

Mariners letters in ADM 106, 1673-1699

Description of ADM 106

The record series ADM 106, held at the National Archives, Kew, is arranged chronologically in sub-folders, typically containing a couple of months worth of inward correspondence with the Navy Board. The series is extensive covering the period 1660 to 1832.¹

We are at an early stage of exploring this very large record series restricting our enquiry to the years 1673 to 1699. This exploration has been made somewhat easier by the online provision of good quality calendar style metadata, which was completed by volunteers in 2019.²

The documents contained in these sub-folders are largely original, autographed, handwritten manuscripts, and include many letters. The majority of the letters are original letters, rather than copies. The authors of these letters include many senior employees of Navy yards at Chatham, Sheerness, Deptford. For example, Navy Board commissioners and master shipwrights at specific yards. They also include letters sent by members of the victualling board in London. In addition there are many letters written by mariners, mainly captains of naval ships, but including other naval officers such as pursers, gunners, boatswains, ship carpenters and surgeons.

There are fewer letters written by mariners from commercial ships, but some exist for masters of hired merchant ships acting for the navy as as victualling ships, tenders, and in one case a coal ship.

Of interest to the ongoing Marine Lives project addressing mariners' literacy are letters in this series written by mariners of various types of ships, and of various sub-occupations.³ Also of interest to this project are letters written by tradesmen and women and craftsmen of various occupations, including anchormen, mast makers, pulley makers, and sail makers. However, identifying letters genuinely written by the named authors is a non-trivial task.

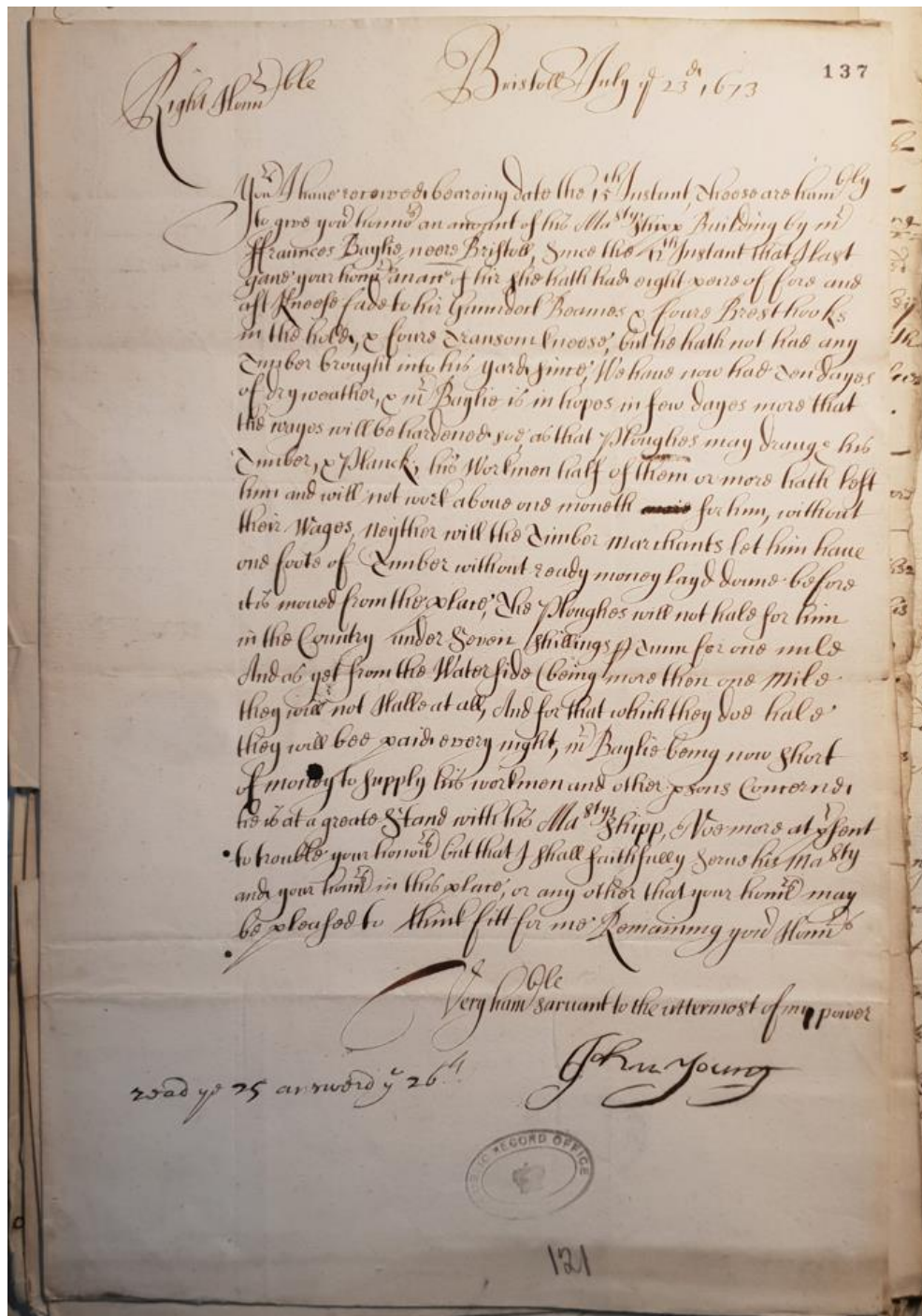
¹ <https://discovery.nationalarchives.gov.uk/details/r/C74305>, viewed 07/09/2022

² Reference the project which created these metadata

³ Marine Lives Signs of Literacy project commenced 2017

Determining authorship

A clear example of a letter written in one hand but signed by another hand is a letter from John Young, surveyor of a new ship for the Navy, who wrote in 1673 from Bristol regarding a ship, which is being built by a Bristol shipwright named John Baylie. The pen nibs are a different shape between the body of the letter and the signature, and the writing in the body of the letter is angular, whereas the characters of the signature are rounded. Moreover, the language of the letter has a clerical formality.



Letter from John Young, surveyor of a new ship, Bristol, July 13th 1673⁴

⁴ ADM 106/285 f.137r

Another clear example is a letter written on the behalf of Peter Russell, master ropemaker at the Woolwich rope yard. The letter is initialed by Russell, but written in the hand of another.⁵ The letter does not appear to have been drafted by the clerk of the ropeyard, William Bodham.⁶

The transcription of the letter shows a mixture of clerical formality, and the informality of a man dictating a letter to someone else. Russell had been asked to respond to the petition of a ropemaker named Phillip Holder against his dismissal. Russell damns Holder as a great liar, whose work was poor, and who was fickle in character. Commonly nicknamed “Gingle braine”.

Woolwch Ropeyard 8th Septembr

73

R:^t Hon^{rble}

I have your hon^rs order dated 5 Instant on Phillip Holders petition requiring mee to certify what I Know of the petition and petitioner who is turned out of this yards Work.

I humbly Certify that his petition wherewith hee hath troubled yor honrs is a very great lye for hee and a 100 more know hee is only turned out for Bad spinning a sample of his yarn is to bee seen as for the man hee scornes to bee warned and gives ill Example by speech and Working and is one of those that would Ruine mee by their bad spinning. For I have often been Chidden & warned by your hon^rs about grose spinning & been ordered by some of your honors to turn out any that could not or would not spin good yarn I have above 40 times Chid and warned the whole Company & him amongst others to spin so as to give content but for default have dismissed him as ordered and resolve that others shall follow if they doe not amend for I must no Longer hide or beare other mens faults to the damage of his Ma:^{ties} service & my own undoeing. itis true hee hath wrought heere 5 or 6 months but came only to shelter himself from the presse & would at his pleasure have left the work without order as formerly hee hath done in this yard being of a fickle nature & therefore **comonly Nicknamed Gingle braine**. If such as hee should bee countenanc^d things will grow worse and the yard may well spare such seeing better may bee had in their roomes I take leave and remaine

Yo^r hon^rs

Most humble servat

Peter **P R** Russell

Marke

Recd 10: read ye 11: The Board
satisfied therein. No answer

⁵ There are four letters drafted on the behalf of Peter Russell in ADM 106 metadata. ADM 106/285/266 (September 8th 1673); ADM 106/315/105 (September 12th 1675); ADM 106/362/212 (March 26th 1682); ADM 106/362/213 (August 14th 1682)

⁶ See XXX for an example of a letter written and signed by William Bodham, clerk of the Woolwich ropeyard

R^t Hon^{ble} Woolwich Ropeyard 8th September 1737
 266
 I have your bond order dated 7th Instant on Philip
 Gordon petition requiring me to certify what I
 know of the petition and petitioner who is turned
 out of the yard work.
 I humbly certify that his petition wherewith he
 hath troubled your hon^{ble} is a very great lye for he
 and a 100 more know he is only turned out for bad
 spinning a sample of his yarn is to be seen as for
 the man hee serves to be warned and given ill
 example by good and working and I send of those
 that would ruin me by their bad spinning. for
 I have often been ridden & warned by your hon^{ble}
 about worse spinning & been ordered by some of your
 hon^{ble} to turn out any that would not or would not
 spin good yarn I have about 40 times bid and
 warned the whole company & him amongst others
 to spin so as to give content but for default have
 dismissed him as ordered and resolved that others
 shall follow if they do not amend for I must no
 longer hide or cover other mens fault to the
 damage of his Ma^{ty} service & my own undoing.
 it being hee hath wrought 6000 for 6 months but
 came only to collect himself from the press & would
 at his pleasure have left the work without order
 as formerly hee hath done in this yard being of a
 fickle nature & therefore commonly nicknamed
 Gingle brains. if such as hee should be countenanced
 things will grow worse and the yard may well spare
 such doing better may be had in their room.
 I take leave and remain
 Y^r hon^{ble} M^{ost} humble servant
 Peter Russell
 400 10: read y^r 11. The Board
 satisfied therein. no answers
 PR. Russell
 Marko

Letter from Peter Russell, master ropemaker, Woolwich rope yard, September 8th 1673⁷⁷ ADM 106/285 f.266r

An extreme example of a mismatch between the style of a letter written in one hand and a signature can be seen in a letter dated September 10th 1673.⁸ The letter is in the name of Roger Newton, master of the *Prosperous* smack. The language of the letter is formal and clerical, and very different from the probable voice of the master of a small ship such as a smack, who signs the letter with a very rough single “R”.

The transcription shows no sign of being dictated by Newton, lacking his voice. This is in contrast to the letter written on behalf of the master ropemaker, Peter Russell, which had plenty of venacular flavour and energy (see above).

The transcription is as below:

R.^t Hon^{ble}

These are humbly to acquaint your honor:^s
That in the last August Engagement my Smack
attending the Royall Katharine rec:^d fower shott
in her Hull and her sayles were much torne, and
the 5:th instant coing up the River w:th sick men,
in the night in Lymehouse reach (when at Anchor)
there drove under her a suncke Lighter w:^{ch} bilged
& sunck her & the 7:th I had her weighed and towed
to Woolw:^{ch}, and being suddainely to repaire to the
ship I humbly begg yo.^r hono.^s would please to
Order y^e Ma:^r builder at Woolwich to repaire her
damage that shee may w:th more expedicon attend
the service, and the charge thereof be deducted out
of her ffreight.

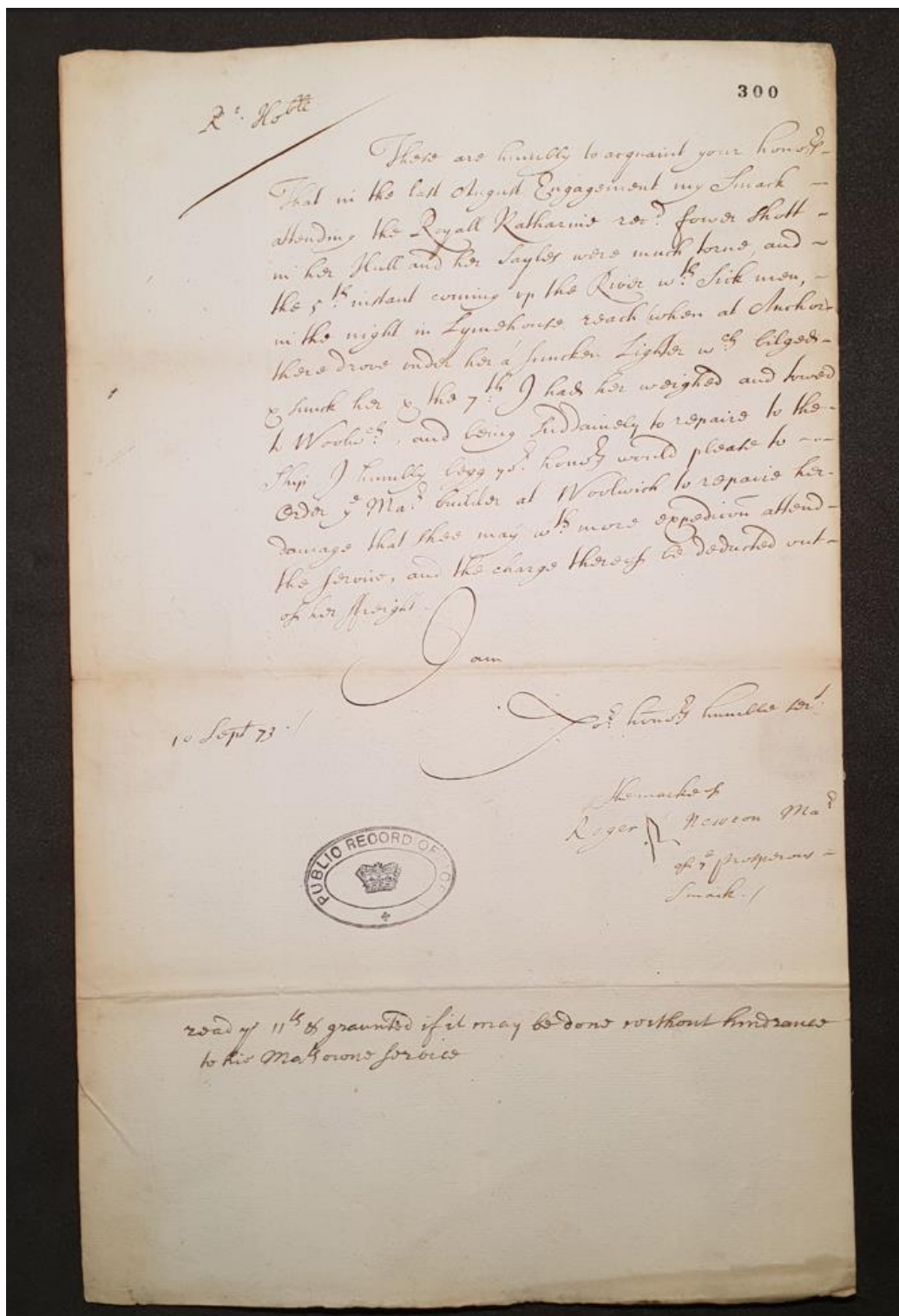
I am
Yo:^r hono.^s humble ser.^t

The marke of
Roger **R** Newton Mar
of y^e *Prosperous*
Smack./

10 Sept 73./

read ye 11th & graunted if it may be done without hindrance
to his Ma^{ts} owne service

⁸ ADM 106/282 f.75r



Letter written in the name of Roger Newton in one hand, and signed with a rough initial "R" by Newton himself, September 10th 1673⁹

⁹ ADM 106/282/75r

In the case of mariners, who are captains or masters of reasonable sized ships, an issue is that many letters written in the name of a captain or master of a ship may have been written by a clerk of the same ship, or another officer, such as a Lieutenant, even though the captain or master are themselves literate.¹⁰

The hardest letters to which to assign authorship are relatively short pro forma style letters. The vocabulary of these letters is relatively limited and formal. It is likely that most, if not all, of these letters are written by clerks, apprentices or other men, on behalf of captains of naval ships, who were nevertheless literate.

It is also possible that clerks and other men were writing letters on behalf of the occasionally illiterate master and captain, and that this is obscured because the man writing the letter “signs” with a signature on behalf of the illiterate master or captain. This can be seen in the case of a number of letters written in the name of Seth Thirston or Thurston, master of the *Essex ketch*. Most of these letters are written in a good hand with a competent signature, the signature appearing to match the body of the letter in ink colour and in penmanship. However, one letter, written in one hand and signed by five men, including Seth Thirston, who firms with his initials, shows that Thirston was illiterate. It has to be presumed that the remainder of Thirston/Thurston’s letters were written and signed by another man or men.

¹⁰ For a discussion of the role of clerks (as opposed to pursers) on naval ships, see xxxx. It is possible that midshipmen may have acted as informal clerks. But it is also possible that formal clerks were employed on some naval ships to conduct written correspondence and other scribal duties on behalf of the captain. Craig Lambert suggests looking at James Curry, 'English Sea Chaplains in the Royal Navy, 1577-1684', MA Thesis, University of Bristol: quite old (1950s). He also suggests Nicholas Rodger's article, 'THE NAVAL CHAPLAIN IN THE EIGHTEENTH CENTURY' which might refer to earlier work in the references.

Y marks of S T Seth Thirston
Commander of the Essex Ketch

Mark (as initials) of Seth Thirston, commander of the Essex Ketch, June 30th 1673, Yarmouth road¹¹

Hon^{ble} Board
Albion his Majesty's Great Ketch. at Greenwich
July 8th 1673. 262

First and to acquaint your Honor of this day. I arrived at
Greenwich and brought in the miz. and pink and flower
Billsmors. London with Butter and all am. Coasting clerk
and I saw who by their papers was supposed to belong
to eastward and Bridge only and allmost to get
thruway in flauders and do pison for eastward.
So I thought it my duty to do as I have done.
Being my opinion of that provision was to be
transported for Holland. and by Reason of the Holland
fleet being upon Coast of the Entrance of his
Majesty. should not have yet been of it to spread.
his Butter upon the river. Since my last since
my last from. Soul dated July 1st a miz and
small sloop com. out of the sea off Soul. I made
my Business to speak with him suggesting it might
be out of the Holland security or a private boat
but proved to be out belonging to nonport bound
for Hull who informed me of the way being six
sail of Holland men of war about East of the
Barren with good in East South East which I left
intelligently I can give your Honor of the Dutch fleet
this being a Wednesday left about six in the afternoon
I desire your Honor and for a supply of provision
for our provision is now expended I not knowing
whom to make my address for orders whether to continue
in my station or to be removed - as concerning the
captain of the ship Cap Taylor an account which I suppose
your Honor will have an account by this post it is not in
this behalfs hands in no more at present but waiting your
Honor's motion I remain your Honor's most Obedt Servt
Seth Thirston

Letter and matching signature (on behalf of Seth Thurston (Thirston), commander of the Essex Ketch, July 8th 1673, Harwich¹²

¹¹ ADM 106/282/75r

¹² ADM 106/286/262r

Letters written by captains of ships

One author who definitely writes his own letters, though they are relatively short, is Augustine Lhostein, captain of the *Anthelope*.

The transcription of the first letter is as below. Characteristic is relatively simple, rounded letter formation; the use of “y” rather than “ye”, and the form of address “My Lord & Gentelmen”. The first letter ends “Most humble servant” and the second ends “Very oblidge servant”. Both letters were sent from “y roulng grounds”. The first letter uses a more ornate “A” in the signature “Augustus Lhostein”, but both signatures are clearly by the same writer, with the ties and gaps between letters in the forename and surname being in the same positions. The layout of both letters is similar, with “My Lord & Gentelmen” as a centred header, and three tiered lines of the signoff.

My Lord & Gentelmen

His Maj.^{ts} gracious command I received
this instant with all due respects, and
it is my duty to stay with H^s. Maj^{ts}. Ship
heer untill further pleasures: And following
them I come to acquaint Y^r. Hon.^{rs} with
y receipt dated y 12. Of this month. Likewise
an answer upon my letter came to my hands
yesterday, wherein You^r. Hon.^{rs} were pleased
to mention of 3 water vessels & 3. Loaden
with bear, who should come down y river
I am

Y^r. Hon.^{rs}
Most humble Servant
Augustus Lhostein [SIGNATURE]

At y roulng grounds
Y 13. of August 1673.

Rec^d. 14:th read at ye Board ye 15th, answerd that day

100

My Lord & Gentlemen

His Maj^{ty} gracious command I received
 this instant with all due respects, and
 it is my duty to stay with His Maj^{ty} Ship
 kee untill further pleasures. And following
 them I come to acquaint You^r Hon^{rs} with
 my receipt dated 12th of this month. Likewise
 an answer upon my letter came to my hands
 yesterday, wherein Your Hon^{rs} were pleased
 to mention of 3 water vessels & 3 London
 with the war, who should come down the river
 I am Your Hon^{rs}

At ye rouling grounds
 13th of August 1673.

Most humble servant

Augustus Lhostein

rec^d 14th Weddaly Board of 15th, answered that day

Letter from Augustus Lhostein, captain of the Anthelope, at ye Rouling grounds, August 13th 1673¹³

¹³ ADM 106/284 f.320r

The transcription of a letter dated August 23rd 1673 give a fuller sense of Lhosteins writing style

My Lord and Gentelmen

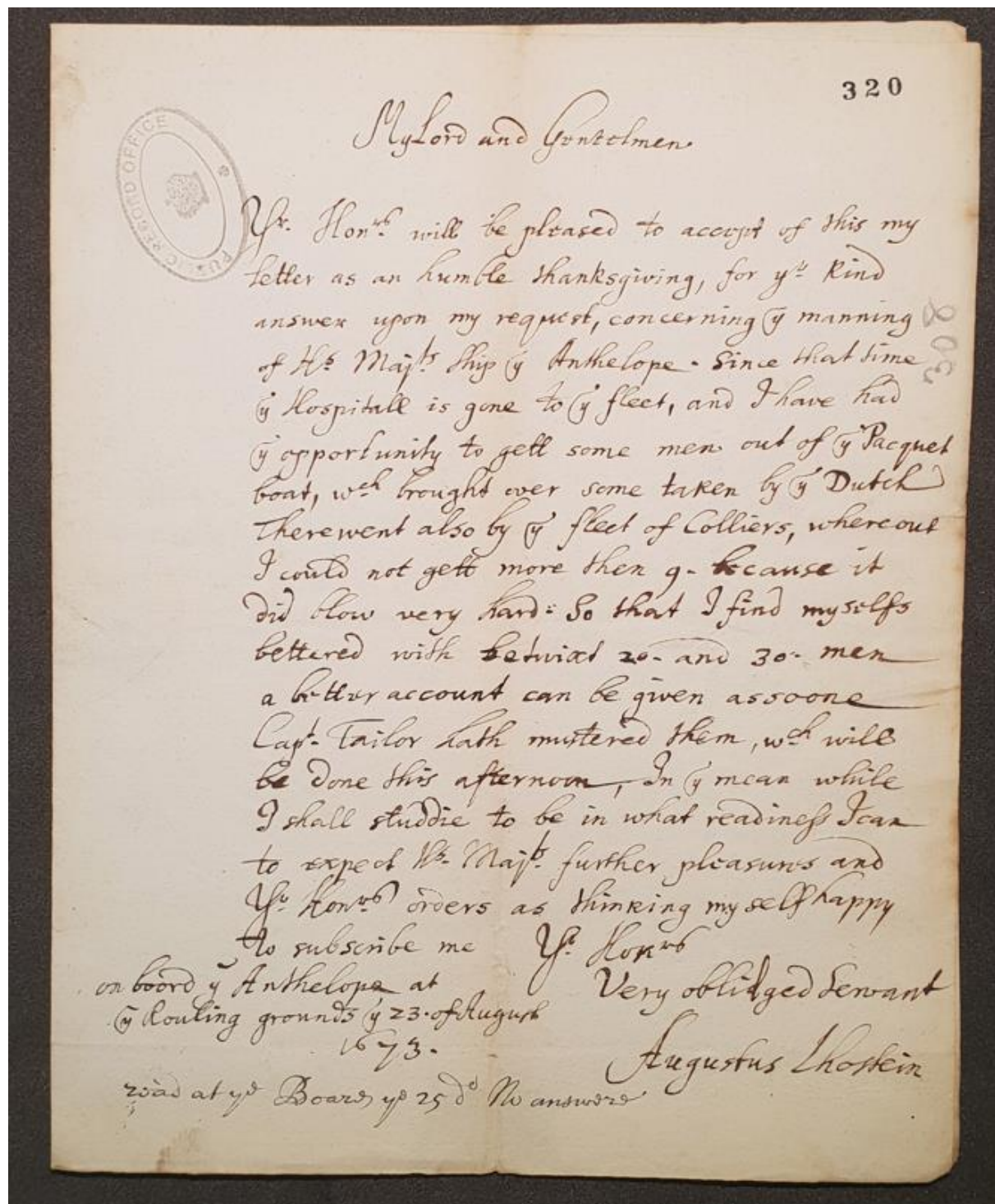
Yr. Hon.rs will be pleased to accept of this my letter as an humble thanksgiving, for ye kind answer upon my request, concerning y manning of H.^s May.^{ts} ship y Anthelope. Since that time y Hospitall is gone to y fleet, and I have had y opportunity to gett some men out of y Pacquet boat, w^{ch} brought over some taken by y Dutch There went also by y fleet of Colliers, whereout I could not gett more then 9, heanse it did blow very hard. So that I find myselfe bettered with betwixt 20. and 30. Men a better account can be given assoone Capt. Tailor hath mustered them, wch will be done this afternoon, In y mean while I shall studdie to be in what readiness I can to expect H.s May.ts further pleasure and Yo Hnors orders as thinking myself happy to subscribe me

Y.^r Honrs
Very oblidgeed Servant
Augustus Lhostein

On boord y Anthelope at
Y Rouling grounds y 23. Of August
1673

Read at ye Board ye 25d No answeare

Comparing the above letter with a second letter dated XXXX the hand and signature are clearly the same.

Letter from Augustus Lhostein, captain of the Anthelope, at ye Rouling grounds, August 23d 1673¹⁴¹⁴ ADM 106/284 f.320r

Thomas Lovell, captain of an unidentified ship, wrote a letter from captivity in Amsterdam, having been taken prisoner by the Dutch. The handwriting is relatively large and simple, and matches that, together with the ink, of his signature.

The transcription of the letter gives a sense of his writing style, which is largely without punctuation. A number of spellings are non-standard ("umble" = humble; "honnours" = honours; "peticeler" = particular; "satesfaction" – satisfaction; "verey" = very).

Amsterdam ye 22.th Agust
73

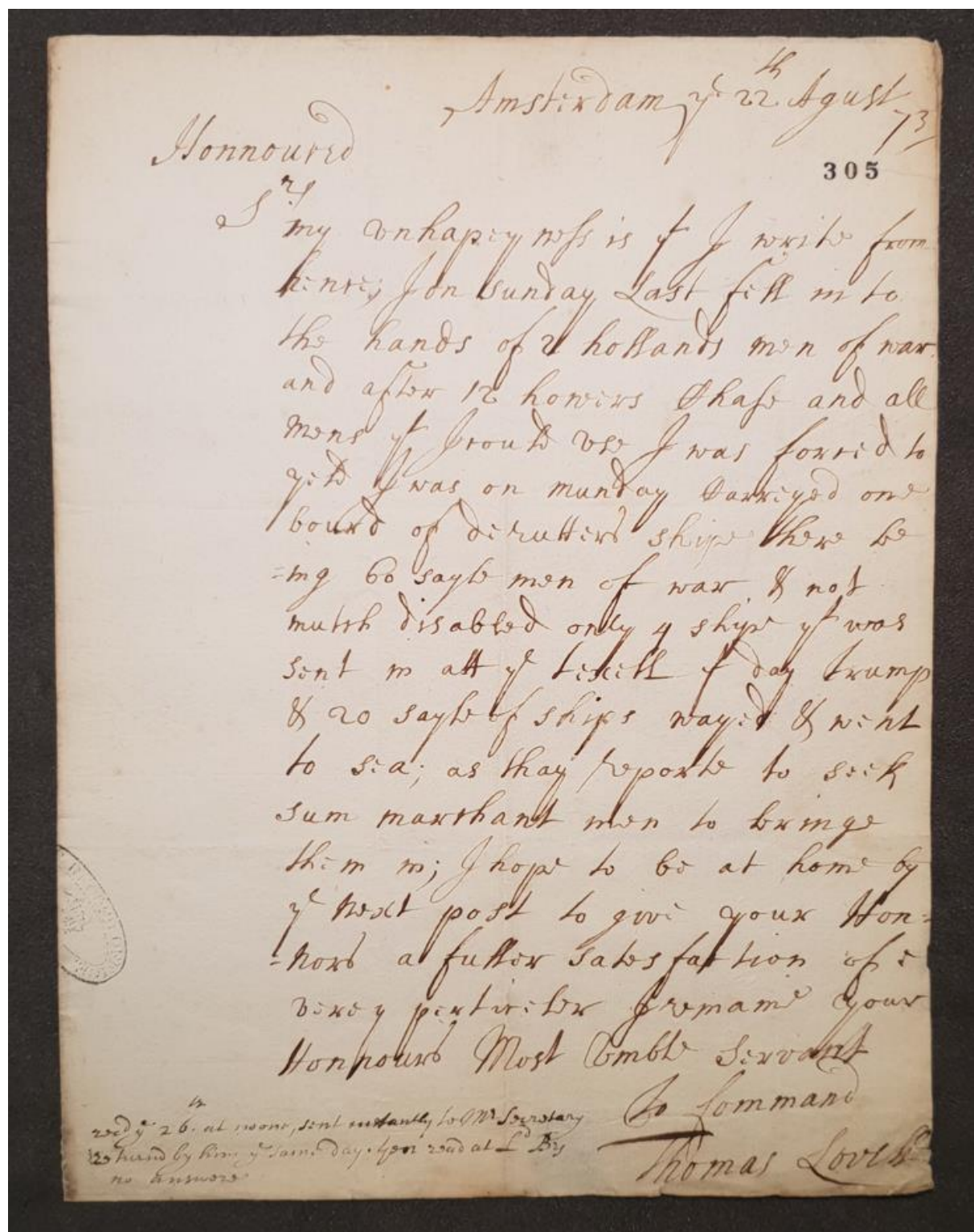
Honnoured

Srs

my unhappyness is y^t I write from
hence; I on Sunday Last fell in to
the hands of 2 hollands men of war
and after 12 howers Chase and all
mens y^t I could use I was forced to
yeld I was on munday Carryed one
board of derutters shipe there be
=ing 60 sayle men of war, & not
mutch disabled only 4 ships y^t was
sent in att y^e texell y^t day trump
& 20 sayle of ships wayed & went
to sea; as they reporte to seek
sum marchant men to bringe
them in; I hope to be at home by
y^e next post to give your Hon=
=ners a fuller satesfaction of e
verey perticeler I remaine your
Honnours Most umble Servant
To Command

Thomas Lovell [SIGNATURE IN SAME INK AND HAND AS BODY OF LETTER]

recd ye 26.th at noone, sent instantly to Mr Secretary
returnd by him ye same day other read at L Brs
no answere [DIFFERENT HAND FROM BODY OF LETTER AND SIGNATURE]

Letter from Thomas Lovell, Amsterdam, August 22nd 1673¹⁵¹⁵ ADM 106/284 f.305r

A short letter, written from Harwich by Robert Morse, who was probably captain of the ship the *Constant Richard*, is most probably written and signed in his hand.¹⁶ The hand of the signature and the body of the letter appear the same, as does the ink. But the biggest clue is the considerable variation from standard of the spelling.

The transcription of the letter shows the spelling variation, with a variation in all eleven lines of the body of the letter:

ffrom on bord ye Constant Richard This 30th of
August Riding in Harwich 1673

Hon:r Sir

Thes with my Humbell service To you is to Let
yor. Hon.^s understand that ouer providgon is spent
I desier y^t yo.^r Hon.s would be plesed to let me
hav an order for to Recaive som vitling heer
at Ipswich; for what I hav had an occation for as
yit: I hav provided it my self; by Reson no [?nould] do
not hav ouer men to Len us in Cas we should
hav any order from yo.r Honrs to saill from
henc; I hav had all my Company y^t is twenty sixx men
ever since I Cam from wollwidg valinters and som
prest not els To Troubell with yo.^r Hon.^{rs} with. &r


yo:^r Hon.^{rs} Humbell Sarvant
To Command Robert Morse

warr^t for 14^{ds} victualls the j^{se} 9ber 73:./

Non standard spellings/phrasing

Cam = came Desier = desire Els = else Hav = have Heer = here Henc = hence Humbell = humble In cas = in case Len = lend Occation = occasion Ouer = our Plesed = pleased Providgon = provision	Recaive = receive Reson = reason Saill = sail Sarvant = servant Sixx = six Som = some Troubell = trouble Valinters Vitling = victuals Wollwidg = Woolwich Yit = yet
--	---

¹⁶ ADM 106/285 f.110r. This is the only letter by Morse in the ADM 106 series for which there is metadata.

Ho: Sir From on board y^e Constant Richard This 30th of
 August Riding in Harwich, by 3 110
 I sh^d with my humblest service to you is to
 yo: Hon^r & under stand that our provision is upon
 God's word y^e yo: Hon^r would be pleased to let me
 have an order for to detain some victuals here
 at Ipswich; for what I have had an attestation for as
 yet I have provided it my self; by reason we do
 not have order men to buy as in England should
 have any order from yo: Hon^r to sail from
 hence; I have had all my Company y^e is twenty six men
 order since I came from Widdow's Valence and some
 great not els to trouble with yo: Hon^r with. gr
 yo: Hon^r's humblest servant
 To Command Robert Morse

 warr for 14th victuals sh^d 760x73:

Letter from Robert Morse, ?Captain of the Constant Richard, Harwich, August 30th 1673¹⁷

¹⁷ ADM 106/285 f.110r

Another short letter, written from the door of the Navy Office in London and dated September 1st 1673, may be in the hand of James Sharland, late commander of the *Mary* yacht. If written, rather than just sent, at the door of the Navy Office, Sharland is unlikely to have had any assistance to write the letter. This can be checked, since there are a further five letters in the name of James Sharland written to the Navy Board between January 1673 and October 1673.¹⁸

Comparison of the letter of September 1st 1673 and that of July 21st 1673 is inconclusive. The greeting (“Rt: Honn:ble”) and the signoff “yor honn:rs very humble servant”) are identical in form between the two letters. Some of the characters such as “r” are identical between the two letters. Yet there are differences between some characters. For example, the loops of “y” differ, and the treatment of “p” is not identical. Finally, the signature in the July letter is much simpler than the ornate form of the signature, both of “James” and “Sharland” in the September letter. Both letters claim to be sent (if not written) from the door of the Navy Office,

The transcription of the September 1st 1673 letter reads:

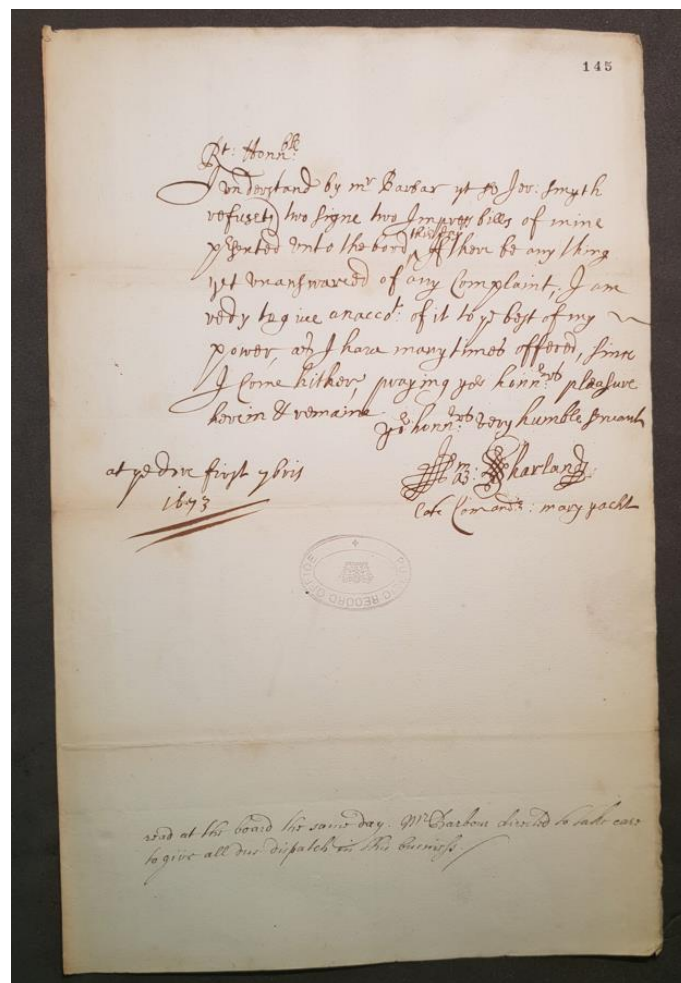
Rt: Hon:^{ble}

I understand by m^r Barbar y^t sr Jer: Smyth
refuseth two signe two Impress bills of mine
prsented unto the bord [^] this day If ther be any thing
yet unanswared of any Complaint; I am
redy to give an acco:^t of it to ye best of my
power, as I have many times offered, since
I come hither, praying yor honn:^{ers} pleasure
herein & remaine

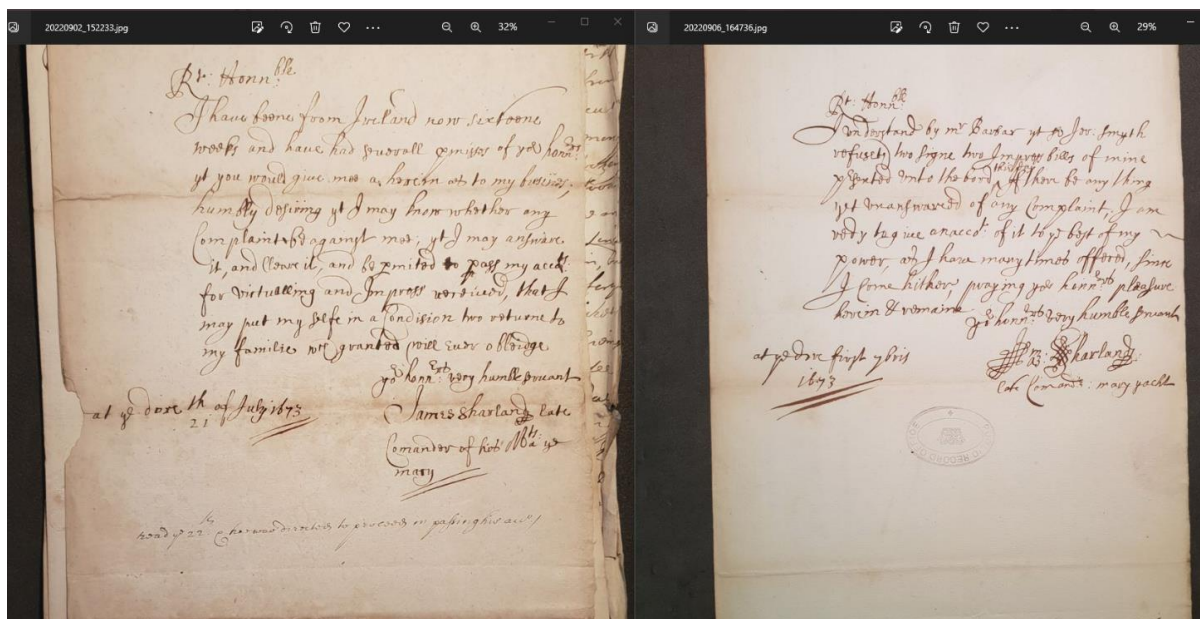
yo:^r honn:^{rs} very humble servant
Ja:^m Sharland
late Comand:r mary yacht

Ay ye dore first 7bris
1673

¹⁸ ADM 106/289/348 (07 January 1673); ADM 106/289/337 (January 23rd 1673); ADM 106/283/83 (July 21st 1673); ADM 106/288/25 (October 13th 1673); ADM 106/289/334 (1673); ADM 106/284/15 (August 8th 1673);



Letter from James Sharland, late commander of the Mary yacht, at the door of the Navy Office, September 1st 1673¹⁹



¹⁹ ADM 106/285 f.145r

Longer letters

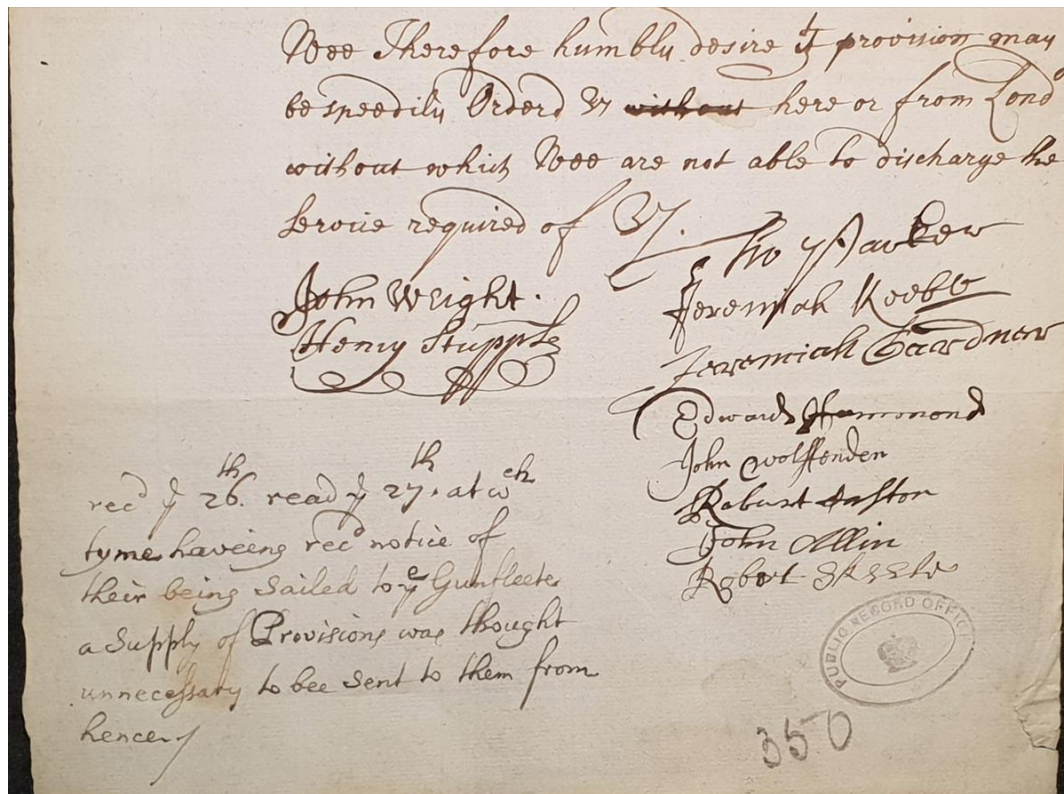
It is somewhat easier to assign authorship to longer, more discursive letters. For example, letters giving news of the arrival of a ship and the recent experience of that ship.

However, not all long letters or written documents sent under the name of a naval ship's captain were written by the captain. For example, a lengthy extract from a ship's journal, sent under the name of XXX, is clearly in another hand,

[ADD EXAMPLE]

Letters written by masters of victuallers

Letters written by masters of victualling ships are a fruitfull source of original mariners' letters. Victualling ships were hired commercial ships, and their masters and company were not naval ratings. The level of literacy of the masters of the victualling ships was high, as evidenced by a letter of August 23rd 1673, signed by eight masters of victualling ships, all with good hands.



Letter of eight masters of victualling ships, the Swale, August 23rd 1673²⁰

Examination of a number of letters in this category has shown that they are sometimes written and signed by the masters themselves, rather than by clerks or other men. The evidence for this is from examining multiple letters written in the name of specific individuals over a period of months, or even years. In some cases, the hands and signatures are consistent across time, and, importantly, their vocabulary, syntax, style and spelling are consistent over time, and do not use not the careful, cultivated language of a clerk or well educated man.

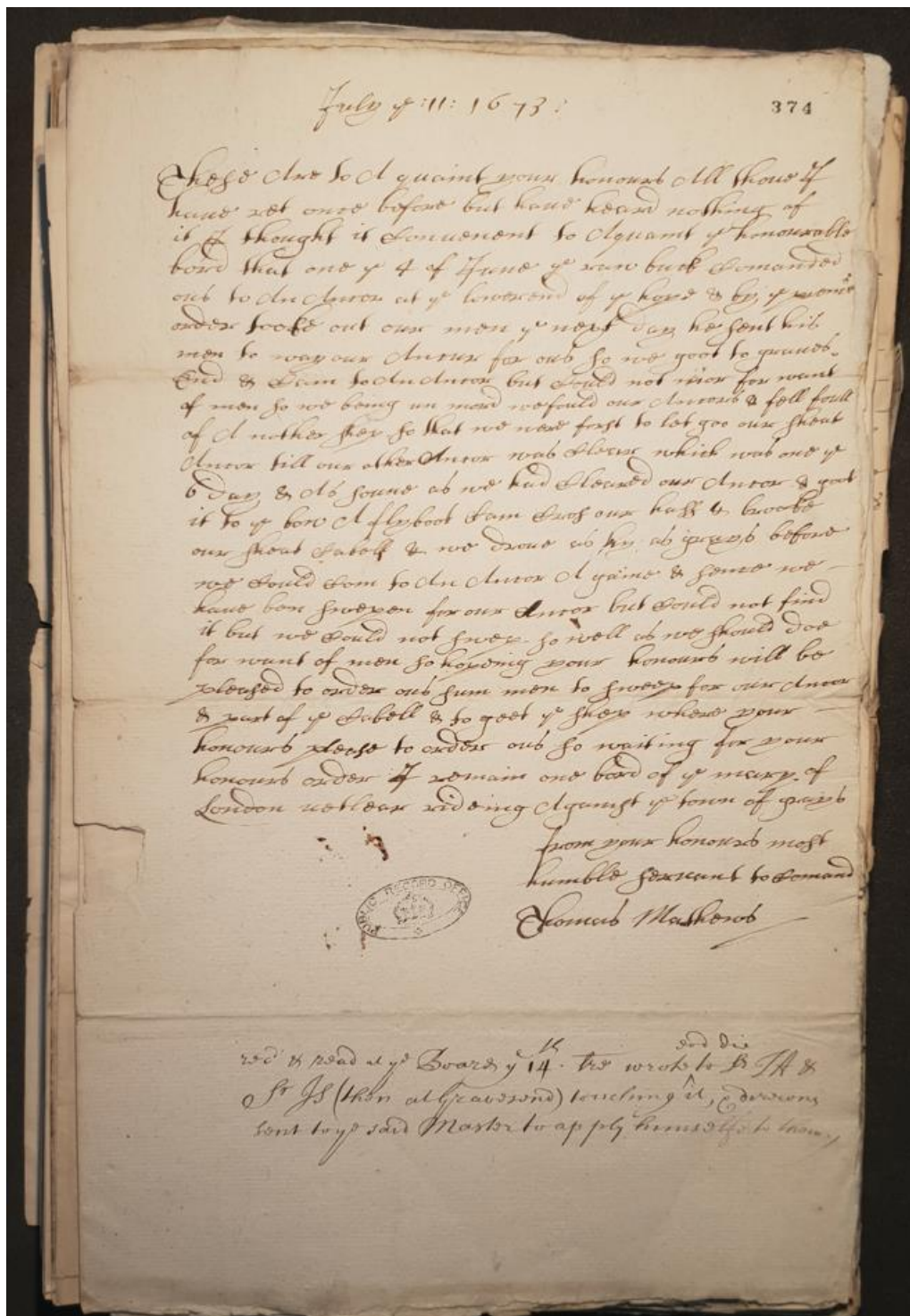
The example of Thomas Matthews, master of the *Mary*, a victualling ship, illustrates the above point. Mathews was not one of the eight signators mentioned above, but he too was literate. There are two of his letters in ADM 106, in consecutive folders, written five weeks apart. The first letter, dated July 11th 1673 is signed in the same hand, with the same coloured ink as the body of the letter. The distinctive "T" of Thomas in the signature is identical with the "T" of the letter's opening phrase "These are to...".²¹ The second letter is dated August 18th 1673²². [ADD COMMENTARY]. Again, the signature and the body of the text are in the same hand, with the same coloured ink. But could these

²⁰ Add reference

²¹ ADM 106/282/374r

²²ADM 106/284/216 Folio 216: Thomas Matthews, the *Mary* of London victualler. The *Mary* is now at Woolwich loaded with beer. Her foremast was broken at the Nore by bad weather. He had 6 Riggers to set the new mast but Captain Beare took them from him so asks for 6 more Riggers to complete the work. August 18th 1673. [CHECK THIS SECOND LETTER]

letters both be written by clerks, or another man on the *Mary*? The simple syntax, the absence of punctuation, and the non-standard spelling, which are consistent across both letters, argue that the letters are written by a person with competent, rather than clerical, writing skills.



Letter and matching signature of Thomas Mathews, master of the *Mary*, a victualling ship, July 11th 1673²³

²³ ADM 106/282/374r

A transcription of the first letter is reproduced below, with its original spelling preserved:

July ye: 11: 1673:

These Are to Aquaint your honours All thoue I
have ret once before but have heard nothing of
it I thought it Conuenent to Aquaint ye honourable
bord that one y^e 4 of June ye raw buck Comanded
ous to An Ancor at ye lower end of y^e hope & by y^e [?xxxx]
order tooke out our men y^e next day he sent his
men to way our Ancur for ous so we goot to graves
End & Cam to An Ancor but Could not [?mior] for want
of men so we being un mord we fould our Ancors & fell foull
of A nother shep so that we were forst to let goo our sheet
Ancor till our other Ancor was Clear which was one y^e
6 day & As soun as we had Cleared our Ancor & goot
it to ye bow A flyboot Cam Cros our huff a brooke
our sheat Cabell & we drove as hy as grays before
we Could Com to An Ancor A gaine & sence we
have ben swepen for our Ancor but Could not find
it but we Could not swep so well as we should doe
for want of men so hopeing your honours will be
pleased to order ous sum men to sweep for our Ancor
& part of y^e Cabell & to geet y^e shep where your
honours please to order ous so waiting for your
honours order I remain one bord of y^e mary of
London vetlear rideing Against ye town of grays

from your honours most
humble servant to Comand
Thomas Mathews [SIGNATURE]

Red & read at ye Board ye 14th. Lre wrote eod die to sr TA &
Ar JS (then at Gravesend) touching it, & drecons
Sent to ye said Master to apply himselfe to them./ [HANDWRITING IN DIFFERENT COLOURED INK AND SCRIPT
FROM MAIN LETTER AND SIGNATURE]

The list of non standard spellings from the first letter is relatively extensive:²⁴

<p>Ancor/Ancur = anchor Aquaint = acquaint Ben = been Brooke = broke Cabell = cable Cam = came Cros = cross Conuenent = convenient Forst = forced Fould = fouled Geet = get Goo = go Goot = got Mior = moore Mord = moored</p>	<p>One = on Ous = us Raw buck = Roebuck Ret = writ [i.e. written] Sence = since Sheat = sheet Shep = ship Soune = soon Sum = some Swep = sweep Swepen = sweeping Thoue = though Un mord = unmoored Vetlear = victualler [i.e. victualling ship]</p>
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²⁴ ADM 106/282/374r

Letters written by a master of a coal ship

Daniel Tracy was the master of a ship the *Thomas and Elizabeth*, which has been hired in 1673 by the navy as a coal ship. The ship was a relatively small ship, of a burthen of 159 tons, with a company of 16 men.²⁵ Four letters survive in the ADM 106 series, two of which are in the hand of Tracy and signed by him.²⁶ The third is a copy of an original letter, the original having been sent to Samuel Pepys.²⁷ [NEED TO CHECK THE FOURTH LETTER, WHICH APPEARS TO BE A CERTIFICATE]

The first of the two original letters is reproduced in transcription below:²⁸

Gentelmen

Thees ar to Aquaint your honors That ye 10th enstent my ship was
Taken up in hi Maiestys servise to carrey coles ye same night I Layd
Abord to Take in A score that was sent Abord none belonging to ye ship
But y^e Boy and my selfe ye 11th Enstent some hands com Abord from
Debtford which helpt me to git her yards and Topmasts up and bring our
sayles to ye yard as sone as [?XXX] got ye ship of and Carred hir Downe to Debtford
it being 12 at night before we had Mad hir fast About 5 in ye Morning
[?XX] I Intend to Take in A lighter of Coles that Layd by ye sid but was prevented
in regard Capt Tinker sent Men Abord to Carrey ye ship Downe and Laborers
to Throw in ye Coles which men Left ye ship as sone as Com to
gravesend and Left 9 Laborers Abord According to my order I Aplyd my
selfe to Sir Jeremiah Smith and Sir Tho Allin who Tould me they
Could not Receve me at present but ye 15th ord me 5 Men out of Capt hiett
which 5 Men I Receved ye 16th Enstant 2 of them being seamen and 2
Boyes never at sea but one voyage and y^e other a land man never at sea
Emediatly I wayd and Run Downe to y^e noare men Abord y^e prinse that
might Aptd my selfe to Capt Witwaring who Tould me Sir will [?Rouet]
me if they could not Man me ye ship Must lye but As sone as he got to
London he would Take Care of Me This Day went Abord Sir Jeremiah
Smith who was very Angry with me for not Coming Abord of him souner
which god knows I knew not of his being thare before Last night very
Latt he being About ye wrack which was 5 Miles from me Emediatly gave
Me orders to begone into yarmouth Roads with Thees Men having never
A Matt neither know ye way my selfe having used ye Southward [?Mosst]
of My Time so having no More at present but Beging your honors to [?XXXX]
order me some seamen with a Mat that is A~~x~~ Acquainted whare I am bound
and order what I shall Doe with y^e Laborers some of them being sick I
Rest your honors humble servant to my power Dan Tracy [SIGNATURE]

from Abord ye Tho & Eliz This 20th
of July Riding At ye buy of ye Noare
All a Lone 1673

Read ye 21: answered ye same day

²⁵ Recorded in tabular form in ADM 106/284 f.98v

²⁶ ADM 106/282 f.356r (Jul 10th 1673); ADM 106/282/374r (Jul 20 1673); ADM 106/283 f.148r (Jul 24 1673); ADM 106/284 f.110r (Aug 13 1673)

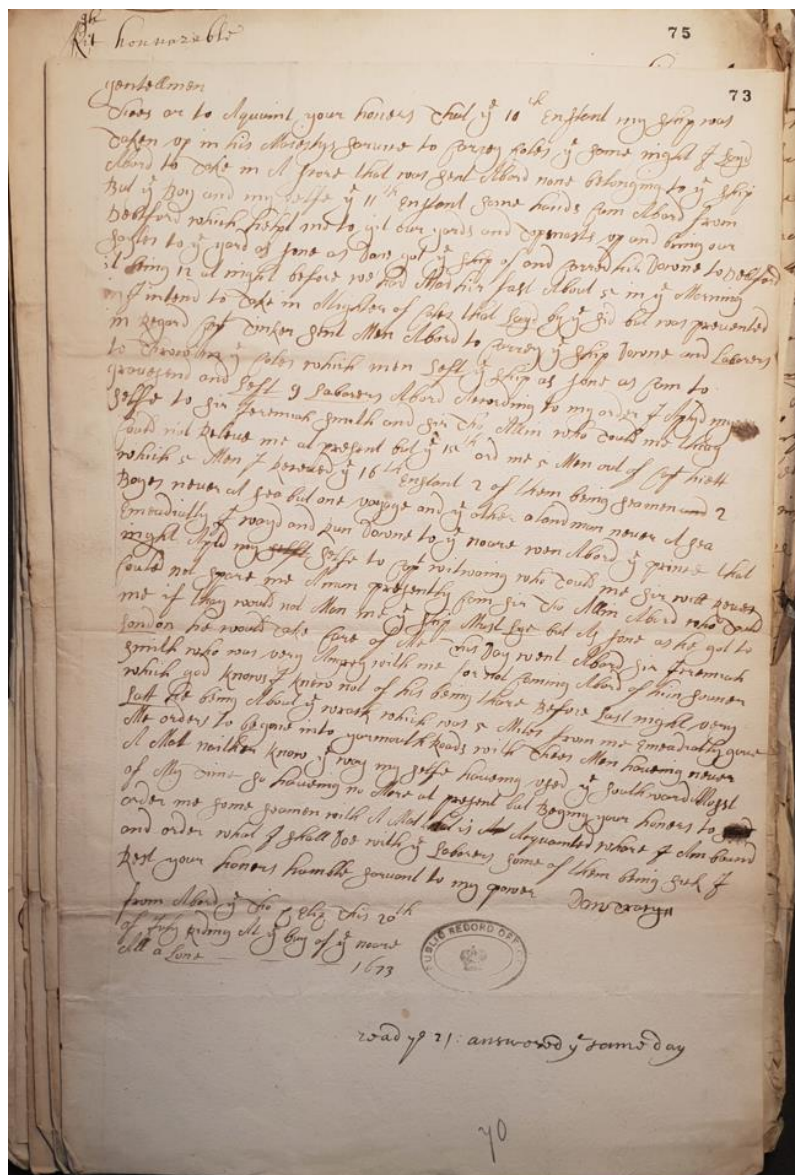
²⁷ XXXX

²⁸ ADM 106/282/374r

As was the case of the letter of Thomas Mathews, master of a victualling ship, the letter of Daniel Tracy has a good number of non-standard spellings and a complete absence of punctuation.

Non-standard spellings

Aplyd = applied	Hir = her
Buy = buoy	Mad = made
Carrey = carry	Mat(t) = mate
Coles = coals	Sid = side
Com = come	Sone = soon(e)
Emeadiatly = immediately	Souner = sooner
Enstent = instant	Thare = there
Git = get	Thees = these



Letter of Daniel Tracy, master (or captain) of coal ship the Thomas & Elizabeth, the buoy of the Nore, July 20th 1673²⁹

²⁹ ADM 106/282/374r

A second letter, written four days later on July 24th 1673 by Daniel Tracy, was sent from Yarmouth roads. It appears to be in the same hand as the first letter, with the same signature affixed. Again the use of non-standard spelling is extensive, and again there is an absence of punctuation.

Honored Sirs

Thees ar to Acquaint you: Sir Thomas Allein not being
in Towne of our Arivall in yarmouth Roads Last night
Although with Much Defecallday Being weakely [?Morred:]
By ye way and heare I have Indeferantly suplyd My
selfe with More then My Complement with ye Labrores
Remaining Abord which I Doe not know how to Dispose of
without Anorder in Regard here is no pasage at Prasant Doe
Present so having no More At Present but hoping your honors
will Allow me supernumeres upon This oration and Lickwis
An ord how to Disposse of Thees Laborers some of Them being
very sick having neither Cloathes nor Beedin I Rest your
Obeadent servant to My power Dan Tracy [SIGNATURE]

From Abord y^e Thomas and Elizabeth
Cole ship in yarmouth Roads This
24th of July 1673

Non-standard spellings

Although = although Alow = allow Beedin = bedding Cole = coal Defecallday = difficulty Disposs = dispose Heare = here	Labrores/Laborers = labourers Lickwis = likewise Obeadent = obedient Pasage = passage Prasant = present Supernumeres = supernumeraries Suplyd = supplied Theese = these
---	--

Turning to a third letter of Tracy's, dated August 13th 1673, which is preserved only as a copy. There are almost no non-standard spellings, and the letter containss punctuation, which is lacking in Tracy's two original letters. In otherwords, the person copying Tracy's letter has normalised his indiosyncratic spelling and has supplied punctuation. Neverthelesss, the free flowing conversational style of Tracy's earlier letters is preserved. Tracy's signature has incorrectly been reproduced as "Tracey".

The transcription is below:

Honored S^{rs}

These are to acquaint your honours that yesterday
the Katherine her Pistall's men prest my Boat=
swain & carried him from Harwich to Shotley=got,
I presently man'd * my Boat to rescue my man: In
the meane the time came on board Xfer Turner
Mr of ye Resolution of Ipswich, alias Constant
Resolution, wth five or six Ma.^{rs} more & drag'd a man
out of my Mates armes by violence w^{ch} was

Prest out of his ship that morning having
no Protection to shew, and likewise another
man prest out of one M^r Griges and him aboard
of his own ship wthout speaking on board to me
or giving me any noates he himself had a
protection although not on board expecting to have
sailed as he saith that night but did not; Now this
is to desire your Honours to consider how I was
posted away wthout men and how I have used my
dilligence to man my shipp & after man'd Colliers,
to take their advantage when few hands are
on board to take them away. I leave it to your
Honours consideration hopeing your Honours
will doe me right in this cause & likewise
consider what trouble I have to keep those
I have being in Harwich water & never a man
a moneths pay due to him so having no more
At Present I rest

Your Hon^s obedient Serv^t
To my power

Dan^l Tracey [SIGNATURE]

This is the man wth his comp.^a
y^t aboard Capt Pidgeons Boateswain
crew by report

from on board ye Tho & Eliza
this 13 Aug.^t 1673

110

Honored Sir

I have to acquaint your Honore that yesterday
 the Captain and his Pistall's men first my Boat-
 Swain & carried him from Harwich to Holbo-gate,
 I presently made to my Boat to rescue my man. In
 the mean time came on board a Mr Turner
 of the Resolution of Ipswich, alias Constant-
 Resolution, so called or the Olla. more & seized a man
 out of my Olla's arms by violence & then
 first out of his ship that morning having
 no Protection to show, and likewise another
 man first out of one Mr Riggs and then a board
 of his own ship & out speaking on board to me
 or quoring me any words he himself had a
 protection although not on board expecting to have
 said as he said that night but did not. Now this
 is to desire your Honours to consider how I was
 put away & but men and how I have used my
 intelligence to man my ship & after made Olla's
 to take their advantage when few hands are
 on board to take them away. I leave it to your
 Honours consideration hoping your Honours
 will do me right in this & likewise
 consider what trouble I have to keep those
 I have being in Harwich & have & never a man
 a man's pay due to him so having no more
 at present I rest

This is the man in the Olla's
 Fabrice Capt. Piggons. Doathman
 now by report

from on board the Thomas & Elizabeth
 this 10 Aug. 1673

Your Hon. obedient Bro^r
 to my power

Dant Tracy

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The original sent to Mr Secretary 14 Aug^r 73

Copy of letter of Daniel Tracy, from on board the Thomas & Elizabeth, August 13th 1673

Letters written by mariners other than captains and masters

William Yardley, purser (ship not identified), wrote to the Navy Board in October 1678, asking for permission to visit Chatham to settle his affairs there. He had been sick, and his family was in “confusion”, having suffered the death of his father and mother and the sickness of four of his children.

The transcription of his letter is below.³⁰ The language is direct, with standard spelling, basic punctuation, and large well formed characters. Two other letters from Yardley to the Navy Board survive.³¹

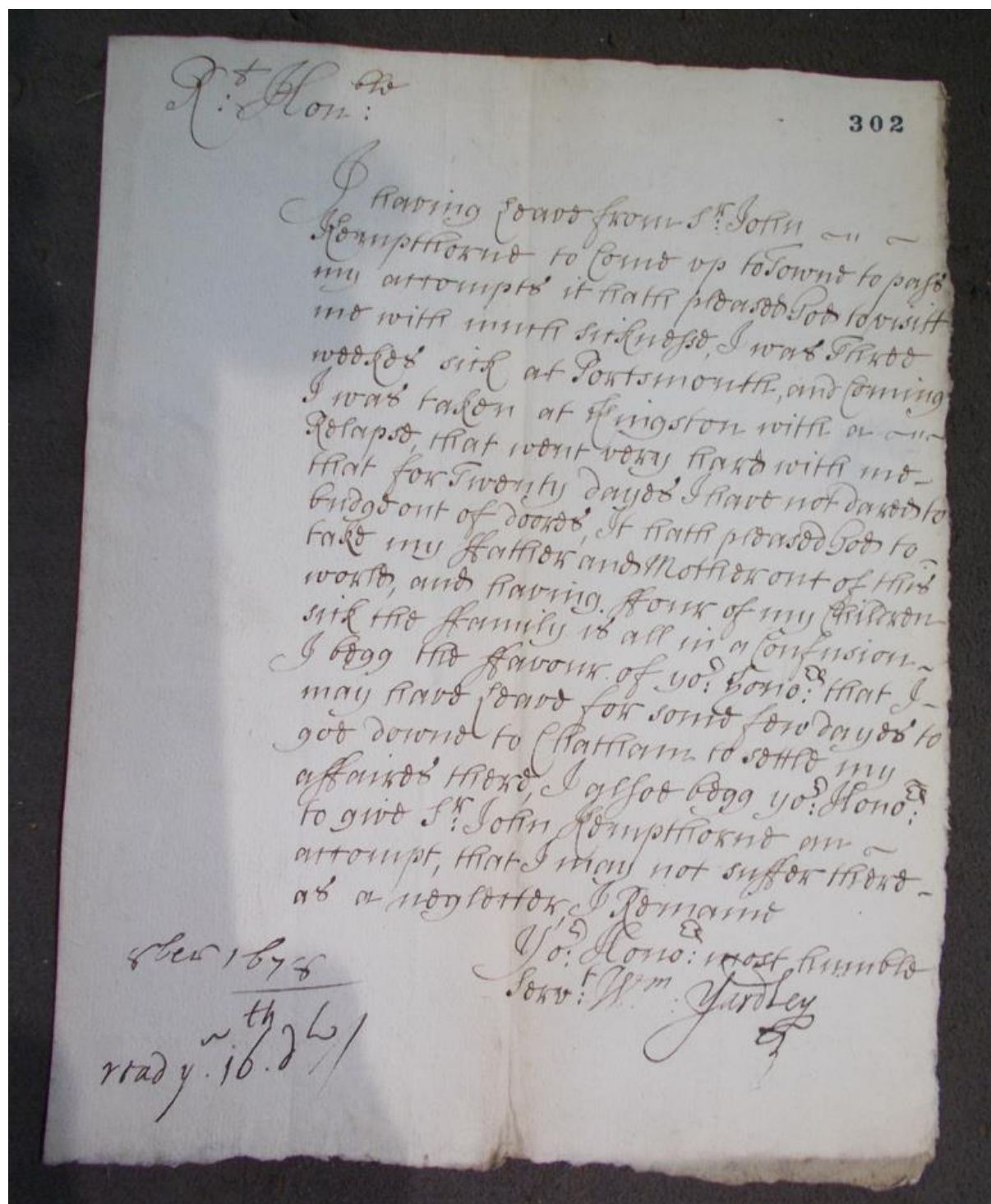
R:^t Hon:ble

I having leave from S:^r John
Kempthorne to Come to Towne to passe
my accompts it hath pleased God to visitt
me with much sicknesse, I was Three
weekes sick at Portsmouth, and Coming
I was taken at Kingston with a
Relapse, that went very hard with me
that for Twenty dayes I have not dared to
budge out of doores, It hath pleased God to
take my ffather and mother out of this
world, and having ffour of my Children
sick the ffamily is all in a Confusion
I begg the ffavour of yo:^r hono:^{rs} that I
may have Leave for some few dayes to
goe downe to Chatham to settle my
affaires there, I alsoe begg yo:^r Hono:^{rs}
to give S:^r John Kempthorne an
accompt, that I may not suffer there
as a neglecter, I Remaine

Yo:^r Hono:^{rs} most humble
Serv:^t W.^m Yardley [SIGNATURE]

³⁰ ADM 106/340 f.302r

³¹ ADM 106/340/299 (Sep 24 1678); ADM 106/352/651 (Nov 29 1680)

Letter of William Yardley, purser of N/A, October 1678³²³² ADM 106/340 f.302r

Thomas Acton, an officer of a naval ship, the *Phenix*, wrote a letter on September 3rd 1673. He had attempted to get tickets issued to receive pay, but discovered that he had been “prickt”. His position is not specified.³³ Acton’s spelling shows a small number of non-standard word variants. His text is punctuated, but flows like a speaking voice.

The transcription of the letter reads:

Honoured Sir

upon Monday last, by your order
I went to mr Lewis to ^{^ have} my ticketts made, and
find my selfe pricked since January last, and
others to stand upon, the booke till the eight day
of march, and when we who were officers
desired our ticketts, it was the Comisioners order
that we should stand upon the booke till such
time the ship was paid off, Sir I make it
my request to you, that you will be pleased
to move the board, that I may continue upon
ye booke as long as the rest of the ships company, or
ealce that I may be admitted to speake for
my selfe, I did give my atendance on board
the Phenex till our men were ordred to
take theyr provisions, on in the Augusteene,
after which time I did give my atendance, I
humbly your pardon for giving you this trouble, and shall for ever [?xxxx] my selfe Sir

yo.r Humble servant

Tho: Acton

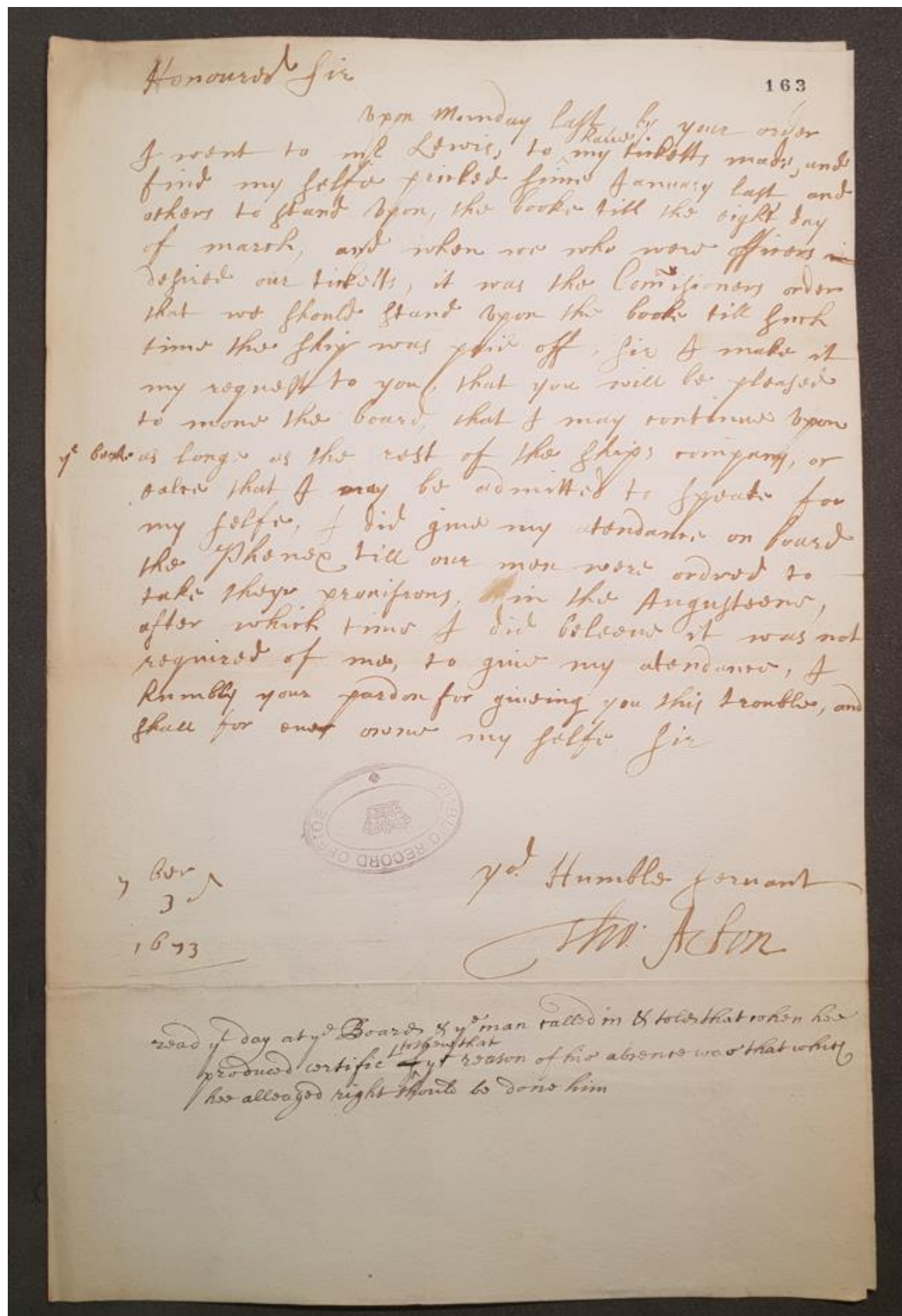
7 ber

3

1673

Read y^t day at y^e Board & ye man called in & told that when hee
produced certift of ^{^ to shew that} y^e reason of his absence was that which
hee alleaged right should be done him

³³ A Lieutenant Thomas Acton is mentioned as the author of a letter in the metadata for ADM 106/330/14

Letter of Thomas Acton, officer of the Phenix, September 3rd 1673³⁴³⁴ ADM 106/285 f.163r

Letters written by men on shore acting as sources of intelligence and agents

Letters written from Dartmouth by Thomas Newman and from Plymouth by John Lanyon are in the hands of their alleged authors.

Thomas Newman's letters are especially interesting for their colloquial style and for their considerable use of non-standard spelling. In 1674 Newman is described as deputy vice admiral, Dartmouth, but it is not clear that he had this function in 1673.³⁵ A Thomas Newman is also listed as mayor of Dartmouth in 1664 and 1675.³⁶ A will of Thomas Newman, merchant of Dartmouth, was proven in the Prerogative Court of Canterbury in 1681.³⁷

Let's examine two of Newman's early letters. The first is dated July 11th 1673, and the second September 5th of the same year. Both written from Dartmouth. Both letters are colloquial and are written with basic punctuation. The handwriting is competent, but not clerical. The spelling is distinctly non-standard.

The first transcription is as follows:

Dartmouth this 11 July 1673

I have recd yo's 8th Currant which
adviseth of the Recept of mine 4.th ditto and.
thatt are well satisfied of the sending those 44
men P Cap.^t Twisden I am hart glad of the safe
arrivall of thatt [?shaitts] fleet 18.th I was doubtfull of
and advised s.^d Capt of y^e dutch beeing one o:^r Cost. I wroat
yo.^u Tuesday last of sendinge 23 men more to plym.^o
since have made them up 31 and as the absent^rs
appeare shall send them with all speed thither as
m^r vice admirall hath ordred mee. Butt severall
of my best and ablest men are gotten aboard ye Hunt^r
munday last beeing in Torbay: of w.^{ch} more heereafter
as occasion may requier, if nott apprufed off
Tuesday about 2 & 3 a Clocke past beefore [?XXXX]
aboutt 12 saill of great shipps to y^e East ward to
whom I sent my boat to discerne, and found by y^e
ffisher men (the shipps beeing past before my
boat could gett out to them) thatt they are o.^r
owne ffleet of Levant men bound home God
lend them safte to arrive. They are very great ships
with one convoie. W.^{ch} with y^e fformer I hoope will
give a full supplie to his ma.^{tes} ffleet ([?XX] God blesse)
I shall still continue my Endeavours for men till
yo' order to contrary. Yesterday I was att morlie where
meet 36 cunstable on retourne of warants butt brought
nott a man 140 on speciall warants next weeke are to goe
to Neaton to have thaire Retourne on y^e East sid of w.^{ch}
shall also advise yo.^u I Rest yo.^r hon.^{rs} humble servant
[?xxx] Thomas Newman [SIGNATURE]

³⁵ ADM 106/301/286 Folio 286: Thomas Newman, Deputy Vice-Admiral. Report on his work; concerning his request for allowances. Portsmouth February 3rd 1674

³⁶ Roll of Dartmouth Mayoralty, http://www.dartmouth-history.org.uk/dartmouth/soci/htm/102741_0.htm, viewed 07/09/2022

³⁷ PROB 11/368/270

I thought it convenient to acquaint you
 Right Hon^{ble} Jos^{ph} Dartmouth this 11 July 1673
 372
 I have rec^d your 8th of June which
 adv^{ise}th of the Receipt of mine of Edith and
 that are well satisfied of the Lordships thereof. 44 -
 mon of Cap^t Gooden I am hart glad of the safe
 arrivall of that strait Fleet. I was doubt full of
 an adv^{ise} of 2^d Capt of y^e Dutche boeing one d. Capt. J. Good
 25th Goodday last of Lordships 23 mon more to plym^{outh}.
 I have made them up 31 and as the adv^{ise} of
 appare shall send them with all speed thither as
 my Lord Admirall hath orderd me. But I have
 of my Lord and allst men are gotten aboard y^e third
 Monday last boeing in Torbay. of id^e more to be adv^{ise} of
 as a s^{hip} may requir^e. if not arriv^{ed} off -
 Tuesday about 2 1/2 after 3 past before of port
 about 12 sail of great shipp^s to y^e last ward. to
 whom I sent my boat to discover, and found by y^e
 first or mon (the shipp^s boeing past before my
 boat could gett out to them) that they are of
 one Fleet of Dutch men bound home. God
 send them safe to arriv^e. they are very good shipp^s
 with one convoie. I with y^e former I hope in
 give of full supplie to his maj^{ties} Fleet. God bless
 I shall still continue my L^oddours for men till
 y^e order be contrary. yesterday I was at m^{rs} where
 met 36 Constables on wthourne of warrants but brought
 nott a man 140 on Sp^{ec}iall warrants next weeke and to go
 to Norton to have thair^e Journe on y^e last tid of at
 shall also adv^{ise} y^e 2^d of y^e hon^{ble} Sir Francis
 Thomas Newman

Letter of Thomas Newman, Dartmouth, July 11th 1673³⁸³⁸ ADM 106/282 f.372r

The second transcription is as follows:

Dartmouth this 5.th Sep.r 1673

Right Hon.^{able}
S^{rs}


I looke one itt as my dutie to
advise yo.^u of w^t passeth in these parts
from time to time. Wensday last
about fower after noonme appeared off
the Hart afleet of shippes w.^{ch} bee forenigh
were all past o.^r harbour to y^e East ward
w.^{ch} appeard to bee those ffrom Ireland, and
were in all fiftie five saill and as I have
recd information from one of o.^r fisher men
y^t was one bord that y^t were 12 saill of East
India men 11 saill of convoyes 2 Gunnie men
and the Rest Barbados men I wish they may
come all safe to London, such a Considerable
fleet required as y^e times are a Good Convoie
w.^{ch} yo.^w may of soe good & Convenient order
if arrived nott beefore this comes to yor hands
wch is all att prsent w^{ch} offer ffrom

yo.^r hon^rs most humble servant
Thomas Newman [SIGNATURE]

rec^d y^e 9th, read that day
Noe answer

Non-standard spellings/expressions in letters one and two

Aboutt = about	Nowne = noon
Aften nowne = afternoone	One = on
Apprufed of = approved of	Requier = require
Convoie = convoy	Safete = safetie
Cost = coast	Saill = sail
Cunstable = constable	Sid = side
Gunniemen = Guinea men	Thatt = that
Hart glad = heartily glad	Wensday = Wednesday
Hoope = hope	Wroate = wrote

Right Hon.^{ble} Dartmouth this 5th Sep. 1673
 213
 I look on it as my duty to
 advise you of what passeth in these parts
 from time to time. Monday last
 about four o'clock in the morning
 the start of lost of ships. 12. 600 for night
 were all past the harbour by the Eastward
 and appeared to be. Those from Ireland and
 were in all fifteen full sail. and as I have
 some information from one of the fisher men
 it was one told that if were 12. 12. of lost
 India men in sail of Conbeger & Gunnid men
 and the last Barbados men. I wish they may
 come all safe to London, such a considerable
 fleet regarded as if they are a good Conboid
 and you may if so good & convenient order
 if around not before this comes to your hands
 and is all at present as offer from
 your most humble servant
 Thomas Newman

 rec'd & read that day
 Nov. answer.

Letter of Thomas Newman, Dartmouth, September 5th 1673³⁹³⁹ ADM 106/285 f.213r

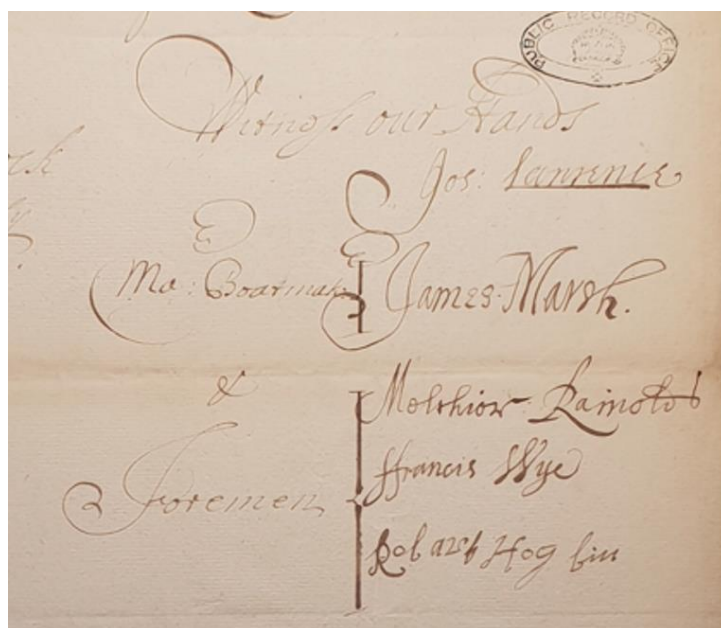
Letters written by tradesmen

It is challenging to identify letters by tradesmen, which are written in their hands, rather than the hands of apprentices or clerks.

We have made a start and have identified the following letters, where we are relatively confident that the body of the letter and the signature are in the same hands and are probably that of the signed author, rather than another men.

Name	Occupation
ffrancis Baylie	Shipwright, Bristol
Thomas Bowyer	Anchorsmith, Woolwich [TBC]
John Conny	Surgeon, Rochester
Daniel ffurzer	Shipwright, Portsmouth
John Pelling	Apothecary, Fenchurch street, London

However, these men are all master craftsmen, or other professionals, such as apothecaries and surgeons, and we currently lack letters from literate men at the level of foreman or workmen. Seventeenth century foremen were typically literate, at least in the ship building industry, as can be seen from analysis of foremen in the SOLM-2022 dataset⁴⁰, and from the signatures of three Chatham foremen, probably all shipwrights, to a certificate in 1673.⁴¹



**Certificate of workmanship and diligence of William Boreman, shipwright,
Chatham Dock, July 9th 1673⁴²**

⁴⁰ Add reference

⁴¹ Add reference

⁴² William Boreman is described as a "boatwright" in ADM 106/282/449. Folio 449: Phineas Pett, Shipwright's Assistant. Request to re-enter William Boreman, Boatwright who was discharged by Commissioner Beach on the mistaken view that he was idle. He is able and industrious, as he has informed the Commissioner. Enclosed in f 444. July 9th 1673

Letters written by officers of naval yards

It is easier to be sure of the authorship of letters sent by officers of the various naval yards in Chatham, Sheerness, Deptford and Portsmouth. This is due to the high volume of letters per named individual over a number of years, allowing comparisons to be made. These letters tend to use relatively standard spelling, and more complex syntax, supported by the use of punctuation.

Frequent letter writers, whose letters appear to be in the hand of their claimed authors are

Silas Tailor, storekeeper, Sheerness
John Pxxxx, master attendant, XXXXX

Quantifying output of letters

The detailed metadata available for the ADM 106 series helps with the quantification of letter output by named individuals and for named ships addressed to the Navy Board. Inspection of letters is still required to ensure that there are not false matches made for ships of the same name but in different years. It is common to find between one and two letters per month from the captain of a naval ship. Victualling ships were typically hired for short periods. In one case letters were being written by the master of a victualling ship at the rate of 3.3 letters per month (ten letters over a three month period), and in another at the rate of 6.7 letters per month (five letters over three weeks).

The table below summarizes our work to date

Author	Output	Output/month
Daniel Jones, captain of the Diamond	1682 = 3 letters 1683 = 11 letters 1684 = 15 letters 1685 = 13 letters Total = 42 letters	0.875/month
Edward Prestwich, master of the Blessing ⁴³	1673 = 7 letters 1674 = 3 letters Total = 10 letters	3.3/month
John Robbins, master of the William of Portsmouth ⁴⁴	1673 = 5 letters ⁴⁵	6.7/month
George Strodger, captain of the Cleveland yacht	1683 = 6 letters ⁴⁶	1.2/month
Daniel Tracy, master of the Thomas and Elizabeth ⁴⁷	1673 = 4 letters ⁴⁸	4/month
John White, master of the St Michael ⁴⁹	1673 = 4 letters ⁵⁰	2/month
Prince of Orange [captain; master] ⁵¹	1692 = 5 letters 1693 = 33 letters 1694 = 32 letters 1695 = 18 letters 1696 = 9 letters 1697 = 4 letters	1.4/month

⁴³ Carrying soldiers, appears to have been hired as a victualler, November 1673-January 1674

⁴⁴ Victualling ship

⁴⁵ Over period of three weeks, August 8th 1673 to August 27th 1673

⁴⁶ Over period of five months, July 8th 1683 to December 5th 1673

⁴⁷ Coal ship

⁴⁸ Over period of one month, July 10th 1673 to August 13th 1673

⁴⁹ Victualling ship

⁵⁰ Over period of two months, June 20th 1673 to August 25th 1673

⁵¹ Captain of the Orange Tree – Josiah Daniel, Josiah Daniels, Josiah Daniell; Master of the Orange Tree = John Lambert

Non-standard spelling and expressions, taken from ADM 106 letter database

We are compiling a dictionary of non-standard spellings and expressions sourced from our growing ADM 106 letter database. Currently, we have one hundred and sixty one entries.

Word/phrase	Source/date	Comment
Although = although	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Alow = allow	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Ancor/Ancur = anchor	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Aplyd = applied	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Appruded of = approved of	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Atendence = attendance	ADM 106/285 f.165r (1673)	Thomas Acton, officer of the Phenix
Aquaint = acquaint	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Beedin = bedding	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Bemes = beams	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Ben = been	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Boord = board	ADM 106/284/320r (1673)	Augustus Lhostein, captain of the Anthelope
Brooke = broke	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Buisnes = business	ADM 106/283 f.256r (1673)	Daniel ffurzer, master shipwright, Portsmouth
Bun = bin	ADM 106/282 f.188r (1673)	Christopher Mason, captain of the Dover
Buy = buoy	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Cam = came	ADM 106/282/374r (1673) ADM 106/285 f.110r (1673)	Thomas Mathews, master of the Mary of London, victualler Robert Morse, ?captain of the Constant Richard, Harwich
Chife = chief	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Cabell = cable	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Carrey = carry	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Chattham = Chatham	ADM 106/311 f.15r (1675)	Robert ffoley, ironmonger, Stourbridge
Cole = coal	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Coles = coals	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Com = come	ADM 106/283 f.73r (1673) ADM 106/282/421r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth ffrancis Baylie, shipwright, Bristol
Comisioners = commissioners	ADM 106/285 f.165r (1673)	Thomas Acton, officer of the Phenix
Compleat = complete	ADM 106/283 f.353r (1673)	Thomas Berry, captain of Success
Convenent = convenient	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Convoie = convoy	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Cost = coast	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Cros = cross	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Cunstable = constable	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Defecallday = difficulty	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Desier = desire	ADM 106/283 f.353r (1673) ADM 106/285 f.110r (1673)	Thomas Berry, captain of Success Robert Morse, ?captain of the Constant Richard, Harwich
Disposs = dispose	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Dore = door	ADM 106/285/145r (1673)	Jame Sharland, late captain of the mary yacht, at the door of the Navy Office
Ealce = else	ADM 106/285 f.165r (1673)	Thomas Acton, officer of the Phenix
Els	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Emeadiatly = immediately	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Enstent = instant	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Extreem = extreme	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Farther = further	ADM 106/283 f.353r (1673) ADM 106/283/108r (1673)	Thomas Berry, captain of Success John Lanyon, agent of the Navy Board, Plymouth
Fere = fear	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Fett = fit	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol

Fore castell = castle	ADM 106/282 f.188r (1673)	Christopher Mason, captain of the Dover
Fould = fouled	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Forst = forced	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Fuly = fully	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Geet = get	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Gentelmen = gentlemen	ADM 106/284/320r (1673)	Augustus Lhostein, captain of the Anthelope
Git = get	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Goo = go	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Goot = got	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Hale = haul	ADM 106/283 f.353r (1673)	Thomas Berry, captain of Success
Hart glad = heartily glad	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Hav = have	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Heanse = hence	ADM 106/284/320r (1673)	Augustus Lhostein, captain of the Anthelope
Heare = here	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Heer = here	ADM 106/285 f.110r	Robert Morse, ?captain of the Constant Richard, Harwich
Henc = hence	ADM 106/285 f.110r	Robert Morse, ?captain of the Constant Richard, Harwich
Herreford sheare = Herefordshire	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Hir = her	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Hoope = hope	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Honnours = honours	ADM 106/284 f.305r (1673)	John Lovell, captain of N/A, Amsterdam
Horsback = horseback	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Humbell = humble	ADM 106/282/421r (1673) ADM 106/285 f.110r	ffrancis Baylie, shipwright, Bristol Robert Morse, ?captain of the Constant Richard, Harwich
Humbley = humbly	ADM 106/282 f.334r (1673)	Hugh Upton, hemp merchant
In cas = in case	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Ingage = engage	ADM 106/282 f.334r (1673)	Hugh Upton, hemp merchant
Imploy = employment	ADM 106/311 f.15r (1675)	Robert ffoley, ironmonger, Stourbridge
Inable = enable	ADM 106/311 f.15r (1675)	Robert ffoley, ironmonger, Stourbridge
Jerimy = Jeremy [forename]	ADM 106/283/347r (1673)	William Bodham, clerk of the Woolwich ropeyard
Joyn'd = joined	ADM 106/282 f.188r (1673)	Christopher Mason, captain of the Dover
Labrores/Laborers = labourers	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Lanch = launch	ADM 106/283 f.256r (1673)	Daniel ffurzer, master shipwright, Portsmouth
Len = lend	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Lickwis = likewise	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Mad = made	ADM 106/282/374r (1673) ADM 106/282/421r (1673))	Thomas Mathews, master of the Mary of London, victualler ffrancis Baylie, shipwright, Bristol
Mater = matter	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Marchant = merchant	ADM 106/284 f.305r (1673)	John Lovell, captain of N/A, Amsterdam
Mat(t) = mate	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Menes = means	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Mior = moore	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Mord = moored	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Munday = Monday	ADM 106/283 f.353r (1673) ADM 106/283 f.256r (1673)	Thomas Berry, captain of Success Daniel ffurzer, master shipwright, Portsmouth
Mutch = much	ADM 106/284 f.305r (1673)	John Lovell, captain of N/A, Amsterdam
Nams = names	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Neyles = nails	ADM 106/311 f.15r (1675)	Robert ffoley, ironmonger, Stourbridge
Neyler = nailer	ADM 106/311 f.15r (1675)	Robert ffoley, ironmonger, Stourbridge
Obeadent = obedient	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Occation = occasion	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich

Occationed = occasioned	ADM 106/283/108r (1673)	John Lanyon, agent of the Navy Board, Plymouth
One = on	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Ouer = our	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Ous = us	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Pasage = passage	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Prasent = present	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Ples = please	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Plesed = pleased	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Proseeding = proceeding	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Providgon = provision	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Ptikuler = particular	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Raw buck = Roebuck [ship name]	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Recaive = receive	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Reddy = ready	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Requier = require	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Reson = reason	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Ret = writ [i.e. written]	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Safete = safetie	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Saill = sail	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Saterdag = Saturday	ADM 106/283 f.256r (1673)	Daniel ffurzer, master shipwright, Portsmouth
Satesfaction = satisfaction	ADM 106/284 f.305r (1673)	John Lovell, captain of N/A, Amsterdam
Sarvant = servant	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Sayle = sail	ADM 106/284 f.305r (1673)	John Lovell, captain of N/A, Amsterdam
Sence = since	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Searuis = service	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Servis = service	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Sheat = sheet	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Shep = ship	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Sicknes = sickness	ADM 106/282 f.312r (1673)	John Temple, captain of the Mermaid
Sid = side	ADM 106/286/372r (1673) ADM 106/283 f.73r (1673)	Thomas Newman, deputy vice admiral, Dartmouth Daniel Tracy, master of coal ship the Thomas & Elizabeth
Sixx = six	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Som = some	ADM 106/282/421r (1673) ADM 106/285 f.110r	ffrancis Baylie, shipwright, Bristol Robert Morse, ?captain of the Constant Richard, Harwich
Sone = soon(e)	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Soune = soon	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Souner = sooner	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Spining = spinning	ADM 106/283/347r (1673)	William Bodham, clerk of the Woolwich ropeyard
Studdie = study	ADM 106/284/320r (1673)	Augustus Lhostein, captain of the Anthelope
Suckces = success [ship name]	ADM 106/283 f.353r (1673)	Thomas Berry, captain of Success
Sum = some	ADM 106/282/374r (1673) ADM 106/284 f.305r (1673)	Thomas Mathews, master of the Mary of London, victualler John Lovell, captain of N/A, Amsterdam
Supernumeres = supernumeraries	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Suplyd = supplied	ADM 106/283 f.148r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Swep = sweep	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Swepen = sweeping	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Tember = timber	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Thare = there	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Thatt = that	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Thay = they	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Thees = these	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth
Theese = these	ADM 106/283 f.73r (1673)	Daniel Tracy, master of coal ship the Thomas & Elizabeth

Theyr = their	ADM 106/285 f.165r (1673)	Thomas Acton, officer of the Phenix
Thoue = though	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Thrte = thirty	ADM 106/282 f.188r (1673)	Christopher Mason, captain of the Dover
Tousday = Tuesday	ADM 106/283 f.353r (1673)	Thomas Berry, captain of Success
Troubell = trouble	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Un mord = unmoored	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Useles = useless	ADM 106/283 f.256r (1673)	Daniel ffurzer, master shipwright, Portsmouth
Valinters	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Vetlear = victualler [i.e. victualling ship]	ADM 106/282/374r (1673)	Thomas Mathews, master of the Mary of London, victualler
Vitling = victuals	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Waitt = wait	ADM 106/283 f.353r (1673)	Thomas Berry, captain of Success
Whare = where	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Wollwidg = Woolwich	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich
Wosseter = worcester	ADM 106/282/421r (1673)	ffrancis Baylie, shipwright, Bristol
Wroate = wrote	ADM 106/286/372r (1673)	Thomas Newman, deputy vice admiral, Dartmouth
Yit = yet	ADM 106/285 f.110r (1673)	Robert Morse, ?captain of the Constant Richard, Harwich