

"Within the tyme arlate the arlate lighter havinge in her (as appeareth by the sworne meater's accounte) nyneeteene chaldron of coales for the accounte of the arlate Roberte Allen and Christopher Pinchion sancke in the ryver of Thames (as yt was supposed) uppon an anchor and newes therof beeing broughte to the said Allen hee the said Allen takeinge with him this examinate, his precontes Thomas Birch and Andrew Blakeman and some others of his servants uppon a Saterday in the eveninge, wente downe to the place where the said lighter with her coales lay suncke in the ryver of Thames over againste Wappinge, to see yf they coulde weigh her and her saide ladeinge, but the tide beeing spente they could not weigh her that eveninge and therfore the said Allen commanded a boate that eveninge to bee fastened to that lighter and gave commande to one Andrewe Benham then one of his lightermen to sett in that boate all nighte with candle and lanthorne to give warneinge to passengers and shippes which shoulde passe or rodd therabouts, to passe and keepe cleere of the said lighter, and that eveninge hee the said Allen before hee wente from the said lighter, called to the company of the arlate shippe the *Christopher* yeing neere to that lighter and desired them to hale their shippe farther from the said lighter and those in the *Christopher* then looked out and sawe where the said lighter lay suncke as aforesaid and the next morneinge this examinate and his preconteste with two others, with a lighter wente againe to the place where the said lighter and coals lay suncke, and there mett one Tilbury a man that useth to weigh lighters, purposeinge then to have weighed the said lighter and her ladeinge of coales aforesaide, but then they founde the arlate shippe the *Christopher* sittinge in the said lighter and by the meanes of sittinge of that shippe in the said lighter as aforesaid, shee the said lighter was quite splitt and utterly spoiled., and all the said coales excepte three chaldron, two wherof (as this examinate hath hearde were given for saveinge the third) were (as this examinate hath heard) utterly loste. And this he affirmeth upon his oath to bee true...for that hee was with his said master at the said lighter on the Saterday eveninge and the said boate should bee fastened to that lighter and that the said Benham should sitt in her with a lanthorne and candle all that night as aforesaide, and heard his master give warning to the company of the *Christopher* as aforesaid, and goeing againe on the Sonday morneinge as aforesaid to the sid lighter then sawe the said shipp sittinge in her....On the Sonday morneing aforesaid, this examinate heard the said Tillbury say that had not the said shippe sate in the foresaide

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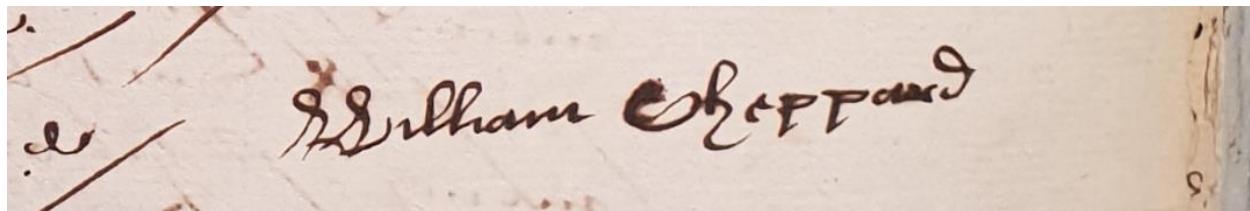
<sup>666</sup> HCA 13/56 ff.251r-252v

lighter, hee coulde have weighed her the said lighter, but what damadge the said Allen and Pinchion sustained by the splittinge of the said lighter and losse of her coales aforesaide, this examinate cannot expresse onely hee saith that coales were then solde for seaven teene shillings and exi pence a chaldron and the said lighter coste (as this examinate hath heard) twenty fower poundes the sommer before and hee saith, that shee the said lighter and her ladeinge of coales did then properly belonge to the said Allen and Pinchion being woodmongers and partners.”<sup>667</sup>

**In answer to interrogatories:**

“He was borne at Ossley in the county of {?Hereford] and there always dwelte untill within these five yeares laste paste, and for those five yeares hee hath dwelte with the foresaid Roberte Allen beeing his apprentice and imloyed by him as a carman.

Upon the Saterday eveninge prdeposed when this examinate was at the said lighter after her firste sinckeinge, the shippe of one Harreson (her name this rendent remembreth not) lay nexte to the said lighter and the *Christopher* aforesaid lay nearest to her but Harreson and there lay divers other shippes neere therabouts, but the names of these said shippes or masters names of them, this rendente cannott declare.”<sup>668</sup>



Signature of William Sheppard, servant to Robert Allen, woodmonger. Carman. English High Court of Admiralty. February 21<sup>st</sup> 1627. HCA 13/46 f.9r.

**TWELVE PENCE PER TON TO CARRY BEER FROM SHORE TO SHIP [1656]**

**Stephen Frigg. Fifty year old waterman of Saint Olaves in the burrough of Southwark, Surrey. Self-described lighterman who regularly carried beer for William Crosse from his brewhouse in Maudlins Lane, Southwark, onto ships anchored in the River Thames. Deposed March 1656.**

“Hee this deponent being a lighter man and usually employed by Mr Crosse to carry beere aboard shippes, and having formerly received beere aboard the said shippe *Chase* was spoken to within the time arlate both by the said Mr Crosse to carry the beere scheduled aboard her, which this deponent did and carried five tonnes aboard her in June 1652 and 25 and 14 tonnes in November then next following, and delivered the same aboard her to the use of her company, and saith that this deponent was paid 12d a tonne for the said carriage by Mr Crosse, who to the time of the said delivery was commonly accompted the true and lawfull owner of the said beere and caske”<sup>669</sup>

**UNLOADING EAST INDIA GOODS AT ERITH FOR CUSTOM HOUSE KEY [1639]**

<sup>667</sup> HCA 13/46 ff.8r-9r

<sup>668</sup> HCA 13/46 f.9r

<sup>669</sup> HCA 13/71 f.40v

**George Grice, a fifty year old lighterman of Ratcliff in Stepney, testified in the High Court of Admiralty in 1639. He described the transportation of goods by lighter from Erith to Custom House key. He personally helped row the lighter from two separate East India ships in Erith to Custom House key, then subsequently helped carry her to a further ship to unload sugar, where he left her. Grice was illiterate, making a circular mark with a double cross through it.**

"Upon a Tuesday about a fortnight before the damage happened to the sugars in question the same lighter in which the said sugars were dampnified did receive and take into her at Earith out of an East India shippe 198 bagges of pepper and 135 [?sarrles] pf cloves which shee brought from thense to the Custome House and there dischardged and landed the same dry and well conditioned and then went downe againe to Earith and there received out of another East India shippe three hundred odd baggs of pepper which shee alsoe brought from thence to the Custome house key, and there lay with those baggs of peppers in her three or fower dayes at that key, being on grounde in that tyme eighte hours in every 24 hours, and yet shee there shee delivered allthose bagges of pepper dry and well contioned and upon the Saterday in the afternoone shee made an end of discharding the said pepper and then shee was stronge staunch tight and sufficient as a lighter coulde or needed to bee to carry merchants goodes and that [?XXXXXX] after all the said pepper was taken out of her, shee the said lighter was carried downe into the poole and lefte abord the shippe in which the sugars in question were then remaineinge to take in those sugars and the next Monday morneinge severall of the said Stevenson's men were sent downe to receive the said sugars out of the said shippe into the said lighter, and within two or three dayes after this examineate saw the same lighter lye with some wett sugars in her, but when shee was lefte aboard the said shippe to take in those sugars as aforesaide, shee the said lighter was stronge staunch and thighte. And this hee affirmeth uppon his oath to bee true of his knowledge, who did helpe to row the said lighter with the said East India freights from Earith to the Custome House and did see all those goodes there delivered out of that lighter dry and well conditioned and when the last of those goodes were landed out of her did helpe to carrie the said lighter aboard the said shippe to lade the sugars arlate and there lefte her as aforesade"<sup>670</sup>

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<sup>670</sup> HCA 13/54 ff.434v-435r

## CASE STUDY: LIGHTERS

### LIGHTER PASSING THROUGH AN ARCH OF LONDON BRIDGE (1635)



Detail from a 1632 oil painting, View of London Bridge, by Claude de Jongh.

Source: <https://londonist.com/2016/08/whatever-happened-to-old-london-bridge>, viewed 02/01/2019

**Richard Hitchins, a thirty-three year old fisherman, resident at Saint Salvatoris in Burgo de Southwarke, observed in early November 1635 the sinking of a lighter carrying coals, after it collided with a barque coming through an arch in London Bridge. Hitchins came to testify at the request of Christopher Bell, whose lighter had come to grief.**

It must here be observed, that the vacuities or open spaces for the passage of the stream were not termed archways, but "locks," bearing the following names: The first four openings on the north side were called "mill-locks;" then followed in succession the Shore Lock, King's Lock, Little Lock, St. Mary's Lock, Chapel Lock, the Long Entry, Gut Lock, Pedlar's Lock, Fourth Lock, Rock Lock, Second lock, and Shore Lock, adjoining the Surrey shore.

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"Aboute a fortnighte or three weekes since (the tyme more certainlye he remembreth not) this deponent and his contest John Shaddocke beinge belowe London Bridge, in a fisher boate, and beinge roweing up the river to goe through the sayd bridge, at the same tyme sawe a lighter laden with coales rowed by one of the servants of the arlate Christopher Bell, in the river of Thames belowe the sayd bridge which lighter beinge roweing through the sayd bridge with the tyde of flood in a directe course to goe through an arch commonly called by the name of Saint Marye Locke which is the usuall arch for lighters to goe through bridge with their ladings and when the sayd lighter was come neere unto the sayd arche a barke then lyeinge in the river of Thames neere unto the bridge betweene ffresh wharfe and Botulph wharfe (the name of which barke or of her master he knoweth not) steered out in the river from the key where she rod at the least fower tymes her length, and by her steeringe soe farr out into the said river, she fell foule uppon the sayd lighter of coales and brake the rope by which a skiffe was fastened to the sayd lighter and from Saint Marye Locke into another little dangerous locke where noe

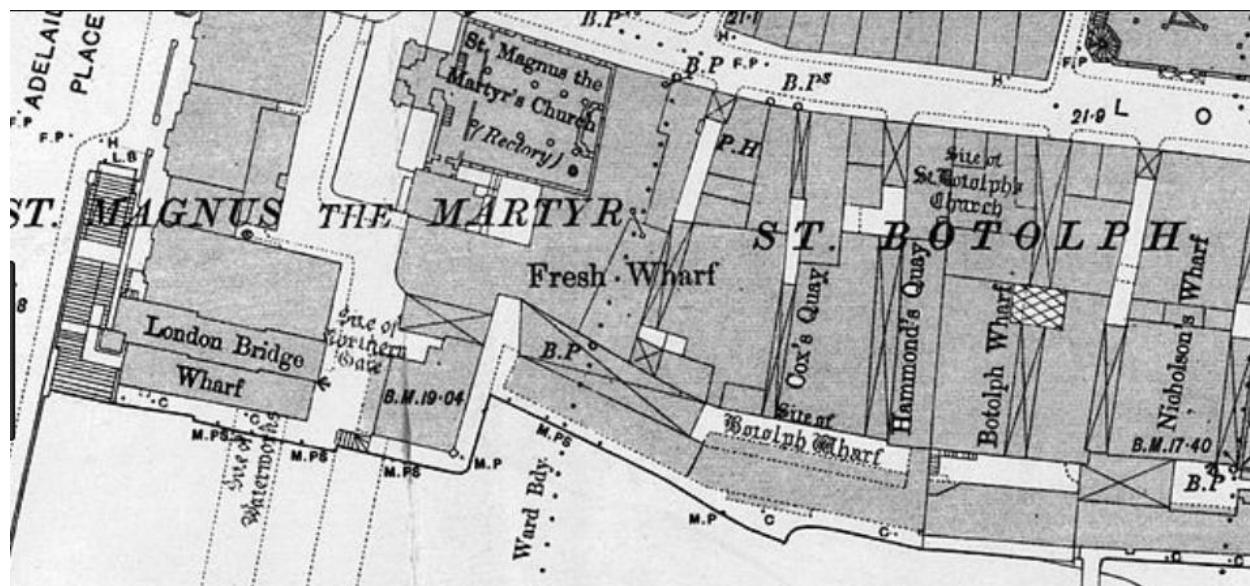
<sup>671</sup> Merchant Magazine, Dec. 10, 1831, 'Old London Bridge Waterworks', <https://thames.me.uk/s00049c.htm> , viewed 02/01/2019

lighters of soe great burthen use to passe through, and in her passage through that little locke she strooke against each side of the arche, which spitt her sides and therupon the sayd Bells servant in that lighter perceivinge that the sayd lighter and her ladinge was readye to sincke called unto this deponent and his sayd contest John Shaddocke and desired them to tow the sayd lighter unto the sayd Bells wharfe which they did with as much speed as they could, and by that tyeme the sayd lighter was towed to the sayd Bells wharfe she suncke righte downe in the water and was covered with water"<sup>672</sup>

Hitchins added in answer to an interrogatory that "there was but one man in the sayd lighter when the sayd barke came fowle of her"

Bizarrely, the barke which did the damage was actually at an anchor. According to Hitchins "all barks that come to wharfes neere unto London bridge are inforced to come to anchor before they can come to any wharfe and then they are towed to the wharfe by some ropes which are carryed on shoare from such barks".<sup>673</sup>

Hitchins talked up the abilities of the lighterman, Bell's servant, saying that the servant in the lighter "was able to guide the sayd lighter, and had broughte her in a very fayre waye to goe through bridge at Saint Mary locke aforesayd before the sayd barke came foule of her and through that locke one man doth many tymes conducte and guide a lighter laden with coles in safetie"<sup>674</sup>



Source: 'Fresh wharf to Nicholson's wharf 1893', Wikimedia Commons,  
[https://commons.wikimedia.org/wiki/File:Fresh\\_Wharf\\_to\\_Nicholson%27s\\_Wharf\\_1893.jpg](https://commons.wikimedia.org/wiki/File:Fresh_Wharf_to_Nicholson%27s_Wharf_1893.jpg)

Hitchins was adamant that "ther is noe other locke for lighters of soe great a burthen as the lighter in question was, to goe through, but the sayd locke called Saint mary Locke, excepte one which is on Southwarke side through which lighters of the like burthen doe sometymes goe at the topp of a high water, but wheras there goeth one lighter through that locke there goe tenn through Saint Mary Locke, and that in regard the sayd lighter was on London side and soe neere unto London Bridge it was

<sup>672</sup> HCA 13/52 f.171r

<sup>673</sup> HCA 13/52 f.171v

<sup>674</sup> HCA 13/52 f.171v

impossible if there had bene twentye men in the sayd lighter have carried her crosse the Thames to the other locke on Southwarke side".<sup>675</sup>

As regard the bark, Hitchins claimed "it is an ordinary thinge for barks of as great burthen as the barke was which did the damage aforesayd to anchor as neere unto London bridge as the sayd barke did if they had a warpe on shoare to keepe them from shearinge further out into the river, ut sayth that the barke which did the sayd damage, had noe warpe or fast on shoare to keepe her from sheeringe off, at the tyme when shee did the damage aforesayd."<sup>676</sup>

**Richard Hitchin's fellow fisherman was thirty-one year old John Shaddocke. Shaddocke supports and supplements Hitchin's account.**

They were coming up to the bridge on a strong flood tide "about an houre before high water". He describes the lighter which was involved in the mishap as a "great lighter", and notes that the Saint Mary Locke was "the usual locke for lighters and great vessels which come up on London side to goe through". The bark, shearing out from the northside of the river forced the lighter "from Saint Mary Locke into another liitle locke to the northward of Saint mary locke where noe lighters (excepte they be of a very small burthen) can goe through". Th clash with both sides of the little arch "made a great hole in the bough of the sayd lighter". "The water came soe fast that she was almost readye to sincke". Shaddocke and Hitchins seeing the danger to the lighterman "stayd by the sayd lighter to save the man which was in her, and at the request of the man which was in the sayd lighter this deponent and his sayd precontest towed the sayd lighter and her ladinge to the sayd Bells wharfe", where she promptly sank.<sup>677</sup>

Shaddocke tells us that the alternative lock for lighters, "to the southward on Southwarke side" is called "Draw bridge locke".<sup>678</sup>

**More detail is provided in the deposition of the lighterman – Christopher Rome, a twenty-four year old servant of Christopher Bell, the owner of the lighter.**

We learn from Rome, that the lighter was called the *Joane*, and was carrying twenty-four chaldorn of coals. Rome was familiar with this specific lighter, having worked in her before, and in other lighters belonging to his master, Bell. The barke which forced the lighter of course was the *Speedwell* of Plymouth.<sup>679</sup>

The plan was to carry the coast through London Bridge to reach Bell's wharf, which was above the bridge. Roem saw the barke veering out and called to the barke's company to "take in part of their cable and to keepe the sayd barke from shearinge out further in the sayd lighters way towards Saint Mary Locke". Instead, the barks company "veered out more of thei cable", causing the barke to shear out further. The skiff at the stern of the lighter came foulon the after quarter of the lighter and "forced and drewe the sayd lighter from Saint Mary Locke into another little locke".<sup>680</sup>

The lighter was split in two places against the arches of the little lock. Towed to Bell's wharf, where the lighter sank, Rome claimed the lighter had suffered at least £4 of damage and the coals were damnified to at least the tune of twenty shillings. The damage took a carpenter a week to repair.<sup>681</sup>

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<sup>675</sup> HCA 13/52 f.171v

<sup>676</sup> HCA 13/52 f.171v

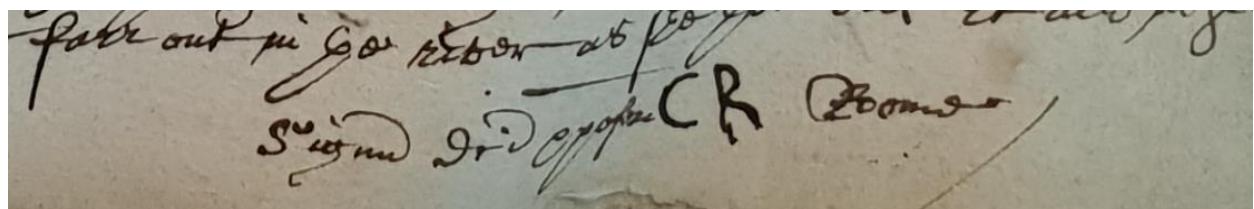
<sup>677</sup> HCA 13/52 f.172r

<sup>678</sup> HCA 13/52 f.172v

<sup>679</sup> HCA 13/52 f.172v, HCA 13/52 f.173r

<sup>680</sup> HCA 13/52 f.172v

<sup>681</sup> HCA 13/52 f.173r



Initials of Christopher Rome, servant to Christopher Bell. English High Court of Admiralty. November 19<sup>th</sup> 1635. HCA 13/57 f.173r.

**A Battersea based shipwright named John Searle tells us about the lighter, the *Joane*. He had built the lighter two or three years prior to the damage, and Bell brought the damaged lighter to Searle's yard at the "Nyne Elmes in the parish of Battersey to be repayed and amended".<sup>682</sup>**

Searle tells us that the lighter was "broken downe and bruised on both her sides". The cost of the repairs, including "the stiffe nayles and other materialls and workemanshipp" came to forty one shillings. Despite the repairs, Searle claims that the lighter is worth five pounds sterlinc less than before the damage happened.<sup>683</sup>

#### ANOTHER MISHAP AMONGST THE LOCKS OF LONDON BRIDGE [1641]

**Henry Woode, a thirty-two year old coal porter, of Saint Saviours in the Borough of Southwark, Surrey, was witness to a hair raising collision in one of the arches of London Bridge. Three lighters carrying coal were moving upstream, intending to pass through the Sheffield lock. Heading downstream was a lighter carrying hay. The first two coal lighters made it through, but the third of the coal lighters ran foul of the hay lighter.**

"Hee this examinate beinge a labourer and one of those that daylye for a tyme worke at one Mr Ellis his keye a little belowe London Bridge on the Burrough side in carreinge of coales to and froe one morninge uppon or aboute the tyme arlate was standinge upon the sayd keye readye to goe aboute his worcke and sawe three lighters of coales commeinge upp the river one of which lighters did belonge to one Mr Turner and another which was the lighter in question called the Anne as hee conceiveth did belonge to the arlate Daniel [?Cogee] but to whome the lighter did belonge hee knoweth not but sayeth the said [?Cogees] lighter was the hindmoste of the three and they all comeinge upp to passe through bridge at Sheffields locke that beinge at that tyme the beste and moste convenient locke for the said lighters to passe through at and the [?XXXX] as the tyde then was (it beinge a full springe tyde) not well able to make any other locke whereby they mighte safelye passe through a lighter of haye lyeinge in theire waye some what closer to the said Sheffield locke then any lighters or other vessels doe or did oughte to lye those in the said lighters called out to them in the haye lighter a greate while before they came neere the said lighter to sheare of to the northward and make waye for them with their lighter of coales to passe by which the said lighterman in the said haye lighter mighte very well have done at and when they had notice and warneinge and were desired soe to doe but neglectinge the same or refuseinge soe to doe twoe foremoste of the three lighters of coales aforesaid with much a doe passed by the said lighter of haye and went through Sheffield locke but the said [?Coges] lighter came to goe throughe the said locke as the other had formerly done and the lighter of haye sheeringe to and againe and the tyde runninge very stronge the said lighters fell foule of each other and the said Coges lighter and the coales in her and lighterman alsoe were in greate dannger of sinckinge in the River and the said

<sup>682</sup> HCA 13/52 f.176r

<sup>683</sup> HCA 13/52 f.176r

lighter man much damnified by the said lighter of haye but the name of the said lighter of haye or to whome the same did or doth belonoge for his parte hee knoweth not neither doth hee knowe what or howe greate dammage the said Cogne hath by the desaster aforesaid sustained."<sup>684</sup>

**Henry Woode added, in answer to an interrogatory:**

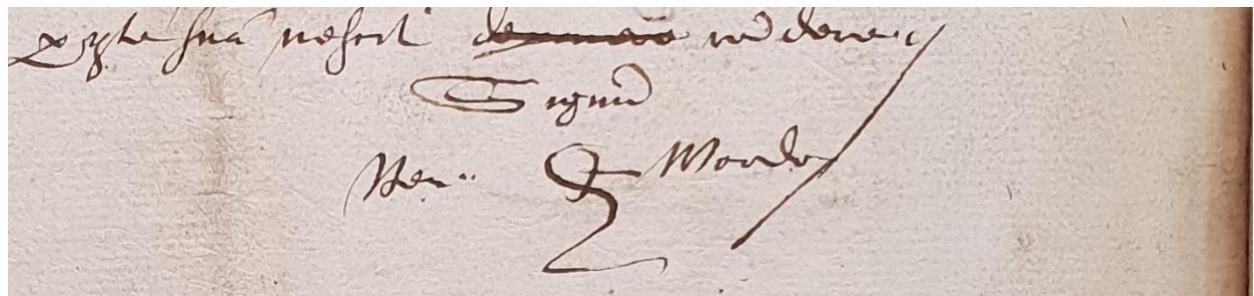
"The lighter of haye in question laye soe neere the bridge betweene Sheffields locke and the drawe bridge locke and shewed soe to and againe that there was scarce any passahge through for any lighter at either of the said locks without beinge foule of the said lighter, and saveinge the bridgehouse is 4 or 5 houses breadth from Sheffields Locke and the ligher of haye laye neere Sgeffields locke then it did to the bridgehouse, and that there were twoe or three more lighters of haye which at that tyme laye cloe to the bridge and neerer the bridge indeede then the lighter of haye in question did but those lighters laye faste and did not sheere to and froe soe much as the lighter in question did nor laye in the midste of the [?streame] or soe neere the middle of the [?streame] or currants that went throughe the locke as the said lighter of haye did."<sup>685</sup>

**He continued:**

"A lighter of haye cannott goe through bridge at any tyme but at a lowe water or a verye lowe neape tyde upon the firste of the fludd and soe hee hath alwayes observed and accounted.

It was in the morninge aboute five or six of the clocke when the dammage in question happened to the lighter of the said Coges in question and all the locks were then open.

There were two lightermen in the said lighter of haye a heade of the said lighter when they had notice and were firste called out to sheere to the Northward and make waye and yt was then uppon a highe water."<sup>686</sup>



Mark of Henry Woode, coal porter of Saint Saviours in the Burrough of Southwark, Surrey. English High Court of Admiralty.  
November 19<sup>th</sup> 1641. HCA 13/57 f.282v.

<sup>684</sup> HCA 13/57 ff.281v-282r

<sup>685</sup> HCA 13/57 f.282r

<sup>686</sup> HCA 13/57 f.282v

## LITERACY AND NUMERACY IN THE LONDON CUSTOMS HOUSE

### CUSTOM HOUSE PROTOCOL [1641]

**William Sherwill, twenty-six year old servant and apprentice to Michael Herringe, a London merchant. Sherwill provides insight into custom house protocol.**

"It is the custome for masters of shipps to enter their shippes and the goods in them in the custome house before they deliver any goods out of them into lighters, and then the merchants use to enter them before the wayters give leave to lande them."<sup>687</sup>

### CLERK OF THE SEARCHERS OFFICE OF THE CUSTOMS HOUSE [1631]

**Thomas Mott, forty-six year old gentleman of All Hallows Stayning, was deposed in Court in October 1632 regarding a schedule of goods laden aboard the ship the *Endeavour* of London on November 16th 1631, which was submitted by the ship's master, John Breadcake to the London Customhouse.**

"He beinge Clarke of the Searchers Office under Thomas Ivatt Esquire His Majestyes Chief Searcher, did write the sayd schedules exhibited in this Court". The original schedule remained in the Searchers Office.<sup>688</sup>

### WAITERS OF THE PORT OF LONDON

**Thirty year old Allyn Cary described himself as "one of the sixteen wayters of the porte of London" when he was deposed in the English High Court of Admiralty in March 1609. His role was to attend the unlading of ships in the River Thames. He was familiar with the book keeping related to goods inwards at the London Customs house.**

"He is one of his Majestie's wayters of the Custome house of this porte of London and attendeth usually upon the unladinge of shippes in the Thames...He remembreth he was wayter to a shipp which brought thither cordage both cables and haulsers to the quantity of threescore tonnes as he remembreth, but what shipp yt was, or what her name was he cannot remember...He doth not knowe where the said cordage was made or from whence yt came, but he knoweth that the same cordage was landed and the custome paid, as the custome booke will shewe, but whether by an Englishman or a Hollander he cannot remember...There was an entry inward made of the said cordage of his knowledge whether any other was afterwards made he knoweth not, but yt will appear by Mr Worsenans booke the Collector."<sup>689</sup>

### HANDLING GOATS WOOL AT THE LONDON CUSTOM HOUSE [TAKING AND WEIGHING]

**William Cockcroft, servant of Alderman Micoe, deposed on August 8<sup>th</sup> 1655 in the case of ffudge against Alderman Micoe that: "the said bill of Lading mentioned that the said tenne baggs of Goats wooll conteyned two thousand sixe hundred and eight Rotuloes neat weight and that according to the estimation and accompt of Merchants in deducing or ballancing the Smyrna Accompt with English according to weight an hundred Rotuloes of Smyrna is reputed, accompted and taken for and to bee**

<sup>687</sup> HCA 13/57 f.2285r

<sup>688</sup> HCA 13/50 f.130v

<sup>689</sup> HCA 13/40 f.93r

one hundred twenty and five pounds weight English, the which this deponent hath very well observed and experimentally knowne in many computations concerning many severall parcells of goods come from Smyrna to this port of London, And he further deposeth and saith that according to the said weight there was wanting of this deponents knowledge (who was present at the taking up and weighing od the said wools here at London) about two hundred and eighty pound weight, And that every pound of the said wooll was better worth then 16 [?XX]"<sup>690</sup>

### WAREHOUSES IN THREE CRANE TAVERN NEAR CUSTOM HOUSE [1661]

**Edward Shrimpton**, a fifty year old Gentleman of Bethnal Green, stated in May 1661 that "Hee this deponent being a land waiter to the Commissioners of the Customes was imployed by them in August and September 1660 or thereabouts to examine a great quantity of goods which were landed and put into two warehouses in the Three Crane Taverne neere the Custome=house and into the Custome house warehouse which were brought out of the ship the *Marygold* (John Connis Master)"<sup>691</sup>

### WHARFINGER AT CUSTOM HOUSE KEY

**William Coltman** described himself to the notary publique in the English High Court of Admiralty as a "gentleman". He gave his precise occupation as "wharfinger at Custome house key", which he had been for about eleven years. He stated that he "kepte divers lighters for ladinge and unladeinge of goods aboard and out of shippes in the River of Thames".<sup>692</sup>

### EXEMPTION FROM INWARD CUSTOMS CHARGES IF GOODS WERE DAMNIFIED

[Add examples]

### WINE JUDGED TO BE DEFECTIVE AND OF NO VALUE BY LONDON CUSTOM HOUSE [1640]

**Christopher Ball.** Thirty-six year old wine cooper of Saint Olaves Hartstreet, London. Deposed January 1640.

"About the latter end of May or beginninge of June last past this examinate was ymployed by the arlate Lear to take upp for him certaine Canary wynes out of the arlate shippe the *Truelove* then in the river of Thames, and accordingly this examinate did sea three hundred and thirteene pipes or therabouts of Canary wynes taken out of the said shippe the *Truelove*, and the same beeinge devided by lott at the waterside after they were landed here in this port of London betweene the said Lear and Mr Legay and Ellis, hee this examinate tasted all the said wynes and tooke out Lear's part thereof, and soe founde the halfe at least of the said wynes very defective and [?XXXX] in soe much as the officers of the Customehouse judginge them not worth custome passed one hundred fifty fower pipes of the said wynes without payment of any Custome for the same, the greatest part of which dammage hee conceiveth grew by the longe lyeinge in the said shippe, and hee sayeth that in December, January, february and in March next before the said wynes were taken out of the said shippe, Canary wynes were commonly soulde here in London for eightene poundes ten shillinges and some for nyneeteene poundes a pipe, when the said wynes were taken out of the said shippe as aforesaide the price of Canary wynes here in London was fallen fifty shillings in a pipe, and in this examinates judgement the said parcell of wynes good and badd togeather as they were defective by being [?XXXger] as aforesaid and as the price then was were not worth above nyne poundes te shillinges a pipe one with another,

<sup>690</sup> HCA 13/70 f.351v

<sup>691</sup> HCA 13/74 f.59v

<sup>692</sup> HCA 13/56 f.81v

and hee sayeth that Learns part of the said wynes came to one hundred thirty three pipes or thereabouts, and Legay had devide for him the same quantety thereof, and Ellis had about forty pipes of the same parcell, And this hee affirmeth uppon his oath to bee true who the tymes aforesaid saw severall parcells of wynes soulde at the rates aforesaide.”<sup>693</sup>

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<sup>693</sup> HCA 13/55 ff.453v-454r

## MARKING OF GOODS

### MERCHANT MARKS [1658]

**Johannes Baptista [?Ghignio], the Genoese captain of the *Jesus Maria Joseph Saint Andrew* stated in 1658:**

"This sayd cargo of goods marked with the marke in the margent which is an [?iron] marke it being heated the marke was burnt upon the caskes, and hee [?supposeth] that the sayd marke is the usuall marke of the sayd freighters, but hee doth not know it to be soe not having ever before carryed any goods from them"<sup>694</sup>

### OLD MARKS DEFACED AND GOODS NEW MARKED AGAIN [1608]

**George Humphrie was a highly experienced mariner. Possibly the master of a ship. He had traded in the Mediterranean and on the Barbary coast for many years. He was asked to testify about trading practices and packaging for cotton wool, cotton yarn and indigo purchased in Tunis.**

"He hath seene both at Tripoly and Scanderoone and divers other places in the Straights merchants goods of London whome he served (as namely Sir John Spencers, William Slapers, Mr Cordalls and divers others of the Turkie Company) the olde markes defaced and newe marked againe, of such goods as theire ffactors have voughte trucked or exchanged for"<sup>695</sup>

**Thirty one year old London merchant Thomas Hawie had been at Tunis three or four tikes, and had eight years trading experience. He states in 1608 that rebaling and remarking goods was common practice both in Tunis and in London, and that he himself had preactised this.**

"For the space of eighte yeres dureing which time this examinate hath used trade, it hath byn and still is the use and custome amongst merchants both in England, Tunies and other places that when theye doe buye or exchange anie goodes theye doe newe bale them or mend the same as neede requireth and allwaies doe newe marke suche goods with their owne markes after they have soe boughte or exchanged the same and eyther cutt out or deface the old markes of thiis examinate's certaine knowledge, for that hee hath both seene and done the like...Andsaith that if merchants should not cutt or put out the old markes when they buye goods and are to transporte the same (if they have been marked) and sett their owne markes or the markes unto whome the same goods are consigned there would be muche confusion and trouble amongste merchants"<sup>696</sup>

"[He] hath byn often times at Zante and Petras and hath byn at Ragusa, Candy, Venice and divers other places...He hath used and seene at Petras and other places by himselfe and other merchants the markes of goods when theye have boughte or exchanged the same for other goods cutt out or defaced and newe marked againe"<sup>697</sup>

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<sup>694</sup> HCA 13/72 f.39v

<sup>695</sup> HCA 13/39 f.237r

<sup>696</sup> HCA 13/39 ff.237v-238r

<sup>697</sup> HCA 13/39 f.238r

## MENDING BALES AND SACKS

### MUCH SUBJECT TO TEARING [1608]

**George Humphrie was a highly experienced mariner. Possibly the master of a ship. He had traded in the Mediterrean and on the Barbary coast for many years. He was asked to testify about trading practices and packaging for cotton wool, cotton yarn and indico purchased in Tunis.**

"If the [?surples] or cases be broken or rotten wherein cotton wooll, indico or such like goods is putt, the merchants or ffactors doe usuallye newe imbale them or mende them as they thinke fitt before they will transporte them to anie other place. And hee alsoe saith that bales of cotten wooll, cotton yarne, and such like commodities are heavie and very pestersome and therefore muche subiecte to tearinge, of his certaine knowledge haveinge used trade and the [?XXX] for manie yeres past as aforesaid"<sup>698</sup>

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<sup>698</sup> HCA 13/39 f.237r

## MISCELLANEOUS

Roger Grimshawe was gunner's mate on the ship the *Adventure*, which sailed from London to San Lucar in Spain and back, stopping at Plymouth on her outward voyage. The ship's boatswain, William Bunch, notes that "he hath heard the said Grimshawe saye before his goeing on shoare at Plymouth ...that he was to goe on shoare there to buy some commodityes to carrie with him to San Lucar the sayd voyage". On the return voyage, Grimshawe brought with him a butt of wine, which he stowed in the ship's hold. Bunch adds that "all or most of the company of the sayd shipp in her homewards voyage from San Lucar towards this port of London did usually goe downe betweene the decks of the sayd shipp because all or most of their chests laye there."<sup>699</sup>

### DUTY OF CARE FOR GOODS LIES WITH MASTER'S MATE

Thomas Smith, a twenty-six year old mariner of Rederith in Surrey, was on the ship the *Levant Frigate*, and stated that:

"It is not usuall for masters of shipps to take notice and care themselves of the stowage of goods or what condition they are in when stowed but the care thereof is usually committed to their mates who doe usually take notice what condition the goods are in when stowed"<sup>700</sup>

### EMPTY CASKS, BUTTS AND BARRELS

Thomas Leeson, a cooper of Saint Thomas Apostle, deposed in June 1637 regarding the delivery of empty butts, casks and barrels to the ship the *Expedition*. The ship was lying in the river Thames, waiting to depart for a voyage to Malaga.. He stated that "At the tyme of the deliverye of the casks and barrells mentioned in the schedule arlate abord the sayd shipp the twelve quarter butts expressed in the sayd schedule were worth one with another fower shillings per quarter butt, and the greatest sort of the barrells for raysons mentioned in the sayd schedule were then worth one with the other three shillings per barrell, and the middle sort of barrells expressed in the sayd schedule were worth two shillings per barrell and the lesser sort were worth 20 pence per barrell and at those rats the sayd goods might have bene respectively sould at that tyme heere in London which he knoweth to bee true beinge a cooper that hath often made and sould of the severall kinds of casks and barrells expressed the sayd schedule."<sup>701</sup>

### FREIGHT FREE USE OF CABINS FOR MARINERS' GOODS

Nicholaus Peate, a thirty year old waterman resident in the parish of Saint Saviours in Southwark, had "used the sea for the space of these twentye yeares laste paste". In a deposition in mid-1641, he stated that for the entire time he "hath knownen and observed it to be a generall use and custome amongste merchants and masters of anye shipps to allowe the marriners theire cabens free for the transportation of anye goodes without anye fraigthe for the same".<sup>702</sup>

Peate added that "noe master or merchante will gaine saye or forbidd a marriner the transportation of a quarter or halfe a tonne of goods broughte free in a shippe wherein hee is unles shee bee of small burthen videlicet under the burthen of one hundred tonnes besides what hee carrieth in his caben or

<sup>699</sup> HCA 13/50 f.84v

<sup>700</sup> HCA 13/70 f.322v

<sup>701</sup> HCA 13/53 f.220v

<sup>702</sup> HCA 13/57 f.163v

cheste because thereby such marriner is the better incouraged to defende the said shippe in case of damage offered.”<sup>703</sup>

Peate had been on two voyages in a ship named the *Ambrose*, which was involved in a legal dispute. He referred to a mariner named Shawe, who also served in the *Ambrose* on both these voyages, and who had private adventures on both. The details provided by Peate are interesting.

Ship	Outward voyage	Return voyage
<i>Ambrose</i> [Voyage One]	2 pieces of stiffe 2 x 12 pairs of mens', womens' and childrens' stockings	2 small rundlets of winne 2 small casks of raisins of the sun
<i>Ambrose</i> [Voyage Two]	6 small rolls of tobacco [ca. 4 – 5 pounds per roll]	1 butt of wine in 4 casks 5 barrels of fruit [ca. 2 ½ - 3 arobes a piece; 1 arobe = 25 pound weight]

On both outward voyages, the above listed goods were carried in Shawe's cabin and chest, as were the goods homeward bound on the first voyage. On the second voyage, two of the four casks used to store the butt of wine were “stowed under the said Shawe's cabin and the other two at first under the boatswayne's cabin but were afterwards by and with the consente of Mr Peach the master of the said shipp after the merchants goodes were all aboard taken and layd in the lazarett where one of them the sayd voyage was quite leaked out for want of lookeinge to, and the fruite aforesayd was alsoe stowed in the lazarett by the master's consent and one of those parcells of fruite was there spoyled for wante of lookeing to the sayd voyage”. According to Peate, Peach, the master, fell out with Shawe, resulting in the master “not sufferinge or permittinge the sayd Shawe to goe into the lazarett to looke after his goodes”.<sup>704</sup> Peat was on the side of Shawe, having seen Shawe store the goods, and noting that Shawe's goods provided no hinderance, and that no merchants' goods were left behind nor suffered as a result.

Peat described the practice of free freight for mariners' goods as a “gartuity”, rather than a “custome”, stating in response to an interrogatory that “if a marriner lade goodes betweene deckes or in a shipps hold have the same freight free if they bee of any greate vallue it is to bee accounted a gratuity and not a custome”.<sup>705</sup>

**Edward Peache**, a forty-six year old mariner of Saint Mary Matsellon alias Whitechappell, was master of the ship the *Ambrose*. Peache, like Peate, noted free freight of private adventures under certain circumstances. He stated that “hee conceiveth a marriner should not pay fraighe for such goods as hee carieh in hhis cheste or cabin, and that for his parte hee alsoe conceiveth it fittinge that a marriner should have the transportation of a fewe small things fraighe free but not of such things as make any greate bulke and it was often obiecte to him this examinate by the merchants servant of ffactor that was in the sayd shippe the foresayd voyages when the foresayd Shawes goodes came aboard whether hee ment to freight the shippe or not in that hee brought such goodes aboard to bee laden soe that hee beleeveth there was notice and exception taken agaistne the sayd Shawe for ladeinge soe many goodes aboard each of the voyages aforesayd.”

Peache noted in conclusion that the differences between him and the mariner Shawe “were referred to arbitration and finally concluded upon and ended but this sute betweene th plaintiffs and the sayd Shawe did noe wayes as hee this rendent did then and still doth conceive concerne him this rendent

<sup>703</sup> HCA 13/57 f.163v

<sup>704</sup> HCA 13/57 f.164v

<sup>705</sup> HCA 13/57 f.164v

more then to cleere himselfe thereof beinge master of the said shippe and sufferinge the sayd Shawe to lade the sayd goodes without consent of the freighters.”<sup>706</sup>

### LENDING UPON DUE BILLS

**Daniell Gates**, an 18 year old ship-chandler of St Katherines, Middlesex, deposed on April 26<sup>th</sup> 1656 on the behalfe of the sayd Mary Dell against the shipp the *Three Sisters*. That: “This rendent saith he did see the most of all the goods and provisions in the sayd thee last schedules delivered for the use of the sayd shipp as aforesayd. and saw some of them in the sayd shipp and beleiveth all were sent in and upon the sayd shipp *Three Sisters* and not in or upon any other shipp. but the goods in the sayd first Schedule mentioned he saw not delivered. And he saith he does beleive that there hath bene fifty pounds payd in part of the sayd first bill, twenty pounds whereof she sayd Mr Hatchel upon the payment thereof **expressed by the terme of loane or lending. saying or causing to be writt upon the same notes he should have done. [Payd] but [Lent to Mrs Dell twenty pounds upon this bill] or to that effect.** And otherwise he cannot depose or further answer.”<sup>707</sup>

### NUMBER, VOLUME OR WEIGHT

**Samuel Symonds**, a forty year old mariner of Ratcliff in Stepney was on the *Levant friaget*. He testified that thirty bags of pepper were laded on board the ship “by take not weight out of a boate which brought the same to the ffrigotts side as shee laye neere dicks shoare”<sup>708</sup>

**John Buckworth**, a 33 year old merchant of Saint Andrewes Undershaft deposed on behalfe of Alderman ffredericke and others in a case concerning the freighting of goods from Scanderoone and Cyprus that: “hee hath bin at Cyprus, and Scanderoone and that by his order cottons from Cyprus and gawles from Scanderoone have bin laden aboard shipps for England, and that generally they are in those places taken in by take, but the master may see them weighed if hee please[?th] for hee is bound by custome to make them good by weight according to the weight mentioned in the factors bill of lading or invoice”<sup>709</sup>

**Edward ffowke**, a 28 year old merchant of Saint Dunstans in the East had been a factor in Aleppo for seven years, and had visited Scanderoone and Cyprus several times. He deposed on January 29<sup>th</sup> 1655 in the case of [?XXX] that: “all grosse goods (as galls) and all goods (except peece goods) that are laden at Scanderoone, are or ought to be weighed and laden by weight, for such hee saith is the custome of that place, and that there is a factor marine for that purpose, who hath a certaine dutie and allowance for seeing them weighed and that if the masters of shipps be soe negligent as not to passe upon the weight and looke to the weighing of such goods, yet the factor marine hath his said dutie paid him, whether the masters see them weighed or not, in such as the same ought (by the custome of the place) to be weighed”<sup>710</sup>

### MONITORING GOODS REQUIRED WRITTEN RECORDS, FOR EXAMPLE DELIVERING SHORE SUPPLIES ON BOARD SHIP

**William Maior**, a 24 year old blacksmith of Saint Olaves in Southwarke, was foreman of Nicholas Carter’s blacksmith’s shop. He was deposed on June 19<sup>th</sup> 1655 in the case Nicholas

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<sup>706</sup> HCA 13/56 f.234v

<sup>707</sup> HCA 13/71 f.160r

<sup>708</sup> HCA 13/70 f.320v

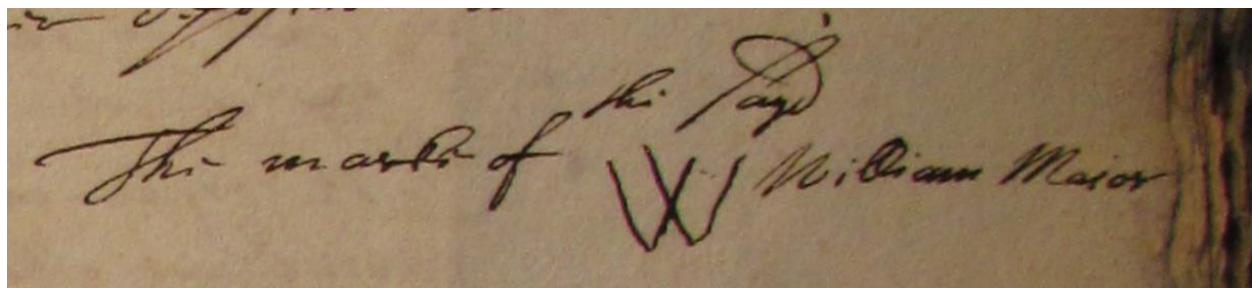
<sup>709</sup> HCA 13/70 f.70v

<sup>710</sup> HCA 13/71 f.75v

**Carter against the *Releife* of London and John Edge and company, and made clear that one of his responsibilities was to keep a tally of goods delivered on board a ship.**

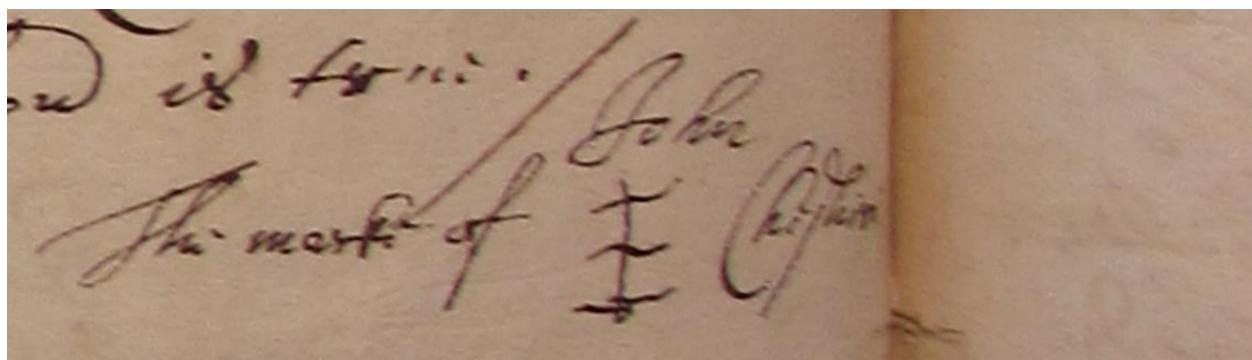
"he being fforeman in the shopp of the producent in the moneths arlate doth very well know that all the goods, wares, materialls and provisions mentioned and particularized in the sayd schedule were the proper goods of the sayd producent and that all the sayd goods, wares, materialls and provisions were all delivered aboard the sayd shipp for her the sayd shippes use and repayre. The premisses he knoweth for that by the direction of the said Edge **there were tallyes kept betwixt both partyes concerning the delivery of the said iron=goods**, and that **the tally for the producent was kept by him this deponent** and that therfore he was ever present when any of the said goods schedule were delivered aboard for the said shippes use".<sup>711</sup>

Maior added that "in his this deponents iudgement, who had bin at the trade of a blacksmith these nine yearees last past the said goods (being very good and substantiall) were really worth the said rates, which in all doth amount unto 50 *l* 9 *s* 3 *d* lawfull English money"<sup>712</sup>



Initial "W" of William Maior, blacksmith, June 19<sup>th</sup>, 1655, HCA 13/70 f.385r

**John Cheshire also worked in Nicholas Carter's shop, but as "his nailor", rather than as a foreman. He was present in the shop when materials and provisions were "come for and delivered out", but played no role in keeping a tally. Nevertheless, Cheshire was also able to witness his deposition in the English High Court of Admiralty with his initial "J".**



Initial "J" of John Cheshire, nailor, June 19<sup>th</sup>, 1655, HCA 13/70 f.385v

<sup>711</sup> HCA 13/70 f.384v

<sup>712</sup> HCA 13/70 f.384v

## PACKERS

### JOB OF PACKER OF FINE TEXTILES

**Thomas Sheare**, a 50 year old clothworker of Saint Margarets Lothbury, London, described himself in the case of Otgar and Jollison as the packer of David Otgar. He deposed on February 11<sup>th</sup> 1655 that: "in the moneth of October 1651 hee this deponent being a packer did at his house in Lothbury London pack twenty peeces of perpetuanas's for the producent David Otgar (as lawfull owner and Proprietor thereof) into one pack, which this deponent by direction of the said David Otgar marked and numbred as in the margent. And that on or about the 29th

[LH MARGIN]

No. X 63.

of the said moneth the said pack was fetched away from this deponent s said packing house for the use and accompt of the said David Otgar for whom this deponent (as aforesaid) packed the same. And saith the said Perpetuana's were the time aforesaid one peece with another worth the summe of one hundred pounds sterling the same being (as hee saith they were) fine goods, and after that rate the same might here have bin then sold, which hee knoweth being a packer and well acquainted with the nature and valew of such commodities. And otherwise hee cannot depose saving hee the better remembreth the foresaid particulars and time having (as hee usually doth in the like cases) made an entrie thereof in his booke which hee hath lately perused to the end to take notice thereof"<sup>713</sup>

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<sup>713</sup> HCA 13/70 ff.226r-226v

## PILFERING

### HOLE THE SIZE OF A MAN'S FIST MADE IN A CASK OR HOGSHEAD OF YARN [1639]

**John Sayer, apprentice to Thomas Throgmorton, merchant, of Saint Clements Eastcheapre, London. Deposed October 16556.**

"After the arrivall of the shippe in which the caske or hogshead of yarne in controversie was broughte to this porte of London and after the unladeinge therof into one of the King's warehouses at the Custome house London hee this examinate beinge employed by his master for to fetch home the said caske or hogsheade did hire a carte for that purpose and after hee had caused the same to bee brought home to his master's house and gott the same into his master's warehouse hee [?perused] the same and found that there was a greate hole in the caske soe bigge that a man mighte easely putt his fiste in...Uppon openeinge the said caske hee found mattts, cable [?XXXX] and some other things packt up in the said caske which hee conceiveth was done by some that had broake open the said caske and taken out some of the yarne therein and put those things in place thereof and afterwards made upp the said caske againe."<sup>714</sup>

### RESTRICTED ACCESS OF COMPANY TO HOLD AND BETWEEN DECKS DURING VOYAGE AFTER STOWAGE OF GOODS TO PREVENT THEFT

**William Bunch, a twenty-five year old mariner, living in Wapping, had been on the ship the Adventure on a voyage from London to Southern Spain and back. Bunch was deposed in July 1632 regarding access to merchant goods during the voyage. As boatswaine, he was in a good position to describe the rules regarding access to the hold and between decks.**

He states that "after the ladinge and stoweinge of the sayd barrell of tobaccoe upon the lower decke the sayd Mr Thornbush in the presence and hearinge of some of his companye did publiquely comannnd and forbid that none of his companye should goe downe into the hould or betweene the decks of the sayd shipp unlesse some of his mats or the quarter masters went with them, and sayd that if any of his companye did goe downe into the hould or betweene the decks he would account him a theife, And that once in the sayd voyage (and noe more to this deponents knowledge) when two of the masters mates went downe into the hould after some foule weather to see if the merchants goods were faste and well stowed, the sayd Grimshire went downe with them to see if his owne goods were safe and well, and at another tyme the sayd Grimshawe went downe betweene the decks of the sayd shipp, at which tyme this deponent went downe to looke to the sayles, and there was then likewise betwixt the decks the cooper of the sayd shipp and the gunner and others of the company".<sup>715</sup>

### PICKEROONS ON THE MALLEGA WATERFRONT

**John Reynolds was a thirty-six year old mariner from Plymouth and one of the company of the ship the *ffreeman*. He warned about late evening on the Mallega mould, when the pickeroons were out.**

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<sup>714</sup> HCA 13/56 f.289v

<sup>715</sup> HCA 13/50 f.84r

"The mould of Mallega is noe place of hazard or danger unlesse it be in the nighte tyme about nyne or ten of the clocke or later and then it is much frequented with pickeroons"<sup>716</sup>

**Thirty-two year Wapping chirurgeon John ffoster had bad experience at Mallega of the waterfront.**

"The mould at Mallega is a place much frequent with the theives and pickeroons and especially in the nighte tyme, and there are many mischiefs donne."<sup>717</sup>

**UNLADING OF FISH AT SAN SEBASTIANS IN SPAIN [1634]**

**William Burrell, twenty seven year old mariner of Streatham in Surrey, had been on a ship named the *Dove of London*, which carryed cod from Newfoundland to San Sebastians. He described the unloading of the fish and associated problems at the Spanish port.**

"Whilst the said fishe was unladeinge at Saint Sebastians, one William Soyer apprentice to the master of the said shipp (who was appointed to goe a longe with the horses that carried the said fishe from the shoare to the warehouse to see that none of yt was purloyned) came aboard the said shipp the *Dove* with his eyes blacke and blewe and swollen and said that some of the souldiers of the Court of guard at Saint Sebastians had beaten him because hee would not lett them take of the said fish from the horses backs as they were carrieing the same from the shoare to the warehouse and said that those souldiers when they soe beat him tooke seaven or eighte couple of those fishe from a horse backe and purloyned them away.

The said Signor Pedro employed some girles and boyes about the number (as he guesseth) of five to hande the said fish too and againe aboard the said shippe as the same was deliveringe at Saint Sebastians and for their pains taken therin gave them to this examinates sighte some of the beste fish that hee received out of the said shippe for the merchants."<sup>718</sup>

"The said fishe at Saint Sebastians was delivered out of the said shippe by tale and not by weighte, and hee hath heard Newfoundland fishe at that tyme was worth 60 and some 65 ryalls a kintall at Saint Sebastians.

The Portugall aforesaid that was appointed by the said Signior Pedro did see the delivery of all the fishe that was delivered out of the hould of the said shippe at Saint Sebastians as aforesaid and they then accompted six score fishes to the hundred."<sup>719</sup>

"At the Groyne the master of the said shipe soulede and gave away towards his port chardges all his fishe that hee laded for himselfe at Newfoundland which was betweene fower hundred and fower hundred and a half and this rendent stowed the masters fishe at Newfoundland downe by the maine maste of the said shippe, and tooke out againe at the Groyne soe neere as hee could guesse the very same fishe that was laden for the master at Newfoundland, yt beinge devided in the ladeing from the merchants fishe by a layer of fishe that was layed with the fishy side uppermost all the rest of the fishe beinge laden with the skinny side uppermost".<sup>720</sup>

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<sup>716</sup> HCA 13/51 f.145v

<sup>717</sup> HCA 13/51 f.146v

<sup>718</sup> HCA 13/51 f.234r

<sup>719</sup> HCA 13/51 f.234v

<sup>720</sup> HCA 13/51 f.235r

**The boatswain of the *Dove of London*, twenty seven year old George Hudson, a mariner of Horseydown in Southwark, provides more details, both of the lading of the ship at Newfoundland and the unloading at San Sebastians.**

"In the monethes of July and August last past at the Newfoundland there were laden abord the arlate shipp the *Dove* of London (wherof John Doves was master) one hundred thirty seaven thousand and two hundred and odd fishes, accomptinge sixe score to every hundred, and twenty one hundred to every tonne, which maketh sixty five tonn or therabouts to be transported in the sayd shipp to Saint Sebastians for the accompte of the arlate Gerlach Momma and Richard Hill."<sup>721</sup>

"The sayd Petro Haro was reputed to be the factor to whom the sayd Mr Momma and Mr Hill did consigne the sayd fish to be delivered, and he beleiveth that he was factor for them because he did relade the sayd shipp from thence with iron and pitch and he alsoe sayeth that one Martin a Spaniard was appoynted by the sayd Haro to staye abord the sayd shipp all the while the fish was deliveringe out of her, to keepe the tale and accompte therof.

After the unladinge of the sayd shipp at Saint Sebastians and the deliverye therof on shoare at the key this deponent standinge upon the decke of the sayd shipp lyeinge by the key hath divers tymes seene and observed that when the sayd fish hath bene on the horses backe to be carryed to the warehouse divers souldiers, boate men, and others have taken away two three and some tymes halfe a dozen fishes at a tyme, from off the horse backs and by that meanes there was much of the sayd fish stolne and imbezelled.

The sayd Pedro Haro did implore fower or five laborers everye daye whilst the sayd fish was landinge at Saint Sebastians, which as by the space of seaven or eighte dayes to carrie the sayd fish from the shipp to the shoare, and the sayd Martin the servant of the sayd Haro did every day pay the sayd laborers their wages in fish and did every day pay the sayd laborers their wages in fish and gave every of them five or six fishes for a dayes labor, and those laborers would some tymes steale and purloyne some fishes besides that which was allowed them, and in this deponents sight have taken fishes and broken them in peeces and soe thrust them into their breeches and under their coats.

One William Glandfield servant to the sayd John Doves beinge sent up with a horse which caryed fish from the key to the merchants warehouse to defend and rescue the sayd fish from purloyninge, had one of his eyes almost beaten out, which (as he sayd) was donne by souldiers in strivinge with them and indeavouringe to keepe the merchants fish from beinge stolne, and another of the company (as he sayd) was beaten by the souldiers in defendinge the sayd fish from them. The foresayd Martyn servant to the sayd Haro did often within this deponents hearinge tell the sayd Haro that much of the sayd fish was purloyned.

He was boatswaine of the sayd shipp the *Dove* the voyage in question, and all his wages are yet unpayd, but he supposeth that he shall have his wages, from the master shortly after he hath finished this his examination, out of the money alreadye received for freight.

He knoweth not howe many kintalls of fish were laden abord the sayd shipp at Newfoundland, but at Newfound (sic) there are reckoned one hundred and twelve pounds to a kintall, and the sayd shipp was there taken in for the merchant by the kintall, but this rendent tooke the tale therof because the owners were to be paid their fraigte by the tonne accordinge 21 hundred fishes to a tonne.

The fish was delivered out of the sayd shipp at Saint Sebastians by take nnot by weighte.

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<sup>721</sup> HCA 13/51 f.250r

This rendent never heard the sayd Haro or his servant desire the master to deliver out the sayd fish by weighte, bu the kintall.

The masters fish was choyce fish and better then the merchants." <sup>722</sup>

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<sup>722</sup> HCA 13/51 f.250v-251r

## PORt CHARACTERISTICS

### Open roads in the Canaries and Madeiras [1633]

Port or river of Archangel is barred [1638]

Port of Flushing is a dry port [1656]

Port of Farro is a barred port [ADD EXAMPLE]

Port of Great Yarmouth is a barred port [1632]

Port of Hull is a dry port 16XX]

Port of Oporto is a barred port [1553; 1657]

Port of Viana [Portugal] is a tide haven and a very bad and dangerous place [1602]

Limited ship repair in Barbados [16XX]

Limited ship repair in New England [1636]

### OPEN ROADS IN THE CANARIES AND MADEIRAS [1633]

Andrew Miller, weaver of Stepney. Sailed on multiple voyages, including on the *Saint Peter* with her master Joseph Trehawke. Miller emphasises the considerable risks of open roads at the Canaries and other Southern Islands and the need for good seamanship by master's mates.

"The office and place of a master's mate that serveth for wages is continually to attende the shippes busines and to be on board to provide for the safety of shipp and goods, and that the attendance of a master's mate is chiefly required when a shipp rides in an open roade in voyages to the Canaryes and the Southern Islands where shippes are often inforced in foule weather to putt to sea to save shipp and goods. The premisses he knoweth to be true for that he hath bene at sea in three severall voyages the last wherof was at the Canaryes in the shipp the Peter wherof the sayd Trehawke was master, being the voyage in question and in that voyage the sayd shipp was inforced by foule weather to putt to sea from Garachico Lorotato and the Maderas beinge Southerly Islands six severall tymes"<sup>723</sup>

### PORt OR RIVER OF ARCHANGEL IS BARRED [1638]

"The factor of the said William Bladewell and his assignes about the middle of August last did lade abord the said shippe the *Centurion* in the river of Archangell such a quantity and soe many goodes as the said shippe by the masters relation in this examinates heareing coulde conveniently carry over the barr at Archangell, and about the tyme aforesaide the said Bladewells factor in this examinats heareinge did will and require the master of the said shippe to depart and sett saile over the nbarr, and the said ffactor tolde the master that hee had sent a loddy with more goodes over the barr, and that hee would send more loddyes to lade her fully when shee came over th ebarr and yet notwithstandingieing the master hee was so required to carry the said shippe over the barr aforesaide whilst the winde and weather were sett to carry the said shippe over the barr aforesaide, did wilfully and uppon his owne occasions and not in the service and imployment of the said Bladewell stay in the river of Archangell

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<sup>723</sup> HCA 13/50 f.448r

within the barr with the said shippe by the space of divers dayes above the number of sixe dayes to his certaine knowledge who was all that tyme at Archangell and did observe the same"<sup>724</sup>

### **POR T OF FLUSHING IS A DRY PORT [1656]**

**Cornelius Garretson, twenty-six year old mariner of Flushing in Zeeland. Master of a ship named the *Cabbidgeman* of Flushing, which lay by a ship named the *Abraham's Offering* at the port of Flushing in July 1656, when it was taking on goods. Deposed August 1656**

"Hee well knoweth that the port of fflushing is a drye port and that the water goeth out of it every tyde of ebb soe that all shipps that lade there lye dry every tyde of ebb, and by reason of such their lying drye every tide of ebb shipps when they have receaved a good quantitie of ladeing on board the weight thereof doth often tymes crush them and cause them to spring leakes whereby their goods are often tymes damaged And and yet not through any insuffciencie of their shipps or faults of their masters or companyes is but merely by their lying drye each tide of ebb and through the weight of their ladeing receaved And hee saith that the *Abrahams Offering* after shee had receaved much of her ladeing on board her was with the weight thereof at the next tyde of ebb crushed soe that she sprange a leake whereat shee tooke much water at the next tyde of fludd which her master and company by workeing at the pumpe did discover and before her departure from fflushing caused the sayd leake...

Hee being an inhabitant of fflushing knoweth that it is usuall for shipps to come on ground every tyde of ebb in the Port of fflushing and that many tymes when they come have receaved much ladeing and come soe on ground (which cannot bee avoided) they doe though they bee otherwise tight and strong ships thereby springe leakes which doth often tymes damage their ladeing, but the sayd damages are not there imputed any wayes to the masters or companyes of such shipps if the damage happen from beneath and not from above (as the damage in question did) but every lader in such case beareth his owne damage as a thing casuall and which cannot be avoided."<sup>725</sup>

### **POR T OF GREAT YARMOUTH IS A BARRED PORT [1632]**

"The harbor of Yarmouth is a barred harbor and that the sayd shipp the Catherine was of the burthen of about two hundred and fiftye tonnes and did drawe thirteene foote water, and that the tyde then in the entrance betwixte the roade and harbor aforesaid was neere the dead of the neape of the tyde, and that there was not above ten or eleaven foote water there when the said Horth and those that he employed attempted to carrye the said shippe into the said harbor"<sup>726</sup>

### **POR T OF HULL IS A DRY PORT [16XX]**

"Which hee knoweth to be true because he hath bin master's mate of the said shipp for her three last voyages and hath belonged unto her for neere two yeeres last"<sup>727</sup>

"Within the time aforesaid the said shipp the *Joseph* remained and abode fast moored by foure fasts or ropes videlicet by one cable and three halsers in Hull haven arlate in a safe and convenient place where shipps use to ride and there had ridd and bin moored by the space of seaven or eight dayes, before such time as the said shipp the Prosperous ame thither, and while the said shipp the *Joseph* soe abode and

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<sup>724</sup> HCA 13/54 ff.26r-26v

<sup>725</sup> HCA 13/71 ff.337v-338r

<sup>726</sup> HCA 13/49 f.616r

<sup>727</sup> HCA 13/63 f.323r

remained the company of the said shipp the Prosperous brought and moored her iust under the Josephs boltspritt soe as wehen the shipps came to lie aground at lowe water (the said haven being a drie harbour) the said shipp the Koseph (being a lesse shipp then the Prosperous) must needs suffer dammage by her boltspritt resting upon the Prosperous, and soe hee saith it came to passe, for hee saith that after such mooring thereif the said shipp the Prosperous, and within the time aforesaid the Joseph comminge to lie aground at lowe water rested with her boltspritt upon the quarter of the Prosperous and soe broke her said boltspritt., albeit the said Mr Perry and company severall times before the said damage happened admonished and warned the company of the Prosperous to moore or remove her further off to prevent the dammage which was like to ensue"<sup>728</sup>

### **THE PORT OF OPORTO IS A BARRED PORT [1653; 1657]<sup>729</sup>**

#### **John Diett, fifty year old mariner of Limehouse, Middlesex. Cooper of the *Porta Port Merchant*. Deposed January 1655.**

"The *John* being laden at Porta Port in Portugall in or about the moneths of ffebruary or March 1653. English stile and bound, (as was there reported for the Barbadoes) was of this deponents sight and observation for about 3. or 4. weekes after such her lading constrained to stay and abide there, for that shee could not passe over the barr and saith that during that time a fflemish or Hamburgher shipp having also there laden and being of a burthen much inferior to the said shipp the *John* yet was not able to passe the said barr of Porta Port..."

Hee beleeveth the shipp the *John* arlate was and is of the burthen of one hundred tunns and upwards, and beleeveth that the same being full laden doeth draw thirteen foot water or thereabouts...

This deponent was credibly informed at Porta Port aforesaid, it was and is there a custome of that place that the pilots there usually knowne by the name of the King's pilottts are to determine when the tyde and height of water is convenient for all sorts of shipps to passe with securitie over the said barre, and that they have a salary or allowance for the same out of each shipp so passing, and are for the preservation of their creditt and livelihood observed to bee very carefull in that their undertakeing."<sup>730</sup>

#### **Baldwin Waters, twenty year old servant to Edward Cowse, London merchant. Deposed May 1657.**

"Hee was never at Porto Port but once, which was the voyage in question, but saith that at his being there hee did observe that it was a barred port and very dangerous in his judgment to passe over the barr without a pylott, and saith that hee did observe that after by the helpe of the pylott brought from Lisbone the sayd shipp was brought soe neere Oporto that she was under the command of the castle there, a pylott came off shoare, of his owne accord, without any shott made to him to that purpose, but (as the pylott this deponent heard some of the seamen who understandd the Portugall language saye) that the pylott did saye that unlesse shipps came under command of the castle or that they very well know them a pylott durst not bee soe bold as to adventure out to sea to them although shott were made for a pylott to come, for that many tymes they are deceived by the Turkish vessels who put out false colours and if a pylott or any else come neere them they take them for slaves."<sup>731</sup>

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<sup>728</sup> HCA 13/63 f.323r

<sup>729</sup> Other barred ports include Archangel [Russia]; Bilbao [Spain [HCA 13/70 f.401r]; Faro [Portugal]; San Lucar [Spain]; Weymouth, Devon [HCA 13/70 f.163r];

<sup>730</sup> HCA 13/17 f.167v

<sup>731</sup> HCA 13/71 f.603r

**POR T OF VIANA [PORTUGAL] IS A TIDE HAVEN AND A VERY BAD AND DANGEROUS PLACE  
[1602]<sup>732</sup>**

**Peter Arents, mariner of Flushing in Zeeland. One of the company of the *Greayhound* of Middleburg, which had false papers from Calais, France, claiming it was from Calais. Deposed April 1601.**

"The shipper by his books and heare saye of others knewe that the porte of Vyana was a tyde haven and a very bade and dangerous place."<sup>733</sup>

**Johannes van Gelder, mariner of Middleburg in Zeeland. One of the company of the *White Grayhound* of Middleburg. Deposed April 1601.**

"Viana articulate is distant northwards from Lixborne arlate fiftye germane myles or thereabouts. What it maketh English myles he cannot depose...The passage from Lixborne to Viana by sea is very perilous especially for shippes of greate burthen by reason that in the said river and haven of Viana and in the entrance into the same there are sandye rocke shelves and sands in the same, which he knowethe to be true because he hathe seene and sounded the same....The *White Greyhound* att her entrance into the said porte of Vyana in her last vyadge, by reason of her greate burthen and the dangerousnes of the ryver strooke three or fower severall tymes on the sands and made some shorte staye there upon, but was putte of agayne presently by the tyde, in somuche that the said shippe was in greate danger of castinge awaye and this examinate and compayne were on feare of her and their lyves, for att the same tyme a shippe called the *Lambe* of fflushinge was caste awaye in the same ryver goeinge upp to Viana of his sighte and knowledge....The haven of Viana is a tyde haven, and shippes of such burthen as the *Whyte Greyhound* cannot enter into the same, without the healpe of a springe tyde. And they muste allsoe have very fayre weather [?XXXX] and a goode wynde, of his knowledge for when lande waters fall the streme there is oftentimes soe stronge and foreceable, that shippes can neither enter in nor come furthe of the said ryver of Biana the dangers are soe greate...Such shippes as are within the haven and porte of Vyana cannot come from thense but with a fayre northely wynde and a [?smoothe] and [?greate] currante and when there hathe not any lande waters fallen lately before, for feare of the sangeers before specifiyed."<sup>734</sup>

**LIMITED SHIP REPAIR IN NEW ENGLAND [1636]**

**Jeremy Lampin, master's mate of the *Hopewell*. Resident in Ratcliff, Stepney. Dated 1636.  
Hopewell [London/Boston [New England]/Virginia/London]**

"There are noe shippes or vessells buylte at Plymouth where the damage aforesayd happened unto the sayd shipp, but at Boston in New England, which is distant about twelve leagues from the place aforesayd there are small vessells buylte and there are some able workemen to repayred or amend a defecte in a shipp if they can come to it. But there was noe place to repayre or amend a defecte in the bilge or keele of a shipp of soe great a burthen as the sayd shipp the *Hopewell* is of, videlicet of the burthen of two hundred tonnes or therabouts"<sup>735</sup>

**LIMITED SHIP REPAIR IN BARBADOS [XXXX]**

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<sup>732</sup> See, possibly, [https://en.wikipedia.org/wiki/Viana\\_do\\_Castelo](https://en.wikipedia.org/wiki/Viana_do_Castelo), viewed 27/06/2019

<sup>733</sup> HCA 13/35 f.120v

<sup>734</sup> HCA 13/35 f.121r

<sup>735</sup> HCA 13/52 f.322r

[INSERT TEXT]

## CASE STUDY: “A CERTAYNE BOATE CALLED A LIGHT HORSEMAN”

**Henry Gilford was a twenty-four year old waterman's apprentice, living in the parish of Saint Botolph Billingsgate. His master's name was Isaac Hartwell.**

Gilford was deposed in June 1634, and described the status and boat of a Thames waterman named John Fosse. The case before the English High Court of Admiralty concerned the rights (or absence of rights) of London watermen to ply their business to Gravesend, in competition with Gravesend tilboats.



*Reconstruction of George Waymouth's 'Lighthorseman', 1605, by the Atlantic Challenge Apprenticeship. Image from Penobscot Marine Museum.<sup>736</sup>*

**The case was prompted by the splitting of a waterman's boat, a so-called “light horsemanship”, by a Gravesend rival, using a large hammer. The damage, according to Gilford, caused the loss of “the caryeinge of one fare from London to Gravesend which would have bene worth him for his owne share and for the share of the sayd boate seaven or eight shillings and if his owne two servants had wrought in the sayd boate with him it would have bene then worth the sayd ffosse seaven or eight shillings more”.**

According to Gilford, Fosse (who was his uncle) was a free waterman, free of the Company of Watermen of the City and Port of London, and had been so for the last four years. Indeed, he was one of the Masters of that Company. He was the owner of a particular type of boat, described by Gilford as a “Light Horseman”.<sup>737</sup>

Gilford observed that “there are five tilboats belonginge (as he hath heard) to watermen and watermens widowes which tilboats use to goe betweene London and Gravesend to carrie goods and passengers every tide and are provided and maintayned and kept in repayre at the cost and charges of the owners of them, for which the said owners or masters putt into them doe for their uses receive six pence for every passenger, and that there is a barge belonginge to the towne of Gravesend (as he beleiveth) which is mayntayned (as he beleiveth) at the charge of the sayd towne, for which there is usually received for the use of the sayd towne 2 d for every passenger.

<sup>736</sup> Penobscot Marine Museum web site, <http://penobscotmarinemuseum.org/pbho-1/collection/waymouth-lighthorseman-reconstruction> viewed 10/01/2019

<sup>737</sup> HCA 13/51 f.8r; see also PROB 11/239/489 Will of John Foss, Waterman of Chelsea, Middlesex 18 February 1654

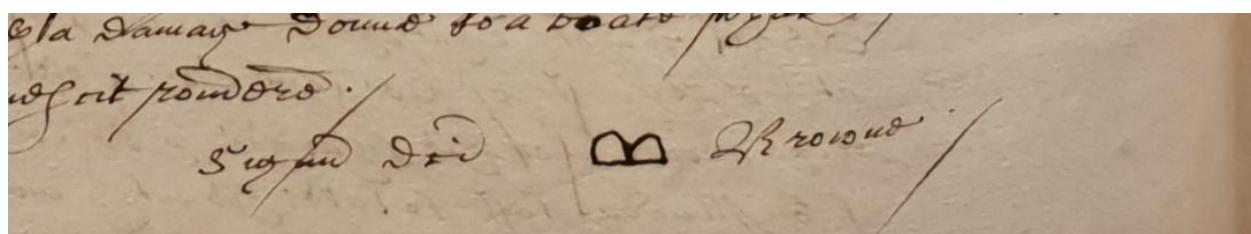
Gosse noted that “the sayd John ffosse and other watermen doe usually plye and take in fares and passengers at Milton bridge neere Gravesend as the tyde serves many tymes before the sayd [?tilboats] and barges are furnished with passengers, without payeing or alloweinge 2 d for every passenger to be farmed of the ferrye or passage, as he beleeveth that may lawfully doe.”<sup>738</sup>

Gilford concluded his deposition with a simple oval mark.<sup>739</sup>

**John Browne, forty-five year old waterman of Gravesend. Browne had been a waterman, or waterman's apprentice, for thirty years. Deposed June 1634.**

“There are certayne tilboats belonginge unto certayne watermen and watermens' widowes dwellinge in Gravesend and Milton which (as he beleiveth) area maintayned and provided by the owners therof to goe betweene Gravesend and London every tide for which the sayd watermen doe receive of every passenger that goeth in them betwixt Gravesend and London sixe pence a head, out of which the sayd Miller's father and others of the towne of Gravesend doe demannd two pence for every passenger but the watermen who owe the sayd Tilboats denye the payment therof and have bene sued therfore by the sayd Miller's father and others for these ten yeares last paste or therabouts, and he alsoe sayeth that there is a barge belonginge to the towne of Gravesend which is mayntayned and provided to come upp from Gravesend to London two or three tymes every weeke at the charge of the whole towne of Gravesend, for the use of which barge there is received two pence for every passenger that goeth in her which belongeth to the towne of Gravesend and those that worke in the sayd barge.

The sayd John ffosse and many other watermen doe alwayes when they are at Gravesend bringe their boats and lighte horsemen and plye and take in fares and passengers at Milton bridge by which bridge the sayd till boats ad Gravesend barge doe lye when they are at Gravesend, and the sayd ffosse and other watermen doe plye and gett as many passengers as they can to goe up with them (to London) (not exceedinge the nuber which they are allowed by their hall to carrie) whilst the sayd till boats and barge are there and before the till boats and barge are furnished with passengers without payeing 2d a head to the farmer of the ferry or passage for every passenger which he conceiveth they may lawfully doe being free watermen.”<sup>740</sup>



Initial of John Browne, waterman of Gravesend, Kent. English High Court of Admiralty. June 6<sup>th</sup> 1634. HCA 13/51 f.730v

**Elizabeth Newland, a fifty-two year old widow, living in the precinct of Saint Katherines by the Tower of London, was a witness to the attack on John Fosse's boat at Gravesend. She gave graphic details of the attack and damage:**

“This deponent beinge at Gravesend uppon some occasions of her owne, and standinge neere Gravesend stayres, sawe three men passinge by her one of which had a great hammer in his hand,

<sup>738</sup> HCA 13/51 f.8r

<sup>739</sup> HCA 13/51 f.9r

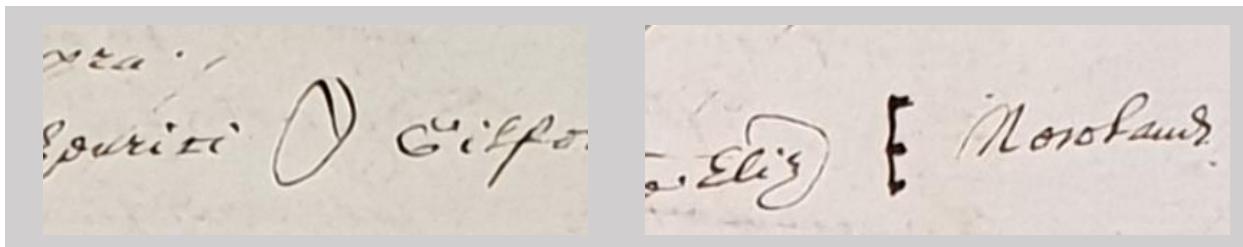
<sup>740</sup> HCA 13/51 f.730r-730v

and as they passed by she heard a waterman saye that Millers sonne was goeing to splitt ffosse his boate.

**Whereupon this deponent beinge acquainted with the sayd ffosse followed the sayd three men (one wherof as shee afterwards understood was Millers sonne) to see what they intended to doe, and comminge to the bridge in the river of Thames, adioyninge to Gravesend stayres, she sawe him which had the hammer in his hand (who was sayd to be Millers sonne) put one foot uppon the head of the sayd ffosse his boate called a light horseman, and stoode with the other uppon the bridge, and with the sayd hammer gave at the least five or six stroaks against the side of the sayd ffosse his boate, with much violence, and therwith beat out or splitt a hole in the side of the sayd ffosse his boate, and with the violence of his stroaks brake the sayd hammer, and then stept into the sayd ffosse his boate and fetcht the peece of his hammer which was broken off, and then departe.**

And as he went up Gravesend stayres sayd that if his hammer had not broake he would have made her not able to carry up any passengers that day, and wheras he made but one hole in her, he would have made two or said words to that effecte. And she alsoe sayeth that the sayd ffosse his light horseman at the tyme when the sayd Millers sonne did the damage aforesayd unto her lay in the river of Thames. Waterborne amongst divers other boats, and about fifteene yards (as he guesseth) belowe high water marks.<sup>741</sup>

Elizabeth Newland concluded her deposition with a firmly inscribed "E".<sup>742</sup>



<sup>741</sup> HCA 13/51 ff.28r-28v

<sup>742</sup> HCA 13/51 f.9r

## RIVER CHARACTERISTICS

Anchors layed near the middle of the River Thames by custom [1648]  
Ashes and glass best laden direct from mens' backs, rather than from lighters [1637]

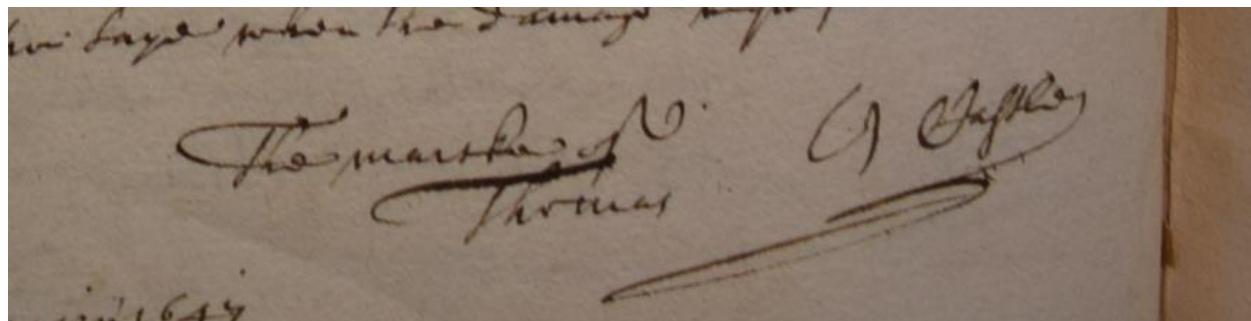
Large ships take in goods by lighters rather than from keys [1637]  
Lightening the load at Blackwall before sailing further up river to Limehouse [1634]  
List of rivers with bars [EDITORIAL]

Ships of three hundred and fifty tons burthen restricted to Blackwall and below [XXX]  
Ship of two hundred tons draws thirteen feet of water when laden [1643]  
Ships drawing twelve foot of water can ride in safety at Dicks shore [1629]

Usual to sail down the centre of the river at quarter ebb [1648]

### **ANCHORS LAYED NEAR THE MIDDLE OF THE RIVER THAMES BY CUSTOM [1648]**

"Hee beleeves it is a usuall custome for shipps lyeinge or rideinge at anchor in the River of Thames to laye their anchors out in the middle of the river or as neere the same as they cann and that it iis not usuall for shipps and [?XXX] either sayleinge upp or downe the river to saile soe neere the shoare of the place as where the anchor in question laye when the dammage in question happened."<sup>743</sup>



Signature of Thomas Castle, thirty year old husbandman of Redriff, Surrey. English High Court of Admiralty. January 22<sup>nd</sup> 1648.  
HCA 13/62 f.unfol. 130D3300 DSC 0153

### **ASHES AND GLASS BEST LADEN DIRECT FROM MENS' BACKS, RATHER THAN FROM LIGHTERS [1637]**

**Reuben Broad, sixty-seven year old mariner of Redriff, Surrey. Deposed March 1637.**

"The sayd Copes key is a convenient place for a small shipp to moore in, and shipps doe commonly by the sayd Copes permission lye there to take in beere from the sayd Copes brewhouse, but they must at that key and at all other keys veere and hale if they have nothinge to doe for a shipp hat hath goods to take in.

It was possible that the sayd shipp the *Josia* mighte have taken in her ladinge in lighters, and that lighters mighte have come to the Hermitahe key without any trouble or molestation by the sayd Coppins shipp, but those kinde of goods which the sayd Martyn was to have taken in at that key videlicet ashes and glasse are alwayes taken in at that key upon mens backs, and with a greate deale lesse trouble and charge both to the master and merchants then if they were sent abord in lighters and that it is a usuall thinge for shipps that are of a farr greater burthen and draughte then the sayd shipp the *Josia* to deliver glasse and other goods at the Hermitage key and other keys, and not to make use of lighters if they can come at the key."<sup>744</sup>

**Thomas Pilgrim, one of the company of the *Josia*, notes that it was cheaper and more convenient to load ashes directly from a key, rather than from lighters. With a key, men could carry ashes on their backs up a plank from the key into a ship, wheras with lighters, the ashes would have to be hoisted on board. Deposed March 1637.**

"The *Josia* mighte have taken in her ladinge in lighters but sayeth that ashes could not be soe conveniently and with soe little charge and trouble brought abord in lighters and hoysted up in the tackle of the sayd shipp as they might be brought abord her on mens' backs lyeinge at the key with a plancke lyeinge from the key abord the sayd shipp, and that he never sawe any shipps take in ashes in

<sup>743</sup> HCA 13/62 f.unfol. 130D3300 DSC 0153

<sup>744</sup> HCA 13/53 f.75v

lighters but hath seene many shippes of soe great and greater burthen then the sayd shipp the *Josia* is to come to take in ashes at the Hermitage key for Sir Robert Mansfield.”<sup>745</sup>

### LARGE SHIPS TAKE IN GOODS BY LIGHTERS RATHER THAN FROM KEYS [1637]

**James Elmum, fifty-three year old mariner of Wapping Wall. Suggests that the *Josia* could have been laden with ashes, either from lighters, or from the Hermitage key, Deposed March 1637.**

“The sayd Coppins shipp lay against a bricke wall parte of which was as the arlate Mr Copes wall and parte of the sayd Coppins shipp laye before the sayd Copes key safe and well moored but her head laye against the Hermitage key soe that the sayd shipp the *Josia* could not come into the syd Hermitage key unlesse the sayd Coppiins shipp did veere or slacke her fast...

The sayd Copes key is a convenient place for a shipp to moore and he belveth that the said Coppin had leave and authoritye to moore his shipp there, but sayeth it is usuall for shipps that have noe goods to take in or discharge to veere and hale from any key where another shipp hath goods to discharge or to take in.

The sayd shipp the *Josia* might have taken in her ladinge in lighters and that lighters mighte have come to the sayd Hermitage key beinge [?libelle] without any trouble or hinderance by the sayd Coppins shipp, and it is a usuall thing for shipps of soe great a burthen as the shipp the *Josia* is to take in their ladinge in lighters, if it be soe agreed betweene the master and the merchants, but syaeth it is as usuall for shipps of soe great a burthen as the *Josia* is to take in goods at the Hermitage key for Sir Robert Mansfiled and that he hath seene divers shipps of soe great a burthen take in their ladings at divers other keys in the river of Thames.”<sup>746</sup>

### LIST OF RIVERS WITH BARS [EDITORIAL]

#### Archangel [Russia]

“The arlate shippe the *Centurian* rode at anchor without the barr at Archangel the voyage in question”<sup>747</sup>

#### Oporto [Portugal]

[INSERT TEXT]

### SHIPS OF THREE HUNDRED AND FIFTY TONS BURTHEN RESTRICTED TO BLACKWALL AND BELOW [XXXX]

**John Clarke, twenty-six year old mariner of Deptford, Surrey (sic), who was boatswain of the *Plyades*. The *Plyades* came aground in the River Thames coming home after a lengthy period in the service of the Duke of Venice. Relations were poor between many of the ship's company and her master, Captaine Hall, having been forced against their will to serve in**

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<sup>745</sup> HCA 13/53 f.74v

<sup>746</sup> HCA 13/53 f.74v

<sup>747</sup> HCA 13/66 f.101r

**Venice. Clarke, the boatswain of the ship, describes a drunken, distempered master. Clearly no love was lost.**

"Hee did never know or observe that any man carried a shipp of the burthen of above 350 tonnes with 200 tons of goodes or more in her higher or neerer to London bridge then Blackwall when the tide was ebb and hee sayeth there came diverse shippes home in company with Captaine Hall and none of the greatest of them came higher then Woolidge and were with their ladeinges preserved in safety."<sup>748</sup>

**SHIP OF TWO HUNDRED TONS BURTHEN DRAWS THIRTEEN FEET OF WATER WHEN LADEN [1643]**

**Henry Tompson, thirty-nine year old mariner of Ratcliff, Middlesex. Deposed February 1643.**

"The *William and Jane* is of the burthen of about twoe hundred tonnes, draweth beinge laden 13 foote water"<sup>749</sup>

**USUAL TO SAIL DOWN THE CENTRE OF THE RIVER AT QUARTER EBB [1648]**

**Christopher Saunderson, thirty year old mariner of Redriffe, Surrey. Deposed January 1648.**

The anchor] laye in a place where the water at everye tyde of ebb ebbed at the least twentyfive foote water belowe it and soe farr belowe it every lowe water was drye grounde and the sayd anchor was every lowe water cleere and planlye to bee seene of any body that came that waye or lived therabouts and laye within 18 or 20 foote of the shoare and the arlate Knott lived and inhabited at Rederiffe within the space of three hundred paces of the place where the sayd anchor laye...

It was past a quarter ebb and not a fitt and convenient tyme for shippes that are laden to fall downe the river at that tyme when the sayd shippe the *William and Sarah* came downe and was bilged uppon the aforesayd anchor and it is a usuall thinge for shippes laden to fall downe in the middle of the channell but not to come soe neere the shore as the place was where the sayd anchor laye and soe much is observed and well knowne to most masters of shippes."<sup>750</sup>

**Edmund Harrison, twenty-four year old mariner of Redriffe, Surrey. Deposed January 1648.**

"Hee hath heard it was a quarter ebb when the arlate shipp the *William and Sarah* came downe and was bilged uppon the anchor aforesayd and it is not accounted a usuall thinge for shippes that are laden to fall downe the river at a quarter ebb for feare of anchors or comeinge a grounde and when they doe fall downe they saile downe as neere as they cann in the middle of the channell to avoyd damage and not soe neere the shoare as that place is where the anchor aforesayd laye."<sup>751</sup>

**USUAL TO SAIL DOWN THE CENTRE OF THE RIVER AT QUARTER EBB [1648]**

**George Sturmy, forty-two year old mariner of Stepney, Middlesex. Describes the arrival of the *Patience* of London from Maaga with a heavy lading of wines, some of which were offloaded at Blackwall before sailing upstream to Limehouse. Deposed March 1634.**

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<sup>748</sup> HCA 13/56 f.170r

<sup>749</sup> HCA 13/58 f.433r

<sup>750</sup> HCA 13/63 unfol.DSC\_0154

<sup>751</sup> HCA 13/63 unfol.DSC\_0155

"The said shipp the *Patience* arrived in safeteye in the river of Thames neere Blackwall about the middle of January last [1634] and there she beinge lightened of some of her goods, she came from thence at anchor neere Lymehouse."<sup>752</sup>

### **SHIPS DRAWING TWELVE FOOT OF WATER CAN RIDE IN SAFETY AT DICKS SHORE [1629]**

**The Dutch master and English pilot of a ship named the *Crowne* came to see John Thompson at his home at Tower Wharf in early 1629. Their ship had gone aground near Cuckold's haven, and had sprung a leak, with three foot of water in her hold. They were looking for advice.**

"Hee hath bin master of shipps for these thirty yeaeres last paste"<sup>753</sup>

"Hee hath heard that the said shipp the *Crowne* anchored a little above Cuckold's haven which is a place where a shippe of three hundred tonnes cannott ride a floate"<sup>754</sup>

"There is aboute fower fadome and a quarter water at high water the springe tides in the place where (as hee hath heard) the *Crowne* rodd when the damage happened"<sup>755</sup>

"At Dicks shore a shipp that drawes not more then twelve foote water which hee thinketh is as much as the *Crowne* drew may ride safely with her ladeinge, which is nearer London bridge then the place where (as he hath heard) the *Crowne* rodd the tyme aforesaid"<sup>756</sup>

**Another experienced English mariner, Anthony Tutchins, testified his knowledge in the same case. We learn that the *Crowne* had been anchored against the lower yard Mr Graves, a carpenter at Limehouse, near Tutchin's house. Within forty-eight hours of anchoring, she had gone aground, having come thwart in the river at a tide of ebb. "the place not being convenient for such a shipp of her length and draft to ride in", the channel being very narrow at low water. Tutchins noted that the ship ws to weak to bear her burthen when grounded**

"The said shipp is of the burthen of about three hundred tonnes, and was full laden and noe part of her ladinge taken out when she came up to Lymehouse to his knowledge"<sup>757</sup>

"It is well knowne that a shippe of about three hundred tonnes (as the sayd shipp was) beinge full and deepe laden cannott come soe high as Lymehouse without great danger of comeing a ground and dampnifyeing herselfe and her ladinge and that all shipps of her burthen are alwayes lightened before they come up as high as Lymehouse, unlesse they knowe the said shipps to be very strong and stanch"<sup>758</sup>

"The water in the place where the said shippe lay when shee cast thwarte as aforesaid at high water is not above fower fathome deepe at the moste where shipps of the like burthen and drafte doe usually grounde at lowe water...Hee thinketh that the place where shee first anchored is aboute fower fathom

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<sup>752</sup> HCA 13/50 f.634r

<sup>753</sup> HCA 13/48 f.125r

<sup>754</sup> HCA 13/48 f.125r

<sup>755</sup> HCA 13/48 f.125r

<sup>756</sup> HCA 13/48 f.125v

<sup>757</sup> HCA 13/48 f.126r

<sup>758</sup> HCA 13/48 f.206r

and a half deepe at high water, but that depth is soe narrowe that the shippe could not lye in it at lowe water unlesse shee had bin very straitely moored"<sup>759</sup>

"Shipps of the burthen interrate doe use to take out parte of their ladeing at Blackwall"<sup>760</sup>

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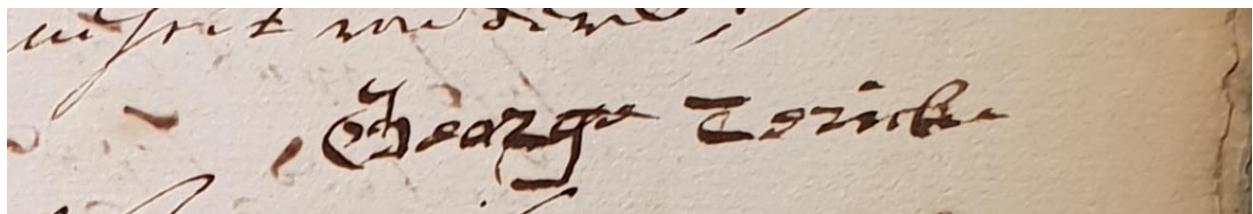
<sup>759</sup> HCA 13/48 f.126r

<sup>760</sup> HCA 13/48 f.126v

## SEARCHERS

**George Terricke senior, fifty-six year old waterman of Gravesend, Kent. Searcher at Gravesend, who discovered gold coins in the goods of an Englishman bound in a ketch from Gravesend to Flanders. He delivered the coins to the head searcher at Gravesend. Deposed January 1640.**

Deposed January 1640. "Uppn the tenth day of October 1638, the arlate John Cardwell goeinge in to a boate at Gravesend bridge then bounde over with his ketch called the [?CoroXe] of London for fflannders this examineate and his sonn George Terricke (being ymployed by the searchers at Gravesend to search such as shoulde bee bounde outwardes from thence) followed the said Cardwell in the boate aforesaide at Gravesend bridge and there searched him and founde aboute him in a leathern purse forty eighte pounds in gold in [?these] parcells videlicet 15 22s peeces, 17 20s peeces, 13 1s peeces, 5 10s peeces, 15 5s peeces, 3 5s 6d peeces and two peeces [?XXXte] 5s 6d, and seized the same golde for his Majestyes use, and tooke yt away from the said Cardwell as prohibited tuabee carried out of this Kingdome, and they delivered the same to one of the head searchers at Gravesend, and hee verily beleeveth that the said Cardwell never had any part thereof againe."<sup>761</sup>



Signature of George Terricke, waterman of Gravesend, Kent. English High Court of Admiralty. January 20<sup>th</sup> 1640. HCA 13/55 f.450r

<sup>761</sup> HCA 13/55 ff.349v-350r

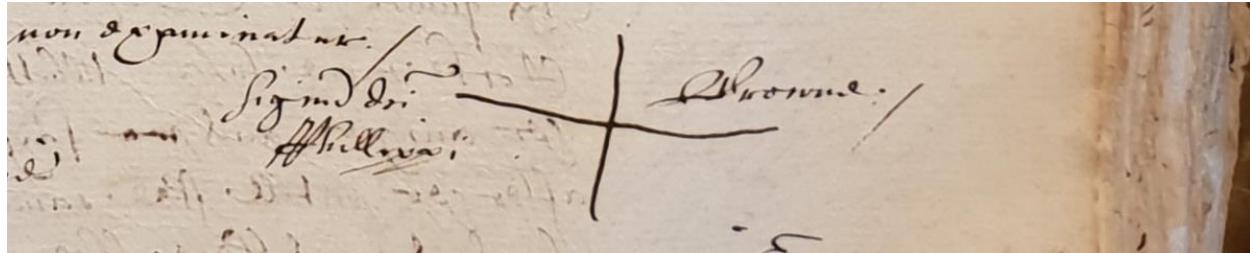
## SMALL RIVER CRAFT

### LIMIT TO HOW FAR DOWN RIVER AND OUT TO SEA SCULLERS WERE PREPARED TO GO [1633]

**Philipp Browne, twenty-two year old fisherman of Barking, Essex.** Browne was one of the company of a small fishing cocke called the Blessinge of Barking, which was no more than six tons in burthen. In June 1633 the cocke set out on a fishing voyage. On June 15<sup>th</sup> they encountered a wherry, followed by three scullers carrying goods, near a place called Blacktaile. The wind was rising and the boatmen dared go no further, so asked the men in the cocke to carry ten packs of goods seven miles further out to sea to a ship named the *Sampson*, which lay at anchor. Deposed October 1633.

"The said cocke was not nor is of the burthen of above six tonnes or thereaboutes, soe as shee could not stowe all the said tenn packs of goodes in the hold of her but five of them were stowed upon her hatches abafe and her decke before, and the said Hains his brother was aboard her and sawe those packs soe stowed and liked well thereof..."

The watermen that rowed in the foresaid three scullers that broughte the said tenn packs of goodes aboard the said cocke after they came into the cocke sayd that they were very glad that those goodes were taken into that cocke for that they were affraide to goe any lower into the sea and this hee affirmeth to bee true...Hee verily beleeveth that the said scullers with those packs of goodes would have bin in greate danger of sinckeinge with the said goods before they could have gotten aboard the *Sampson*.<sup>762</sup>



Mark of Philipp Browne, fisherman of Barking, Essex. English High Court of Admiralty. October 12<sup>th</sup> 1633. HCA 13/50 f.442r

### SCULLING ON RIVER THAMES

**Sixteen year old Johannes Burridge, waterman, and son of a like named Shadwell waterman, described working on the Thames.**

"About halfe a yeare since as hee remembreth...this examineate roweing in a sculle did take into his boate at Bell wharf staires at Ratcliffe the arlate John Eaton togeather with a barrell of pitch and a barrel of thums which thumbs the said Eaton said weighed eighte poundes and this examineate in his boate carried the said Eaton and the foresaid barrell of pitch and parcell of thumbs to [?Cordwell staires] at [?Lymhouse] and there landed the said Eaton who then shewed this examineate a shippe which then rodd in the Thames over at Lymehouse which the said Eaton called the *Mary Hope* and willed this examineate to carry the said barrell of pitch and the thumbs aforesaid aboard that shippe and there leave them"<sup>763</sup>

<sup>762</sup> HCA 13/50 f.442r

<sup>763</sup> HCA 13/52 f.213r

### **WEEKLY EARNINGS AS A WATERMAN SCULLING ON THE RIVER THAMES [1639]**

A thirty-six year old waterman, George Cooperthwaite, of All Hallows Barking testified that he could earn twenty shillings a week from sculling goods from ship to shore and shore to ship between the months of April to August. Unstated is whethere these were gross earnings, and whether the cost of scull rental or other charges had to be deducted. The case concerned a skuller whose arm had been broken, and who needed to hire a boy for eleven or twelve weeks to row one of the oars.

"The arlate Bennett before his arme was broke did use to plye in a skuller's boare at the Custome House key London and was ordinarily employed in carrieng and recarryng of merchants' goods betweene shippes and the shoare as this examinate then was and still is usually ymployed at the same place in the like boats, and hee verily beleeveth that from April to August the said Bennett if hee had not had his arme broken mighte in that ymployment have gotten one weeke with another twenty shillinges and dureinge that tyme this examinate in the like ymployment gott the like some one weeke with another or rather more, and soe much is usually gotten in that tyme by other watermen that are skullers as the said Bebbett is in the ymployment aforesaid"<sup>764</sup>

"When the said Bennett after his arme was broke came to worcke againe, hee carried that arme in a sling and therefore using but one arme hee hired a boy to rowe with him in his skuller's boat, and that boy continued soe rowing with the said Bennett by te space of eleaven or twelve weekes hee the said Bennett roweing all that tyme but with one arme and Bennett himselfe said hee gave the boy two shillinges a weeke for the same."<sup>765</sup>

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<sup>764</sup> HCA 13/54 f.436r

<sup>765</sup> HCA 13/54 f.436r

## **WAITERS**

**Errors and mistakes between land waiters and ship waiters**

**Responsibility of waiter to look for goods [1635]**

**Responsibility of waiter to prevent landing of goods before they are entered in the Custom house [1637]**

**Shipboard waiter on the *Susanna*, which arrived from Virginia [1641]**

**Weighing sugar at London Custom house [1639]**

## ERRORS AND MISTAKES BETWEEN LAND WAITERS AND SHIP WAITERS

**Edward Catlyne, a thirty-four year old Hull mariner, gave evidence regarding the delivery ashore in London of a quantity of wines**

"He beleeveth there was or ought to have bene a lande wayter to looke to and take notice of what goodes were delivered a shoare which came out of the foresayd shippe the voyage in question...Hee hath heard and beleeveth there are errors and mistakes betweene the land wayters notes and wayters a shipboard some tymes in the delivery of goods"<sup>766</sup>

### RESPONSIBILITY OF WAITER TO LOOK FOR GOODS [1635]

**Edward Bestwicke, thirty-nine year old mercant of Great Allhallowes, London. Deposed April 1634.**

"For these fourteene yeaeres last past all his this examinee's friendes that have had any intereste in shippinge, or have exercised merchandizeinge or traded as merchants have generally observed it as a custome that if any shippe wherein they have had any goodes ir nerchandizes aboard doe safely arrive in the River of Thames, they have not taken any chardge of theire goodes aboard such shippes untill they have bin landed out of such shippes at some Customable key and the ffarmers wayter whoe is alwayes at the wharfe or key where such goodes are to bee landed to take notice of what goodes are landed have viewed and taken notice of the sayd goodes, and this hee beleeveth hath bin a generall observation amongst all merchants in London for theise fowerteene yeaeres last past, and upwards, and in case any goodes bee unladen out of any shippe rideinge in the River of Thames and put aboard any lighter to bee carried to any wharfe or key where they are to bee landed and that lighter wherein such goodes are doe continue, or bee moored by the side of that shippe out of which those goodes in that lighter are taken, if any damage happen unto them by negligence, or carelesnes in the mastery of the shippe or his company, and that there bee noe faulfe in the lighter or lighterman the master of that shippe out of which those goodes were taken is bound and ought to make good such dammage for that the master of such shippe ought too looke thereunto and to use the best meanes hee cann to prevent any such damage but hee saieth that hee beleeveth that if any such lighter bee suncke, and the goodes in that lighter come to any dammage by any other casualty and the master or the shippe out of which those goodes were taken is not bound to make good the damage giveinge a reason of his beleife aforesaide hee saieth that all masters that ever hee had any dealeinge with did and hee beleeveth that all others doe continually send one of the trustiest marriners of his shippe a longe to have a care that noe goods bee imbeazelled out of the lighter, and to see them safely landed at the key, and that the lightermen doe not abuse the same."<sup>767</sup>

### In answer to interrogatories:

"The master of any shippe is never payd any salary or freight for the carriage of any goodes in a lighter from his shippe to the shoare, but the merchante or owner of such goodes doth alwayes pay the lighterman or the owner of that lighter for the carriage thereof, but hee saieth the marriner that is appointed by the master of the shippe to goe aboard the lighter to see the same safely delivered is alwayes payd by the sayd master.

There is alwayes a waiter appointed by the ffarmers to stay a shipp board and take notice ow what goodes are unladen or delivered out of the shippe, into any lighter, or otherwise and to informe the

<sup>766</sup> HCA 13/57 f.87v

<sup>767</sup> HCA 13/51 ff.694v-695r

wayter on shoare what goodes they are but that wayter is not appointed by the merchants but by the Customers to see that the King's customes bee not stollen.

Peece fruite beinge marked with redd oaker in ladeinge, unladeinge, landine and cellaringe the markes may rub out, doe the master what hee [?XXXX] but how usuall it is that they doe rubb out hee knoweth not, for that hee hath not dealte in such kinde of goodes longe, And where the marks of such ppeece fruite are rubbed out the master of the shippe wherhence those ppeece fruite came as this examinate conceiveth ought to take care to provide a warehouse for them and to see that there bee an equal division for otherwise one may have the best of such ppeece fruite the marks whereof are rubbed out and others the worst, which would redounde to the dammage of those that should have the worste of such ppeece furite giveinge a reason of his beleife or conceite for that in a shippe called the *Unity of London* this last vintage this examinates brother in lawe James Man amongst others had ppeece fruite broughte to this porte of London some packs of which fruite in the sayd shippe were decayed and the purser of that shipp provided a warehouse for that decayed fruite, and tooke care that there should bee an equal division of the said decayed fruite amongst the marchants that had goodes in the sayd shippe everyone accordinge to his proportion.”<sup>768</sup>

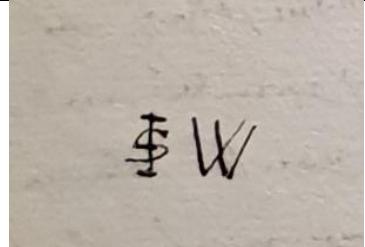
#### **RESPONSIBILITY OF WAITER TO PREVENT LANDING OF GOODS BEFORE THEY ARE ENTERED IN THE CUSTOM HOUSE [1637]**

**Richard Rymnell, forty-four year old cooper of Allghallows Stayning, London. Wine cooper to John de la Barr. Was requested to take up John delabarr's wines from the *Expedition*, lying near the ballast wharf at Shadwell, but found her sunk and all the wines damnified. Deposed May 1637.**

“It is a usuall thinge that opresently after any shipp arriveth in the river of Thames there is a wayter sent abord to see that noe goods be caryed on shoare untill they are entred in the Custome house, but it is a usuall thinge for masters of shipps when a wayter is come abord before they have entred their shipps and ladinge to send for lighters to lighter them and to breake bulke and send them up to a keye if the merchants shall soe order but such goods putt into lighters oughte nott to be landed before they are entred in the Custome house or before leave be obtayned from the ffarmers or some of their officers to land the same.”<sup>769</sup>

#### **SHIPBOARD WAITER ON THE SUSANNA, WHICH ARRIVED FROM VIRGINIA [1641]**

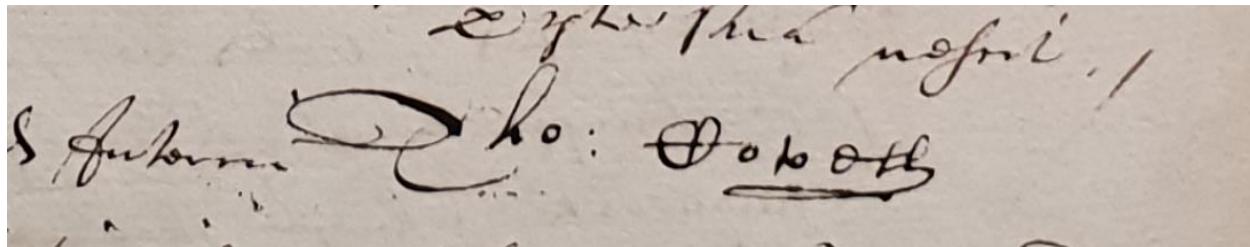
**Thomas Covell, fifty-two year old gentleman of Saint Mary Matsellon alias Whitechapel. A waiter on the Susanna, which had arrived from Vrginia. Deposed June 1641.**

	<p>“In Anno 1639 hee this examinate beinge the wayter appointed to see and looke to the delivery of the goods out of the arlate shipp the <i>Susanna</i> John Rose master which came from Virginia sayeth and deposeth by vertue of his oath that hee this examinate tooke speciall notice of a small bale of beaver skinns which was uppon or aboute the firste or second of August [?XXXX] delivered out of the said shippe there beinge noe other aboard the said shippe at that tyme, which said small bale of beaver skinns hee saieth was delivered into a lighter amongste other goods to bee carried a shoare and the same was faste males upp with a small [?Xarde] and sealed in divers places and did not seeme to have bine opened or</p>
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<sup>768</sup> HCA 13/51 ff.695r-695v

<sup>769</sup> HCA 13/53 f.137v

	misused neither doth hee beleeve it was whileste it was aboard the said shippe, and was to his best remembrance marked as in the margent but the quantitye or number of skinns therein or tow home the same did belonget for his parte hee knoweth not."
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The image shows a handwritten signature in black ink on a light-colored, slightly aged paper. The signature reads "S: Susanna Covell: Thos: Doves". Above the signature, there is some faint, illegible handwriting that appears to be a title or a formal address.

Signature of Thomas Covell, gentleman of Saint Mary Matsellon alias Whitechapel. Waiter on the Susanna. English High Court of Admiralty. June 26<sup>th</sup> 1641. HCA 13/57 f.138r

#### WEIGHING SUGAR AT LONDON CUSTOME HOUSE [1639]

**William Westerne, sixty-three year old grocer of Saint Olaves Hartstreet, London. A waiter of the London Customehouse. Deposed January 1640.**

"In the moneth of July Anno domini 1638 there were landed in this port of London fifty fower chests of sugar which were entred in the Customehouse London as brought frm Lisbone in the shippe the *Mary Rose* whereof Andrew Doves was master, which fifty fower chests of sugar this examineate being one of the wayters of the Customehouse London saw landed and weighed as they were landed at his Majestyes beame, and tooke notice of the weights thereof and entred them in his booke by which hee findeth that thirty one chests of the said sugars beeing white sugars weighed onely two hundred and thirteene hundred weight and twentie one poundes and that fower other chests of the said sugars beeing Mascovadoes weighed onely twenty seaven hundred three quarters and twenty poundes weight and that the other nyneeteene chests of the said sugars beeing [?PXXXX] weighing one hundred thirty seaven hundred three quarters and twenty three poundes, in toto three hundred seaventy nyne hundred and eight poundes grosse weight chests and all, And this hee afformeth upon his oath to bee true."<sup>770</sup>

<sup>770</sup> HCA 13/55 f.444r

## WEIGHING GOODS

### WEIGHING SUGAR AT HIS MAJESTY'S BEAM AT THE LONDON CUSTOME HOUSE [1639]

**William Westerne, sixty-three year old grocer of Saint Olaves Hartstreet, London. A waiter of the London Customehouse. Deposed January 1640.**

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<sup>771</sup> HCA 13/55 f.444r

## WHARFINGERS AND WAREHOUSES

Division of responsibilities between porters and wharfingers and related rates of pay [1640]

English East India company pepper warehouse [1653]

Flooding of warehouse at Ralphes key [1640]

Gentleman wharfinger at Custom house ley owning lighters [1637]

James Robinson, wharfinger of Dabbs dock [1624]

Porter handling ginger in a warehouse at Ralphes ley [1655]

Reach and purchase of a crane [XXXX]

Responsibility of wharfingers and porters for services and damages [1641]

Storehouses in Barking [XXXX]

Transfer of goods from King's warehouses at the Custom house key to master's warehouse [1639]

Warehouse keeper of the commissioners for Prize goods [1655]

Warehousing salt in Newfoundland [1655]

Wharf in River Thames at Wapping [1634]

Wharfage payable at Lions key [1612]

## DIVISION OF RESPONSIBILITIES BETWEEN PORTERS AND WHARFINGERS AND RELATED RATES OF PAY [1640]

Thomas Stevenson was a 60 year old cloth worker of All Hallows Barking. He stated in December 1640 that:

"Hee hath bine a wharfinger at the Custom House key and elsewhere in London for the space of almoste these 25 yeares laste paste and for all that tyme hath and do that presente observe it to bee a use and custome amongst wharfingers and owners of cranes upon any wharfe in the porce of London where merchants goodes are usually landed or unlanded to take noe chardge of goodes before they bee in the crane strings or that hee oughte or is at his office either by himselfe or by servants or servante to lande wynes, or any other goodes that are broughte in any lighter or lighters to his wharfe to bee landed but the merchants or owners of such goodes oughte to and doe usually employe the Companyes porters or such others as they please to make use of to crane upp and lande theire goodes and the wharfinger is onely to provide a sufficient crane tackle and jooke for the landinge of the same, and hee is noe wayes lyable or oughte to take any further care or chardge upon him aboute such goodes more then to see that his sayd crane, crane roape and other tacklinge there to belonginge were to bee good and sufficient, but in case any goods at such their landinge come to any mischance the Porters or such as the owners or merchants thereof doe employe aboute the landinge and takeing upp of the same muste or ought to have or make goode the losse thereof unlesse the same happen or come meereley by the insufficiency of the crane and breakeinge of any of the tacklinge thereof".<sup>772</sup>

He added that it was "a usuall thinge for the Companies porters to have after the rate of twelve pence per tonne for craneinge upp or landeinge of wynes at any wharfe in London and the reason thereof is as hee conceiveth for that they take upon them the care and charge of landeinge such goodes and are to make goode the losse or damage that shall happen to the same in the craneinge upp or landeinge of them". The wharfinger "is allowed and hath but after the rate of 4 d per tonne for wynes broughte to bee landed at his wharfe in a lighter and 8 d per tonne in case the shippe come to the wharfes side to lande the same".<sup>773</sup>

## ENGLISH EAST INDIA COMPANY PEPPER WAREHOUSE [1653]

John Andrewes, servant of Thomas Andrewes, stated:

"that hee was present and sawe the weighing of the thirtie baggs of pepper arlate in the warehouse or pepper seller of the East India company the Exchange London (being thereto employed by the said Thomas Andrews and company the producents) and tooke a note of the said weight in writing and thereby well knoweth that at the time when they were laden aboard the *Levant frigot* John Hasilgravex' commander (which was on or about the 18th of July 1653) the said thirtie baggs of pepper did containe neat, tenn thousand eightie and eight pounds of pepper, English weight"<sup>774</sup>

## FLOODING OF WAREHOUSE AT RALPHES KEY [1640]

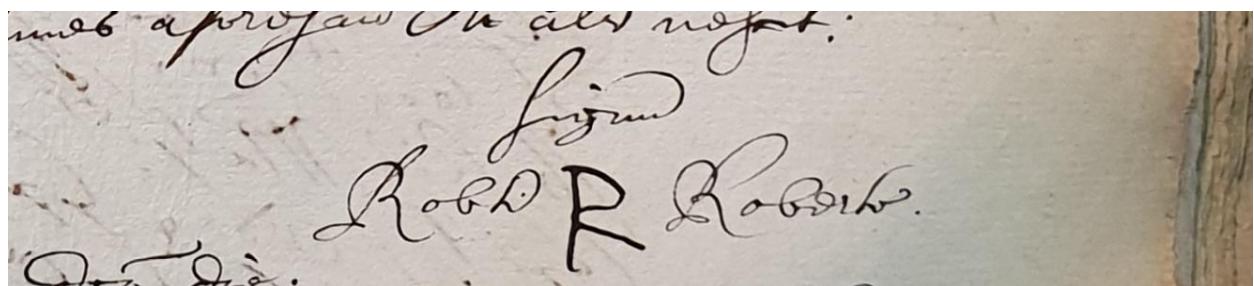
Robert Roberts, a fifty -nine year old silk weaver of Saint Olaves in the borough of Southwark, was "by profession a porter". He describes the flooding of a cellar near Ralphes key, into whioch he and fellow porters had carried hogsheads of tobacco from a lighter they had unladen at that key. Deposed October 1640.

<sup>772</sup> HCA 13/56 ff.364v-365r

<sup>773</sup> HCA 13/56 f.365r

<sup>774</sup> HCA 13/70 f.2v

"Two yeares since and upwards this examinate beinge by profession a porter togeather with some other porters did take up out of a lighter at Ralphe's key London divers hogsheads of tobaccoe for Mr Harris and Mr Throgmorton of London merchants and some others and putt the same tobaccoes into a warehouse at Raphs key aforesaid where this examinate sawe the same tobaccoe on Wednsday last was seavennight and he knoweth that by reason of springtides the said warehouse since the tobaccoe aforesaid was putt therein, hath twice beeene overflowed and the water hath come and stood in the same knee deepe and more amongst the said tobaccoe soe that some of those hogsheads swamm with the same and the tobaccoe in the same could not choose but bee much wett and spoiled and upon Wednesday last was sevenight this examinate sawe divers of those hogsheads of tobaccoe opened and sawe that much of the tobaccoe in them was rotten and quite spoiled. And this hee affirmeth upon his oath to be true who was employed by the said Harris and Throgmorton to cleare the water and cast the same out of the said warehouse when it was overflowed the times aforesaid."<sup>775</sup>



Signature of Robert Roberts, silkweaver of Saint Olaves in the burrough of Southwark, by profession a porter. English High Court of Admiralty. October 20<sup>th</sup> 1640. HCA 13/56 f.260v

### GENTLEMAN WHARFINGER AT CUSTOM HOUSE KEY OWNING LIGHTERS [1637]

William Coltman described himself to the notary publique in the English High Court of Admiralty as a "gentleman". He gave his precise occupation as "wharfinger at Custome House key", which he had been for about eleven years. He stated that he "kepte divers lighters for ladinge and unladeinge of goods aboard and out of shippes in the River of Thames".<sup>776</sup>

Thomas Thrasker, thirty-six year old draper of Allhallows Barking, London, separately states that William Coltman was wharfinger of the London Custom house. Deposed April 1637.

"The monethes and yeare arlate the arlate William Coltman was generally reputed to be owner of the arlate lighter called the *Anne* and his the sayd Coltmans's servants did with that lighter carry and transporte merchants goods from shippes ridinge in the river of Thames belowe London bridge unto the shoare and from the shoare to the shippes, and that he this deponent hath seene the sayd Coltman pay wages unto those whome he employed and hired to serve in the sayd lighter. The premisses he knoweth to be true for that the tyme arlate he dwelte and still doth dwell by the Custom house gate, where the sayd Coltman was then wharfenger.

Within the tyme arlate there came one of the arlate William Coltman's lighters laden with sugars for the Custome house key, which sugars as it was then reported were brought from abord the arlate Luke Whetstone's shipp lyeinge in the river of Thames belowe London bridge and the sayd lighter laye with the sayd sugars a day or two at the sayd key before any of them were taken out of her, and when the sayd sugars were takinge out of the sayd lighter it did appeare that there was much water in that lighter, and that divers of the chests of suger in it had taken wett and were damnifyed but in what

<sup>775</sup> HCA 13/56 f.260r

<sup>776</sup> HCA 13/56 f.81v

condition the sayd sugars were at the time of their delivery out of the sayd shipp into the sayd lighter or to whom the sugars did belonge he knoweth not or wheither the lighter was the arlate lighter the Anne he cannot remember beinge soe longe since...

He beleiveth that it was the faulfe of the merchants that owned the sayd sugars in the lighter aforesayd that they did not provide porters to take a shoare or lande the sayd sugars, the first or second tyde after they were broughte to the Custome house key, and that it was noe gayne but losse, unto the sayd Coltman that they were not landed the sayd first or second tyde and he beleiveth that if they had bene then landed the sayd lighter might have bene fitt and ready for some other imployment and to take into her abother fraigthe.”<sup>777</sup>

#### **JAMES ROBINSON, WHARFINGER OF DABBS DOCK [1624]**

**Edward Dangerfeild, domestic servant of James Robinson of Saint Andrew in Holborn, wharfinger of Dabbs dock. Deposed May 1624.**

“Within the tyme arlate the arlate Parryes boate in the nighte tyme was brought into Dabbs docke arlate after ten a clocke at night without the knowledge of this examinate who under his foresaid master James Robinson was wharfinger of the said docke at that tyme, and wente to bedd aboute ten a clocke at night and then the said boate was not in the said dockem but sawe her there at three a clocke the nexte morninge.

This examinate’s foresaid master James Robinson is wharfinger of Dabbs docke arlate and noe shippes, hoyes or other vessells can or may ride or bee fastened in that docke without his sufferance and leavem and there is a dutye due and payable to him for the same. And this hee saieth hee knoweth to bee true being servante to the said Robinson and under him most commonly supplyeinge the place of wharfinger there as aforesaid.”<sup>778</sup>

“This examinate beleeveth and hath heard the said Parrys boate was brought into the said docke by the said Parrys apprentice called George Cowperthwaite, and yt was his faulfe that the said boate was damnified, for that hee did bringe the saide boate in the night tyme into the said docke, seeinge two ketches and a lighter in the said docke and knoweinge that they used to fall to and fro with the tide and ebb beinge used to bee fastened but by one roape as aforesaid.”<sup>779</sup>

#### **In answer to interrogatories:**

“The stayres interrate is a usuall plyeinge place for oares and scullers to take in faires and Parry with his boate usually lyeth there but his boate the tyme when shee splitt was not faste to the said staires but was faste to a lighter in the said docke.

That true yt is that some tymnes there are many boates lyeinge at the interrate stayres and hoyes and other vessells that remove out of the said docke doe use to give notice to those in the said boates to remove to give way to them to come out.”<sup>780</sup>

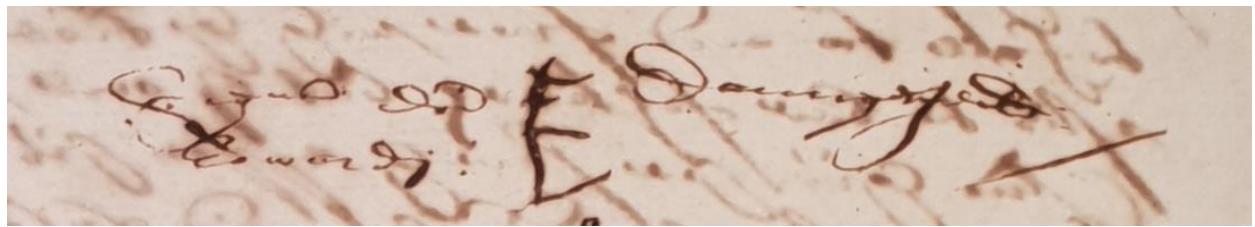
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<sup>777</sup> HCA 13/53 f.105v

<sup>778</sup> HCA 13/44 f.320v

<sup>779</sup> HCA 13/44 f.321r

<sup>780</sup> HCA 13/44 ff.321r-321v



Initial of Edward Dangerfeild, servant of James Robinson of Saint Andrew in Holborn, wharfinger of Dabbs dock. English High Court of Admiralty. May 28<sup>th</sup> 1624. HCA 13/44 f.321v

### PORTRER HANDLING GINGER IN A WAREHOUSE AT RALPHES KEY [1655]

**Edward Sherwin**, a 56 year old citizen and leatherseller of Little Allhallowes, London, was a porter employed by the Commissioners of Prize Goods in London. He deposed on July 31<sup>st</sup> 1655 in the case of The Lord Protector against Samuell Swynock that:

"the other ginger which laye in the warehouse where the hundred baggs of ginger in question was was taken out of the whole three hundred baggs and carried away by the buyers thereof or by their order and other part thereof removed into an other warehouse this hee deposeth being a porter employed by the Commissioners for prize goods in delivery of the same And further hee cannot to this article depose for that hee knoweth not when the sayd Swinock bought the ginger controverted" and "hee was a porter employed togeather with his contests John Betton George Greenewood and Edward ffrancis and others in the delivery out of all the ginger that was delivered out of the sayd warehouse, and well sawe and knoweth that the same ginger soe delivered out was by this deponent and his contests aforesayd and others employed as aforesayd thereabouts iustly and impartially divided and sett apart from the sayd Swinnocks 100 baggs of ginger without picking or chooseing out any baggs, but takeing them fayrely only as they did arise ..."<sup>781</sup>

"they who bought or at least brought warrants for the receiving thereof did (without any lotts cast that this deponent knoweth of) received the ginger by them receaved, out of the whole, according as this deponent and his contests and the sayd other porters delivered the same unto them, and lost the sayd Swinnocks hundred baggs and about 60 baggs more belonging to an other man, and saith hee this deponent was present at the delivery of all the ginger which was taken away out of the parcell interrogate" and "there was noe ginger delivered as aforesayd save what this deponent and the sayd other porters delivered with their owne hands and weighed without suffereing the receivers to meddle with takeing the same from among the other baggs of ginger left, which were one hundred and sixty, out of which hundred and sixty baggs this deponent and the rest of the sayd porters then weighed and layed by the sayd 100 baggs for the sayd Swinnocks use"<sup>782</sup>

**George Greenwood**, like **Edward Sherwin**, was employed as a porter by the Commissioners for Prize goods. Thirty years of age gave his occupation as citizen and vintner of Saint Butolph Bishopsgate. He deposed om August 11<sup>th</sup> 1655 in the case of The Lord Protector against Samuell Swinnock, that: "

"hee this deponent being only a porter constantly employed by the Commissioners for prize goods arlate, to deliver such goods to the persons to whome they are by them sold, or such as by order from the Commissioners are authorized to take and receive them, and not knoweing ought of or being privie to the sale of the hundred baggs of ginger arlate to the arlate Swinnock, nor knowing the sayd Swinnock cannot depose to the contents of the sayd articles, saving hee saith that hee hath heard and beleeveth there was a hundred baggs of ginger sold to one Swinnock by the sayd Commissioners for that hee this deponent with others his Contests videlicet John Bolton Edward Sherwood and Edward ffrances did

<sup>781</sup> HCA 13/70 ff.449r-449v

<sup>782</sup> HCA 13/70 f.449v

helpe to weigh and laye by a hundred baggs of ginger for the use of one Swinnock (which hee beleeveth to be the arlate Samuell Swinnock) out of a parcell of three hundred and odd baggs of ginger which the sayd Commissioners had lying at Ralphe's Key”<sup>783</sup>

“there were severall parcells of ginger out of the sayd 300 and odd baggs delivered to several persons (whose names he knoweth not) who brought warrants from the sayd Commissioners for receiving the same, videlicet one man had forty baggs weighed and delivered and an other had one hundred baggs weighed and delivered, and a third had sixty odd baggs weighed for him according to Warrant from the same Commissioners, and layd by for his use, which sixty odd baggs are not (as this deponent beleeveth) yet taken away by the owner thereof, And hee saith that after the sayd first parcell videlicet of forty baggs was weighed and delivered and before any more baggs were weighed and delivered out of the sayd 300 hundred and odd baggs of ginger there was one hundred baggs ginger weighed out of the remaynder of the sayd 300 hundred and odd baggs and sett by for one Swinnock (whome this deponent believeth to be the party in this suite) and the same being weighed was removed and sett into an other warehouse at Ralphe's Key next adioyning to the same warehouse where the remaynder of the sayd 300 hundred and odd baggs laye, to be kept for the use of the sayd Swinnock, And hee saith that every of the parcells of ginger weighed out of the sayd 300 hundred and off baggs and delivered or sett by for the ise of those who bought them, were indifferently and impartially divided from the whole three hundred and odd baggs, and taken iust as they arose out of the whole heape of baggs by this deponent and his sayd precontests without picking or chooseing#out anyparticular baggs, soe that this deponent well knoweth that they who bought the rest of the ginger arlate had noe greater benefit by takeing their parcells first, then they would have had if the sayd Swinnock had taken his hundred baggs first, the premisses hee deposeth being as aforesayd one of the sayd Commissioners porter, and present at, and helpeing in the first takeing in of the whole three hundred and odd baggs from on shipp board into the sayd warehouse, and alsoe helpeing to weigh every of the parcells sold out of the same, and helpeing to weigh and sett by the sayd hundred baggs for the sayd Swinnock”<sup>784</sup>

“hee knoweth there was three hundred and odd baggs of ginger in the whole parcell, and saith hee knoweth not by name any of the persons who bought the sayd ginger nor knoweth of anylotts cast for the same, nor whose lott was first if any lotts were made of the same, and saith that the hundred baggs sett out for the sayd Swinnock were weighed and sett by out of the remaynder of the whole next after the forty baggs aforesayd were weighed and delivered, and saith they who bought warrants from the sayd Commissioners for receiving their parts of the said ginger did (without any lotts cast that this deponent noweth of) receive their parts out of the whole according as this deponent and his precontests delivered the same unto them, videlicet hee that receaved the sayd 40 baggs, receaved the same out of the whole three hundred and odd baggs as it arose, and then the sayd Swinnocks one hundred baggs were weighed off and sett by to be kept for him as aforesayd, and the other persons had their parts out of the remaynder of the sayd three hundred and odd baggs And saith hee this deponet was present at the delivery of all the ginger which was taken away out of the parcell of three hundred and odd baggs Interrogat”<sup>785</sup>

#### REACH AND PURCHASE OF A CRANE [XXXX]

**Robert Lant**, a merchant, of Saint Peters Le Poore, who had dealt in wines for over twenty years. He talks about the “reach and purchase” of cranes.<sup>786</sup> The specific cranes he was discussing at Buttolph’s wharf were, in his opinion, “stronge, sounde, and sufficient, and fitt for the landing of wynes and other goods”. A particular lighter lay “somewhat off from the crane, yet the same was within the reach and

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<sup>783</sup> HCA 13/70 f.453r

<sup>784</sup> HCA 13/70 f.453v

<sup>785</sup> HCA 13/70 f.453v

<sup>786</sup> HCA 13/56 f.391v

purchase of the said crane". Lant found fault with the behaviour of the porters, who he claimed were inattentive.

### **RESPONSIBILITY OF WHARFINGERS AND PORTERS FOR SERVICES AND DAMAGES [1641]**

**William Mandye**, a twenty-six year old grocer resident in the parish of Saint Buttolphs Billingsgate, described the role of a wharfinger when he was deposed in 1641 in the English High Court of Admiralty.

"Hee this examinate hath lived and bine with a wharfinger for the space of almoste these twelve yeares laste paste and in that tyme hath knowne and observed that noe wharfinger is or oughte to take any chardge or care of any goods broughte in any lighter or other vessell to his wharfe to bee landed more than to provide a sufficient crane and other tacklinge to the same fitt for the landinge of such goods and that if any damage happen or come to any such goodes the wharfinger neither is nor oughte to make good the same unles it happen and come by any insufficiency either in the crane, crane roape or hooke or crane slinge but the porters and such othe as are used and employed in and aboute the landinge of such goodes are and oughte to make good the damage which shall happen to any such goodes"<sup>787</sup>

#### **Mandye describes a situation at Buttolphs Wharfe, where wine was damaged when landed**

"The porters that were employed in the landing and did land the wines arlate out of the sayd lighter at Botolph Wharfe were Companyes porters to this deponents knowledge and employed and sett on worck by the merchants owners of the sayd wines as he beleiveth...The ususall rate of landeing of wines is 12 d per tonne and so much the Company Porters doe usually receive from the merchants and others upon every tonne for landing wines...in regard that they take upon themselves the care and charge of landing the same and for that they are to make good and be answerable for such damage as the sayd merchants goods shall sustaine and landing unlessss it happen by reason of the insufficiencie of the wharfingers tackle And that the wharfinger or owner of the crane [?XXX] the sayd goods are landed out of a lighter is not allowed above 4 d per tonne and that is only for the use of the sayd crane and tackleing thereto belonging"<sup>788</sup>

Mandye vouched for the sufficiency of the "crane, hookes, and tackling thereunto belonging at the tyme of the landing of the wines", stating that they "were strong sounde and sufficient" and that many pipes of wine were handled with this equipment immediately before and after the alleged damage to a specific pipe of wine. Or in Mandye's words they were "heaved or taken upp out of the arlate lighters and landed in safety". Immediately after the damage to a specific pipe, the lighter from which it came was removed, and still had a further ten pipes aboard it. Mandye refers to the successful subsequent heaving and "slinging" of these remaining pipes.<sup>789</sup>

In an answer to an interrogatory, Mandye stated that should a wharfinger hire a partner, without the order of a merchant, to crane or land goods, and these goods then "be damnified or spalt in the drumeing or landeing as interrate, that in such case the wharfinger and porters who he employs ought to make good that damage"<sup>790</sup>

**Robert Lantz**, a forty-three year old merchant, resident in Saint Peters Le Poore, London, added his views, based upon twenty years experience as a merchant.

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<sup>787</sup> HCA 13/56 f.390r

<sup>788</sup> HCA 13/56 f.390v

<sup>789</sup> HCA 13/56 f.390v

<sup>790</sup> HCA 13/56 f.391r

"Noe wharfinger that is an owner of a crane uppon any wharfe in the porte of London oughte neither is it his office or place either by himselfe or his servants to land wynes or other goodes brought to his wharfe or crane to bee landed out of any lighter or lighters, but the merchants or owners of such goodes doe usually employe the Companyes porters that they are free of or such others as they cann agree with to take upp and lande such wynes or other goodes and the wharfinger or owner of the crane is onely to beare the adventure of the crane and crane tackle and to make good the damage which shall happen to any goods through or by any insufficiency either in the crane or crane tackle and not otherwise." <sup>791</sup>

He added: "the porters or such others as are employed in or aboute the landinge of wynes or other goodes are and ought to make good any damage that shall happen or come to the same ...unles it come by or through any inufficiency in the crane or by breakeinge of the crane hooke or tackleinge thereto belonging" <sup>792</sup>

### **STOREHOUSES IN BARKING [XXXX]**

**Joseph ffoard**, the master of the hoy the *Richard*, stated that: "hee sawe the anchors and rigging in controversie since they were found in two storehouses in Barkeing in Essex And hee is sure they were the same which formerly belonged to the hoye the *Richard* for that hee was present at the takeing of most of them up and knoweth they were taken up at the place where the sayd Hoy *Richard* was suncke" <sup>793</sup>

### **TRANSFER OF GOODS FROM KING'S WAREHOUSES AT THE CUSTOM HOUSE KEY TO MASTER'S WAREHOUSE [1639]**

"After the arrivall of the shippe in which the caske or hogsheads of yarne in controlversie was broughte to this porte of London and after the unladeinge thereof into one of the Kings warehousesa t the Customehouse London hee this examineate beinge employed by his master for to fetch home the said caske or hogshead did hire a carte for that purpose and after hee had caused the same to bee brought home to his masters house and gott the same into his masters warehouse hee [?perused] the same and found that there was a greate hole in the caske soe bigge that a man might easely putt his fiste in....Upon openinge the said caske hee founde mattt, cable [?tarne] and some other things packt upp in the said caske which hee conceiveth was done by some that had broake open the said caske and taken out some of the yarne therein and put these things in place thereof and afterwards madeupp the caske againe." <sup>794</sup>

### **WAREHOUSE KEEPER OF THE COMMISSIONERS FOR PRIZE GOODS [1655]**

**John Holme** of Saint Magdalens Milkestreete London haberdasher, aged thirty years, testified in 1655, describing himself as "a warehouse-keeper under the Commissioners for prize goods" and having custody of "many parcells of sweete oiles, brought in as prize" <sup>795</sup>

### **WAREHOUSING SALT IN NEWFOUNDLAND [1655]**

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<sup>791</sup> HCA 13/56 f.391r

<sup>792</sup> HCA 13/56 f.391r

<sup>793</sup> HCA 13/70 f.47r

<sup>794</sup> Hca 13/55 F.284V

<sup>795</sup> HCA 13/70 f.331r

**The Dutch ship the *Pyd Cowe* of Rotterdam was seized by the English in July 1653, when carrying a lading of salt. Her seizers brought her to Newfoundland, where the salt was temporarily unladen and warehoused, it being considered a perishable commodity.**

**Captain Thomas Tate**, a 32 year old mariner of Stepney, was the master of the seizing ship the *Margaret and Elizabeth*. He deposed on June 15<sup>th</sup> 1655 in the case of Bennett and Companie against Hopkins and Companie, that: "in or about the moneth of July 1653 last past the shipp the *Margarett and Elizabeth* arlate under the Commannd of this deponent and Companie did meet with and surprize at sea a certaine dutch shipp called the *Pyd Cowe* of Rotterdam laden with salt, which shipp and ladeing they afterwards brought to Newfoundland, and there by reason of the perishableness of that commoditie, this deponent caused the same to bee unladed and putt the same into the possession of George Hopkins the partie querelate in this suite to whom this deponent caused 18 /i sterlinc to bee paid for the same unlading and the said Hopkins provided warehouses to receive the same, and for his soe doeing this deponent contracted and agreed to allow the said Hopkins three hogsheads out of every twenty hogsheads, whereupon the said Hopkins permisseed and undertooke to this deponent to deliver back upon demmannd 17: hogsheads of salt for every score of hogsheads soe received to the use and benefit of the said William Bennet and Companie as by an Instrument of Agreement bearing date the 26th of August 1653, and beginning **A covenant and agreement** remaining in this Court, and signed and sealed by the said Hopkins and this deponent doeth and may amongst other things appeare... the usuall price of goods transported from Newfoundland to Plymouth was and is 3 /i a tunne soe farr as this deponent ever heard or observed"<sup>796</sup>

#### **WHARF IN RIVER THAMES AT WAPPING (1634)**

**A series of English High Court of Admiralty depositions in 1632 by mariners, watermen and others reveal a dispute about the filthy conditions of a wharf built by Richard Bromfield at Limehouse. Bromfield had a brewhouse as well as a wharf, and allegedly piled horse and hogs dung, together with sea coal ash onto the wharf, which was washed by the tides into the Thamesm where it caused a nuisance to users of the neighbouring Limehouse dock**

**Thomas Hayborne, sixty year old Limehouse mariner, tells it as it is concerning the behaviour of Richard Bromfield, whom he has known for twelve years.**

"For these five yeaeres last the sayd Bromfield hath kept a brewhouse adioyninge to his dwellinge house in Lymehouse neere unto the River of Thames, and for these three or fower yeaeres last past the sayd Bromfield hath had a false wharfe or gallerye adioyninge to his sayd brewhouse hanginge over his docke in the River of Thames, and for all that tyme the sayd Bromfields servants have used to throwe and carrie their horses and hoggs dunge sea coale ashes and other rubbish made in his sayd dwellinge house and brewhouse, uppon the sayd gallery which lyeth open and is not yet filled up, and the River of Thames hath and doth usually every tyde riun into the sayd gallerye and wash away the sayd dunge and other rubbish into the sayd river and into Lymehouse docke wherby the sayd river and other brewers and inhabitants within Lymehouse docke and within the sayd Bromfields docke are much damnified and annoyed."<sup>797</sup>

**James Parrott, thirty year old servant to William Drake of Shadwell in Stepney, stated in August 1634 that:**

"His said master Mr William Drake abouete a yeare since did take a lease of the Lord Maior of the Citty of London and [?XXX] and their feoffees in truste of diver tenaments yardes, dockes and wharfes

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<sup>796</sup> HCA 13/70 f.373r

<sup>797</sup> ADD REFERENCE

staires and one wharfletts wharf uppon the east in Wappinge, amongst which the docke where Jane Richardson of Wapping widdowe is now [?XXXX] [?] wharf is comprehended and hee saith upon his oath That by the lease aforesaid there is grannted to the said Mr William Drake which hee hath else grannted to the said Jane Richardson a wharfe conteyneinge ffifty one foote in length from Easte to West which is alreadye and hath formerly beeing wharfed upp as alsoe much lande into the river of Thames not yet builte upon as may inlardge the said wharf out into the said river thirty fower foote and a half or thereabouts North and South, and many ffote into the river as may inlardge the said wharf as aforesaid is grannted amongst other lande by his [?Majesty] to the right honourable the Earl of Carlisle and his heires for ever [?arlate] and by him to the City of London for ever, and by them by lease for certaine yeares to the said Mr Drake”<sup>798</sup>

**Richard Kere, forty-five year old Ratcliffe waterman, viewed Bromfield’s property, having been “warned by John Gawkins to viewe certayne annoyaces done to the River of Thames”.**

Twelve months before his deposition, Kere, “cominge to the sayd Bromfields docke he sawe a false wharfe adioyninge to his house over the river of Thames within which wharfe there lay then a great deale of horses and hoggs dunge seacole ashes and other rubbish which (as he beleiveth waas thrown out of the dwellinge house and Brewhouse of the sayd Bromfield for that the same layd within his wharfe and for that none of hiis weighters did then keepe any horses, neere that place, through whioch sayd false wharfe the River of Thames doth passe every tyde and wash away the daunge and other filth throwne into the sayd wharfe into the sayd river to the great hurt and annoyance of the sayd river and the inhabitants there neere adioyninge.”<sup>799</sup>

**Henry ffazackerley, sixty year old Limehouse brewer, added his two penny worth.**

“Richard Bromfield for these fourteene yeares last past hath dwelt and kept a house in Lymehouse within the parish of Stepney alias Steben heath and for these sixe of seaven last past the sayd Bromfield hath kept and used a brewhouse, adioyninge unto his sayd house neere unto the River of Thames, and for these foure or five yeare last the sayd Bromfield hath had a false wharfe or gallery neere unto the River of Thames which lyeth over at one ende and is not yet filled upp, and within the sayd tyme this deponent hath seene the sayd Bromfield servants throwe out their horses dunge and swept their hoggs dunge into the sayd wharfe and that he verily beleiveth that the seacole ashes and other filth and rubbish made within the sayd Bromfields house and brewhouse are thrownen into the sayd wharfe to fill up the same, because he knoweth of noe sskavenger that cometh there to carry away the same nor any other conveyance for the same. And he alsoe sayeth that the River of Thames doth every tyde flowe into and passe through part of the sayd Bromfields wharfe and wash part of the filth dunge and rubbish into the sayd river and by meanes therof the sayd River of Thames hath bene much annoyed and dampnified and this examineate keepinge a brewhouse neere unto the sayd Bromfiel and other inhabitants neere there adioyninge have bene therby annoyed and offended, and that this deponent hath many tymes heard his neighbors complayne therof.”<sup>800</sup>

[ADD IMAGE: THOMAS HAYBORNE SIGNOFF]

[ADD IMAGE: JAMES PARROTT SIGNOFF]

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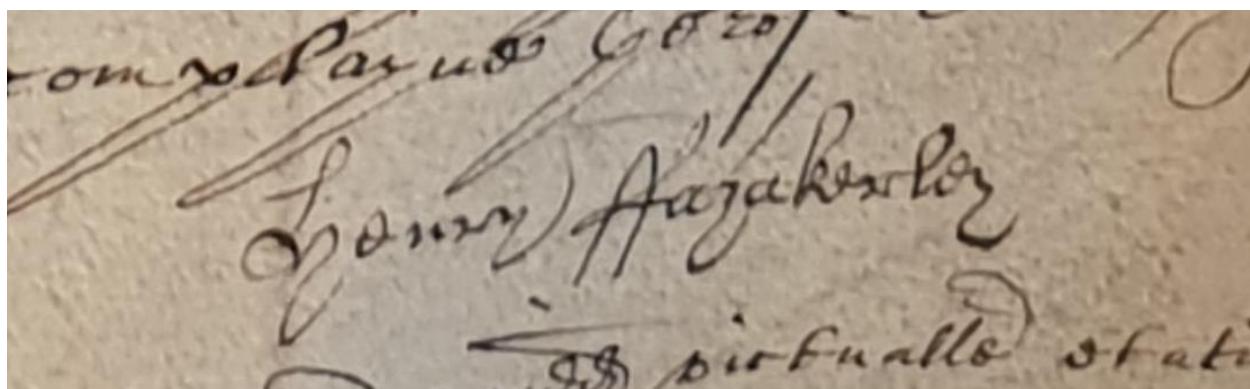
<sup>798</sup> HCA 13/51 ff.40r-40v

<sup>799</sup> HCA 13/50 f.95r

<sup>800</sup> HCA 13/50 f.95r



A handwritten signature in brown ink, appearing to read "David Powell". The signature is somewhat fluid and cursive, with "David" and "Powell" being the most distinct parts.



A handwritten signature in brown ink, appearing to read "David Powell". The signature is somewhat fluid and cursive, with "David" and "Powell" being the most distinct parts.

#### WHARFAGE PAYABLE AT LIONS KEY [1612]

**David Powell, forty year old fishmonger, living on Bottolphs wharf and working as a lighterman**

"He hath dwelt upon Buttolph wharfe and thereabouts about the space of seaventene yeares now past and knoweth that for that time the use and custome hath bin amongst masters of ships and other vessels comeing to any key or wharfe nere London bridge to tie and make fast his and their ships to somme wharfe or other shipp in the Thames above the place where they meane to anker, least the tide should force the said shippe from her anker or upon London bridge and this hee hath often seene and putt in practize by all men that come for the most to anie key thereabouts....

Buttolphs wharfe was and is a place where both Dutch, ffrench and English sh ips and others doe usually lie and anker and both dischardge and relate of this examineate's owne knowledge...

Hee hath heard that there wharfage payd att Lion key for calves and lambes which are landed there."<sup>801</sup>

<sup>801</sup> HCA 13/42 f.12r

## NOTES

### **Damage to goods whilst handling**

Damage before or after breaking bulk

### **Types of goods**

Free goods vs contraband?

Gross goods; smaller commodities; fine goods; piece goods

### **Freight rates**

Freight rates variable by goods and risk

### **State of goods highly dependent on condition of ships**

Repairs at Antego (unladen and reladed to enable repairs)<sup>802</sup>

### **Possible articles**

- 1. Paper**
- 2. Apples & cider**

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<sup>802</sup> HCA 13/72 f.103v

## THOUGHTS

Historiography puts too much emphasis on (1) fine goods (2) slaves (3) long distance trade, and neglects bulk goods, coastal trading, (English coastal, North Sea, cross-channel, and down the French coast).

Historiography has recently put too much emphasis on merchant networks, and in the past on ethnic groups.

Historiography neglects (1) the lived experience of economic life (2) the economics of commerce and trade (3) the integration of transport and non-transport activities into supply & 'making' chains and hubs (4) the bulk of economic activity (small traders, ship owners, non-merchants) (5) undocumented economic life , e.g. private adventures, credit

# COMMODITY CLASSIFICATION

Based on terms used in C17th English High Court of Admiralty depositions  
ALPHABETICAL, BY BROAD TERMS

This document has been posted to the shared MarineLives Google Drive so that #Twitterstorians can contribute to this growing taxonomy of commodities, based on Early Modern, as opposed to Modern, thinking about production, trade and consumption

## Coarse goods

- Alum
- Balkes
- Brazil wood
- Chalk<sup>803</sup>
- Coal
- Coal ash
- Copper
- Copperis
- Corn
- Deal(e)s
- Fullers earth<sup>804</sup>
- Iron
- Lead
- Pipe clay
- Pippetaves
- Pot ash/potash
- Salt
- Saltpetre
- Timber
- Tin(n)

## Dry goods

- Cinamon
- Cloves
- Drugs
- Indico/Indigo
- Pepper
- Sugar; Brazil sugar
- Tobacco

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<sup>803</sup> HCA 13/74 f.134v

<sup>804</sup> HCA 13/74 f.134v

“**Grosse goods**”<sup>805</sup>

**Fine goods**

**Loose goods [stored on deck]**

**“Perishing goods”]**

- Butter
- Lard
- Tallow

**Piece goods [“peece goods”]**

**“Tonne goods”<sup>806</sup>; tonnage**

**Wet goods**

- Canary wine; Malaga wine; Bordeaux wine
- Oils
- Ship beer
- Sweet oils

**Frayle fruit vs barrel fruit** [different freight rates from Malaga to London]

**Uncertain classification**

- Almonds
- Apples
- Barley
- Chesnuts
- Dung
- Figs
- Hops
- Malt
- Masts
- Munitions
- Oranges and lemons
- Raisins
- Rape seed
- Soap
- Walnuts
- Wheat

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<sup>805</sup> [HCA 13/70 f.75v](#)

<sup>806</sup> [HCA 13/71 f.624v](#)

QUESTIONS AND DISCUSSION TOPICS

[ADD QUESTIONS AND/OR DISCUSSION TOPICS]

1. Classification of goods from perspective of handling costs?
2. Fine vs. coarse distinguished by the type of packaging [e.g. bale, box, or parcel of fine goods vs. shot goods, such as corn, shot from sacks straight into hold, or lead or tin slabs placed in hold? Also fine vs. coarse can be distinguished by where placed in ship, e.g. “between decks” vs. hold, and, if in hold, directly on bavins, or higher up, to protect from potential water damage?]
3. Is distance transported of relevance, other than to freight rate?

WITH THANKS TO THE CONTRIBUTORS TO THIS COMMUNAL EARLY MODERN COMMODITY CLASSIFICATION

*Please add your name and Twitter handle when you make a contribution*

Colin Greenstreet <https://twitter.com/Marinelivesorg>

## TOPICS

- **Casks/staves**
  - **Chests**
  - **Damage**
    - **Leakage**
    - **Engress of sea water**
    - **Descriptions of damage**
  - **Dennage**
  - **Free vs. unfree goods**
  - **Measures**
    - **Variation**
      - **Tobacco**
    - **Definition**
      - **XX per ton of XXX**
  - **Role of dry coopers**
  - **Role of wine coopers**
  - **Theft (?shrinkage)**
- Steeving; shooting goods**