

Writing about letters

Talk

Mental model

- Paper ships
- Envelope of correspondence
- Literacy intensity of international shipping

Mariner Literacy

- SOLM-2022 data
- Implications for letter writing and record keeping

How many and where are they?

- Three or ten million?
- Finding metadata on letters: Getting started
- Rich sources: Calendars of English East Company Court minutes
- Rich sources: English High Court of Admiralty depositions
- High priority places to look outside England

Let's look at some letters

- Sir George Oxenden's correspondence, 1662-1667
- Captain William Ryder's correspondence, 1650-1667

Let's look at our database of C17th mariners letters

- Map
- North and West Africa
- Spain

Where do we go from here?

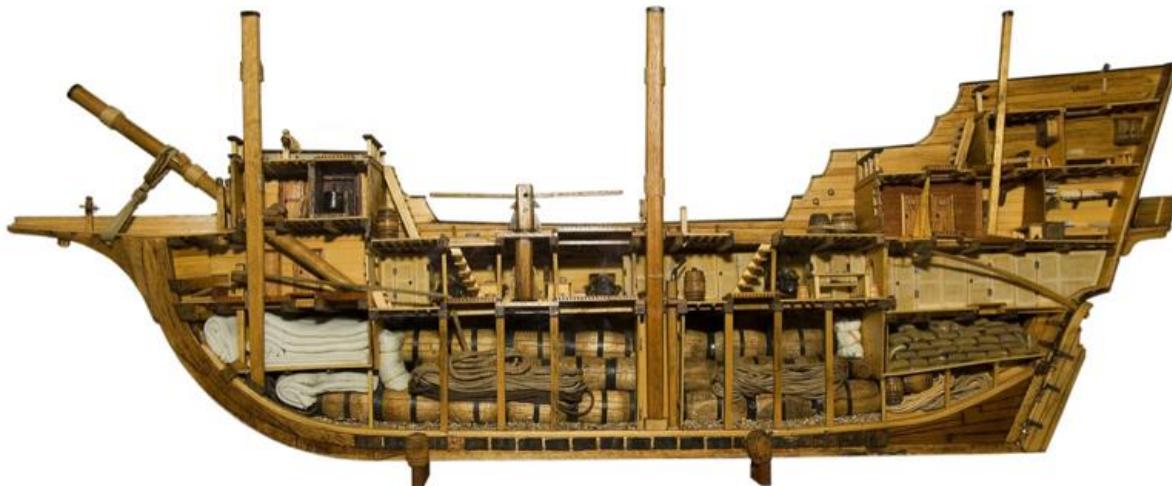
- Process
- Activities
- Related work

Appendix

- Machine transcription
- Metadata sources
- Sub-occupational literacy data
- Ship level literacy data
- Letters

What type of documents were written, read and carried on ships?

Where were the documents to be found?



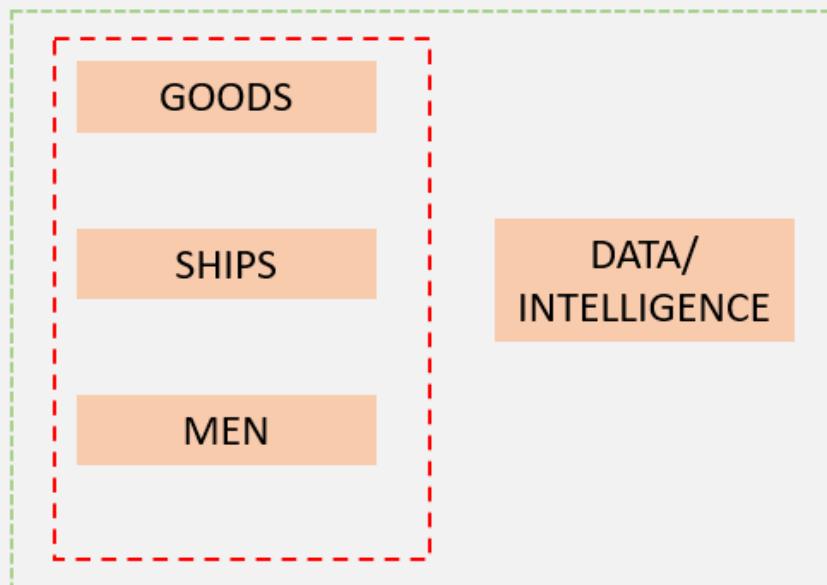
Source: <https://upload.wikimedia.org/wikipedia/commons/7/73/17th-century-merchantman.jpg>

Acquittances
Almanac
Bible
Bills of lading
Bill of sale
Boatswain's book
Boatswain's notes
Carpenter's inventory
Charter party
Chief mate's book
Caskets
Commercial letters
Commissions
Gunner's inventory
Instructions
Invoices
Master's book
Merchants' letters
Notes
Personal letters
Purser's book
Receipts
Seabrief
Seacartes
Steward's book
Wage notes
Waggoner or Sea book

Barrels
Bags
Cabins
Ceilings
Chests
Closets
Cook room
Great cabin
Gun room
Letter case
Mast
Round house
Scrittor
Tin box
Trunks

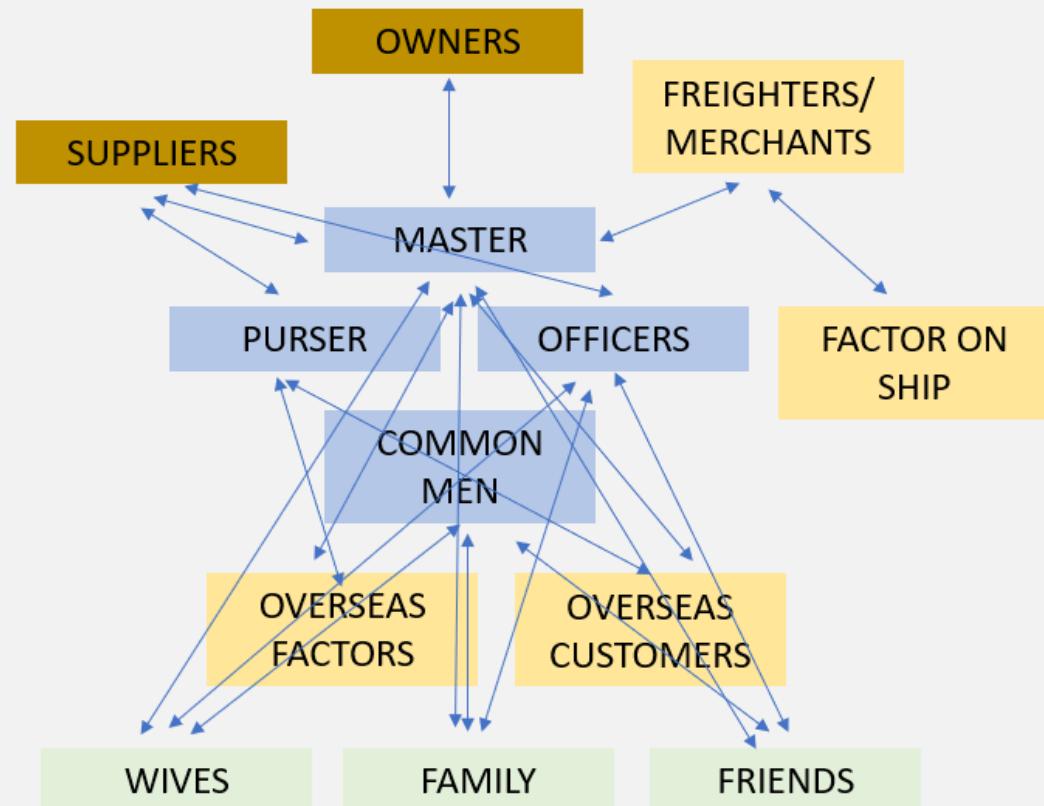
Metaphor of an envelope

- Flow of letters (and other documentation) in advance, with, and following the flow of goods and men
- What regularity?



Metaphor of web

- Flow of letters (and other documentation) between men on ships, owners, suppliers, freighters, overseas factors, overseas customers, wives, families and friends



Drivers of writing of letters by masters of ships

Ship operations

Dealing with shore suppliers

- Settling or contesting bills

Keeping owners and/or freighters informed of voyage

- Informing about storm damage to ship and/or lading
- Informing about necessary maintenance of ship
- Informing of loss of ship through storm or seizure
- Informing of delays or embargos

Reacting to operational needs

- Requesting supplies (masts; sails; cables)

Insuring ship (and goods)

Commercial operations

Seeking freight/disposing of goods

- Letters to factors
- Letters to brokers
- Letters to local merchants

Seeking instructions from owners or freighters

- Routing decisions (in the Downs; at Lisbon; in the Mediterranean)

Adjusting voyage

- Extending voyage or varying ports of call
- Extending demurrage
- Breaching charter party covenants

Seeking legal assistance

- Dealing with disputes on shore (embargos; licences; commercial contracts; wage disputes)

Personal

Communicating with wife

- Requesting new insurance policies
- Informing of safe arrival and travel plans
- Discussing private investments

Communicating with friends

- Maintaining relationships
- Discussing private investments

Table Three: Mariner literacy by sub-occupation

Occupation	Count	Count	Count	%	%	%	%	%			
	Other	Signoffs	Marke	Initials	Signatu	Total	Other	Marke	Initials	Signatu	Total
Purser	3	310	1	0	309	313	0.96%	0.32%	0.00%	98.72%	100.00%
Chirurgion [on ship]	4	196	1	0	195	200	2.00%	0.50%	0.00%	97.50%	100.00%
Factor/Sopracargo	4	169	1	1	167	173	2.31%	0.58%	0.58%	96.53%	100.00%
Master[all ship types]	23	2741	119	111	2511	2764	0.83%	4.31%	4.02%	90.85%	100.00%
Master's mate [no variants]	21	1046	50	56	940	1067	1.97%	4.69%	5.25%	88.10%	100.00%
Coxwain	0	41	1	4	36	41	0.00%	2.44%	9.76%	87.80%	100.00%
Pilot	2	216	24	19	173	218	0.92%	11.01%	8.72%	79.36%	100.00%
Mariner	112	8639	1206	875	6558	8751	1.28%	13.78%	10.00%	74.94%	100.00%
Cooper (on ship)	0	107	17	12	78	107	0.00%	15.89%	11.21%	72.90%	100.00%
Gunner's mate	1	89	15	9	65	90	1.11%	16.67%	10.00%	72.22%	100.00%
Boatswain	3	580	82	86	412	583	0.51%	14.07%	14.75%	70.67%	100.00%
Gunner	3	371	43	71	257	374	0.80%	11.50%	18.98%	68.72%	100.00%
Trumpeter	0	27	5	4	18	27	0.00%	18.52%	14.81%	66.67%	100.00%
Carpenter [on ship]	4	476	94	104	278	480	0.83%	19.58%	21.67%	57.92%	100.00%
Steward [on ship]	2	94	19	20	55	96	2.08%	19.79%	20.83%	57.29%	100.00%
Common man & variants [1]	2	208	68	36	104	210	0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89	1.12%	20.22%	30.34%	48.31%	100.00%
Quartermaster	6	330	95	79	156	336	1.79%	28.27%	23.51%	46.43%	100.00%
Sailor	11	608	244	92	272	619	1.78%	39.42%	14.86%	43.94%	100.00%
Cook [on ship]	1	126	46	29	51	127	0.79%	36.22%	22.83%	40.16%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman

Table Four: Mariner literacy compared with lightermen, watermen, fishermen, and labourers

Occupation	Count	Count	Count	Count	Count	Count	%	%	%	%	%
	Other	Signoffs	Marke	Initials	Signature	Total	Other	Marke	Initials	Signature	Total
Mariner	112	8639	1206	875	6558	8751	1.28%	13.78%	10.00%	74.94%	100.00%
Sailor	11	608	244	92	272	619	1.78%	39.42%	14.86%	43.94%	100.00%
Common man & variants [1]	2	208	68	36	104	210	0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89	1.12%	20.22%	30.34%	48.31%	100.00%
Lighterman	0	116	37	36	43	116	0.00%	31.90%	31.03%	37.07%	100.00%
Waterman	1	211	87	55	69	212	0.47%	41.04%	25.94%	32.55%	100.00%
Fisherman	4	128	78	24	26	132	3.03%	59.09%	18.18%	19.70%	100.00%
Labourer	0	42	24	12	6	42	0.00%	57.14%	28.57%	14.29%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner + ordinary seaman

Journal keeping on board English commercial ships in 1H C17th

Sub-occupation	Number [Count]	Percentage [%]	Average age [years]	Age range [years]
Master's mate [1]	25	44.64%	33.5	22 to 51
Master	11	19.64%	36.2	24 to 48
Gunner	5	8.93%	31.8	24 to 40
Carpenter	4	7.14%	25.5	21 to 31
Boatswain	2	3.56%	29	27 to 31
Quartermaster	2	3.56%	25.5	22 to 29
Pilot [1]	1	1.79%	30	30
Purser	1	1.79%	21	21
Sopracargo or factor on ship	1	1.79%	28	28
Chirurgeon	1	1.79%	40	40
Coxwain	1	1.79%	21	21
Servant [to master of ship] [2]	1	1.79%	18	18
Mariner [sub-occupation unknown]	1	1.79%	43	43
Total [3]	56	100.0	N/A	18 to 51

[1] Including a self-described chief mate/pilot

[2] No place or office

[3] 56 individuals, one individual in two categories

Officer

The Successe of Dover

Voyage: Newcastle/Dover [Kent]

Return lading: Coals

Ship burthen = 100 tons

Known company = Master + 4 men + 1 boy = 6

Missing company = 2

Total company = 6

ca. 1654

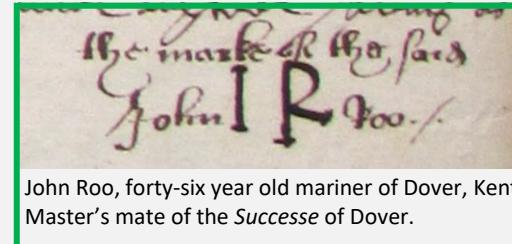
Master: David Adamsone

Voyage length = N/A

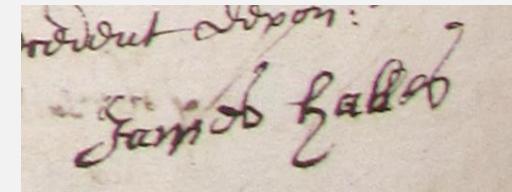
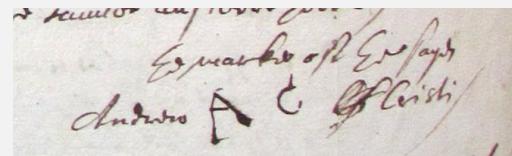
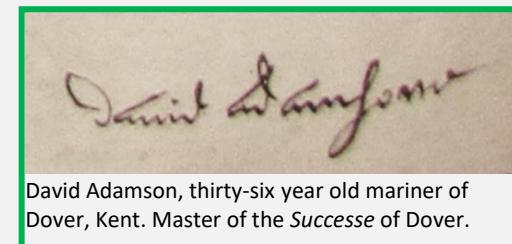
Definitely unable to write or read

"Hee can neither write nor reade, but yet can keep accompt of times, by a sort of cyphering which hee hath learnt for his owne use, and thereby remembreth the time aforesaid"
(HCA 13/70 f.67v)

Probably unable to write or read



Probably able to write and read



"Hee can write and reade, and saith hee did not take any note in writing of the time when the disaster aforesaid happened, but very well remembreth it, as hee hath great reason to doe"
(HCA 13/70 f.99v)

The Golden Cocke of London

Voyage: London/Plymouth/?/Livorno; Tunis; Livorno; Zant; Zephalonia; Candy [Crete]/?/London

Return lading: ?

Ship burthen = N/A, but sizeable

Known company = 21

Missing company = N/A

Total company = N/A

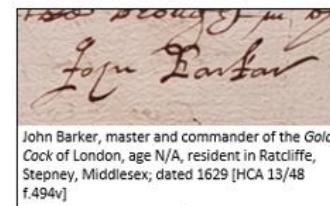
1629

Master: John Barker

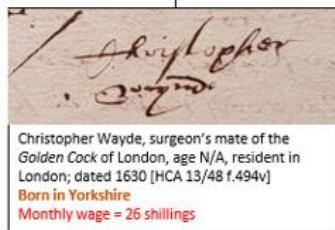
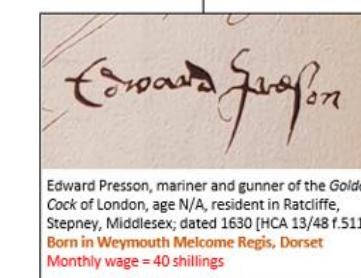
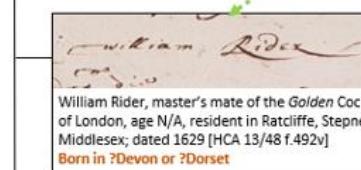
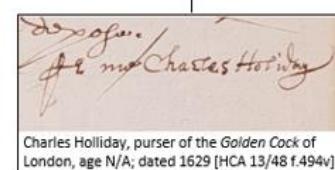
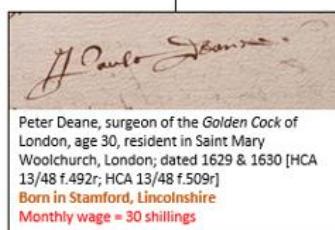
Voyage length = 27 months

Officer

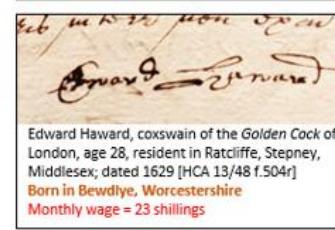
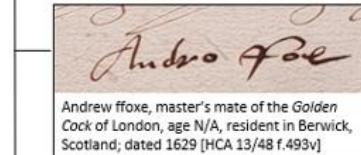
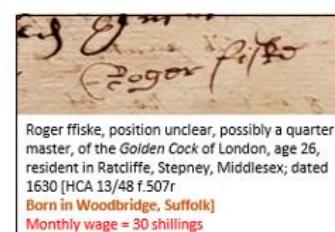
Freighted by two London
merchants, John ffowke and
Symon Whetcombe



All three master's
mates were literate



Possibly 19 years old



- Between 20% and 40%+ of mariners on commercial ships were literate and able to write and read letters
- Culture of commercial and personal document creation (books of account; lists; receipts; journals)
- A thirty man ship on a two year voyage in the Mediterranean might have up to 15 mariners capable of writing and reading letters
- Long multi-nodal voyages with short times between nodes and long port stays were suitable for letter writing and receiving
- Litigious nature of English society placed a premium on written record keeping

How many and where: EMLO has a total of THREE letters identified as written by mariners



Home Search+ Browse Collections Contribute About

24 results

EMLO is an active, collaborative project in continual development, and as such may contain errors/duplicates. We rely on feedback from the scholarly community: if you spot an error, please [get in touch](#).

Type of record	Brief details	Further details	Where found
1 Person or organisation	Ingle, Joshua, fl. 1689-1690	Roles or titles: Mariner	Found in Titles or roles : mariner
2 Person or organisation	Joyce, John	Roles or titles: mariner	
3 Person or organisation	Andrew, William, d.1652	Roles or titles: Mariner Year died: 1652	
4 Person or organisation	Wood, John, fl. 1650	Roles or titles: London agent; mariner	
5 Person or organisation	Gallop, Nathaniel, 1629 or before-1676	Roles or titles: of Boston; mariner and trader Year born: 1628 Year died: 1676	
6 Person or organisation	Adams, Thomas, fl. 1654	Roles or titles: Mariner	
7 Person or organisation	Roberts, John, fl. 1756-1773	Alternative names: John Roberts; Siôn Roberts Roles or titles: Mariner	

Text mariner

Refine your results

Catalogue

+ Bodleian card catalogue 5
Click to show more...

Record Type

+ Person or organisation 15
+ Letter 5
+ Comment 4
Click to show more...

Type of record	Brief details	Further details	Where found
1 Letter	Unknown date: Frere, Henry, fl. until 1690 to Sancroft, William, 1617-1693	Author as marked: Frere, Henry. mariner.	Found in Author (as marked) : Frere, Henry. mariner. A
2 Letter	Unknown date: Joyce, John to Sancroft, William, 1617-1693	Author as marked: Joyce, John. mariner.	Found in Author (as marked) : Joyce, John. mariner. A
3 Letter	27 Jan 1690: Ingle, Joshua, fl. 1689-1690 (Falmouth, Cornwall, England) to Cradock, Richard, fl. 1689-1690 ~ Heron, Samuel, fl. 1690	Author as marked: Ingle, Joshua, mariner. Year: 1690	Found in Author (as marked) : Ingle, Joshua, mariner. A

Abstract

The petitioner Frere late commander of the "Tulip Dogger" has endured much misery as a captive at Sallee in Barbary begs for charitable relief in his present distress.

Abstract

The petitioner has been held in captivity for 6 years in. the West Indies is now free but sick and lame he now wishes to visit his friends in Durham, where he was born, and asks for help to aid him on his way.

Abstract

He sailed from Jamicia on Oct. 26th and he describes the long tempestuous voyage and shortage of food which they experienced. His crew were the worst and most trouble- some men he had ever carried to sea.

10 million mariners letters sent and received between 1600 and 1699
is 100,000 letters per year. Possible? Plausible?

English mariner/sailor populations, late C16th to late C18th [Earle, *English Sailors, 1570-1775*, in Van Royen et al., 1997, p.86]

Table 1
Sailors and Shipping Tonnage

Year	Tonnage	Sailors	Ton/Man
1582	68433	16119	4.25
1686	350000	c. 50000	7.0
1773	581000	52789	11.0

Sources: 1582: tonnage from L.A. Harper, *The English Navigation Laws* (New York, 1939), 322; sailors from Great Britain, Public Record Office (PRO), State Papers (SP) 12/156, no. 46. The total has been inflated by 4.9% to include an estimate for Wales; see Harper, *English Navigation Laws*, 323, fn. 6. 1686: tonnage from Ralph Davis, "Merchant Shipping in the Economy of the Late Seventeenth Century," *Economic History Review*, Second Series, IX (1956), 72, fn. 5; sailors from John Ehrman, *The Navy in the War of William III* (Cambridge, 1953), 110-111. 1773: tonnage and sailors from Harper, *English Navigation Laws*, 329 and fn. 28.

Table 2
Regional Distribution of Sailors

Region	1582		1792		% Inc
	N	%	N	%	
Northeast	2180	13.5	18197	20.8	835
East Anglia	2952	18.3	4820	5.5	163
Southeast	1888	11.7	4347	5.0	230
London	1325	8.2	30200	34.5	2279
South	983	6.1	2414	2.8	246
Southwest	5461	33.9	11658	13.3	213
Wales	790	4.9	3296	3.8	417
Northwest	536	3.3	12637	14.4	2358
Total	16115	99.9	87569	100.1	543

Notes: Northeast: Northumberland, Durham, Yorks and Lincs; East Anglia: Suffolk, Norfolk and Cambridgeshire; Southeast: Essex and Kent; South: Sussex and Hampshire; Southwest: Dorset, Devon, Cornwall, Somerset and Gloucester; Northwest: Cheshire, Lancashire and Cumberland.

Source: For 1582: PRO SP12/156 No. 46, omitting the London "wherrymen." Welsh sailors have been estimated as in table 1. For 1792: BL, Add. Ms. 38432. This lists tonnage port by port and "the number of sailors usually employed therein," so that real totals would be less since not all ships would be at sea at once.

How many and where: Getting started

The screenshot shows the search results for the query "letter AND mariner". The results are filtered by date from 1600 to 1699. The results are categorized into "In-letters" (Admiralty Royal Marines Pay Office Records), "Captain James Mariner of the Formosa" (India Office Records), and "Marine Miscellaneous Records". Each result includes details like held by (The National Archives, Kew - Admiralty, Navy, Royal Marines, and Coastguard), date (1690-1740), and reference (ADM 96/1, ADM 96/2, E/3/88 f 104v).

THE NATIONAL ARCHIVES

Menu

Sign in Register No items

Home > Discovery > Your search results

Discovery help ★ Bookmark Show quick tour

Search results for letter AND mariner

letter AND mariner

Start new search Advanced search Browse

Filter results

Your filters

1600 - 1699 × Remove all filters

Held by

- The National Archives (405)
- Other archives (149)

Date

- 1950+ (19)
- 1925 - 1949 (23)
- 1900 - 1924 (25)
- 1800 - 1899 (49)
- 1700 - 1799 (63)
- 1500 - 1599 (30)
- 1400 - 1499 (17)
- 1300 - 1399 (11)
- 1200 - 1299 (5)
- 1100 - 1199 (1)

Refine

Records 554 Record creators 0

Descriptions of records and information about how to access them

1 - 15 of 554 results Sorted by: Relevance Simple view Print Export results

In-letters

Admiralty: Royal Marines Pay Office: Records. IN-LETTERS. In-letters.

Held by: The National Archives, Kew - Admiralty, Navy, Royal Marines, and Coastguard
Date: 1690 - 1740
Reference: ADM 96/1

In-letters

Admiralty: Royal Marines Pay Office: Records. IN-LETTERS. In-letters.

Held by: The National Archives, Kew - Admiralty, Navy, Royal Marines, and Coastguard
Date: 1690 - 1740
Reference: ADM 96/2

Captain James Mariner of the Formosa

India Office Records. East India Company General Correspondence. Correspondence with the East India Company Letter Books. LETTER BOOK 5. Captain James Mariner of the Formosa

Held by: British Library: Asian and African Studies
Date: 06 November 1675
Reference: E/3/88 f 104v

Marine Miscellaneous Records

India Office Records. Marine Department Records.

Admin history: responsibility: documents from seventeenth and early eighteenth-century voyages, including letter-books, accounts, copies of wills and inventories, lists of missing seamen, bills of lading and commissions

Held by: British Library: Asian and African Studies
Date: 1600 - 1879
Reference: IOR/L/MAR/C

National

- ADM 96/1
- Chancery
- PROB 32
- State Papers
- India Office records: Letter books
- India Office records: Marine miscellaneous

County and Municipal

- Bristol Archives
- Cornwall Record Office
- East Sussex Record Office
- Plymouth and West Devon Record Office
- Somerset Heritage Center

Search terms

- Copies of letters [e.g. to William Hurt, paymaster of the mariners, East India Company, 1622-49]
- Draft letter
- General correspondence
- General letter
- In-Letters
- Letter Books, Letter-Books
- Letter of attorney
- Out-letters
- Overland letter

How many and where: Calendar of Court Minutes of the English East India Company, 1640-43

A calendar of the court minutes, etc. of the East India Company
Vol.II, 1640-1643

by Sainsbury, Ethel Bruce

Publication date 1907-1916
Topics East India Company
Publisher Oxford, Clarendon Press
Collection robarts; toronto
Digitizing sponsor MSN
Contributor Robarts - University of Toronto
Language English
Volume 1640-1643

Vol. 1. 1635-1639.- Vol. 2. 1640-1643.- Vol. 3. 1644-1649.- Vol. 4. 1650-1654.- Vol. 5. 1655-1659.- Vol. 6.
1660-1663

Letter = 100
Letters = 74

Types of mariners letters

- Letters to and from masters of EEIC hired ships
 - Issuing sailing instructions
 - Avoiding English ports
 - Intimating safe arrival
 - Negotiating contracts with EEIC
 - Controlling private trade
 - Reporting on goods
 - Reporting on need for repairs
- Letters to masters of English naval ships
 - Providing convoy to EEIC hired ships
- Letters from anonymous mariners on board EEIC hired ships
 - Revealing private trade

A COURT OF COMMITTEES, APRIL 15, 1640 (*Court Book*, vol. xvii, p. 164).

more than his subscription or according to the proportion of his stock, and that none shall exceed 3,000*l.* Letters read from Mr. Steevens, master of the *Crispian*, and question raised as to whether, in the event of the said ship not being able to reach Surat with the easterly monsoon, she had better go first for Bantam, or for Masulipatam and then to Bantam; this is referred for future determination. Mr. Dyke desiring that his subscription of 300*l.*, for which he underneath in the last Joint Stock may be consulted

A COURT OF COMMITTEES, APRIL 22, 1640 (*Court Book*, vol. xvii, p. 172).

187*l.* 10*s.* adventure in the Third Joint Stock, 46*l.* 17*s.* 6*d.* being divided, and charged with an arrear of 1*l.* 19*s.* 8*d.* A letter to be written to Mr. Robinson, the searcher at Gravesend, directing him to forward to the Custom-house in London the broadcloths which he lately stopped from being sent to India as private trade. Mr. Methwold is granted remission of freight on his goods brought home as private trade in the same

A COURT OF COMMITTEES, JUNE 8, 1640 (*Court Book*, vol. xvii, p. 196).

Mr. Norris's man to be given 2*cl.* in recognition of his pains and expedition in bringing letters from Captain Mynors, notifying the arrival near Falmouth of the *Discovery* from India, the 40*s.* paid the man by Mr. Cramorne at Plymouth to be deducted, and a letter of thanks to be written to Mr. Norris. A Court of Sales is

A COURT OF COMMITTEES, MARCH 22, 1642¹ (*Court Book*, vol. xviii, p. 138).

The Governor desires to know what propositions Mr. Courteene has to make in answer to those he received from the Company, and informs him it is thought right that he should give an account of his three ships, with a copy of his last letters and commissions sent to the Indies, and also a copy of his last advices received from thence. The Governor likewise desires to know what stock Mr. Courteene intends to send in the two following ships to fetch

A COURT OF COMMITTEES, APRIL 7, 1643 (*Court Book*, vol. xviii, p. 308).

to pay one-third of his own debt at once and discount for the remainder shortly. A letter is read from William Cobb, who is a prisoner at Rochester at the Company's suit, about the piracy committed in the Red Sea; it is resolved to prosecute him in the Admiralty, and a warrant is ordered to be taken out against Kynaston and Ayres on the same count. The *William* ordered

A COURT OF COMMITTEES, APRIL 24, 1643 (*Court Book*, vol. xviii, p. 319).

he promising to return them in as good condition as when lent. A letter is read from Mr. Cramorne, of Plymouth; the Court resolves to desire him to provide a small boat with six, eight, or ten men, to lie off the Channel for three months from the 15th of June next, to advise the Company's homeward-bound ships (because of the distraction of the times) not to put into Scilly, Falmouth, or any western port, and not to board any ship or suffer any one to board them, but to be on their guard and make the Downs their first port if possible; also to desire him to hire two men who know the Parliament ships, that one may be sent aboard the Company's ships to point out the Parliament ships, and those set out from Falmouth, that they may be avoided. (1 p.)

A COURT OF COMMITTEES WITH THE MIXED COMMITTEES, SEPTEMBER 6, 1643 (*Court Book*, vol. xix, p. 41).

payment of 6*d.* per lb. freight. Mr. Budd reports that after consideration of the anonymous letter telling of a large quantity of indigo brought home as private trade and other abuses committed in the *Crispiana*, he is of opinion that the only way to discover the truth is to bring an action against one or two of the mariners, in which he can so frame the 'libell' that the truth will appear. To this the Court consents and desires him to proceed accordingly. Mr. Budd's fees of 2*l.* 10*s.* 7*d.* for the suit in the Admiralty against Cobb, are ordered to be paid. John Southam buys the hull and

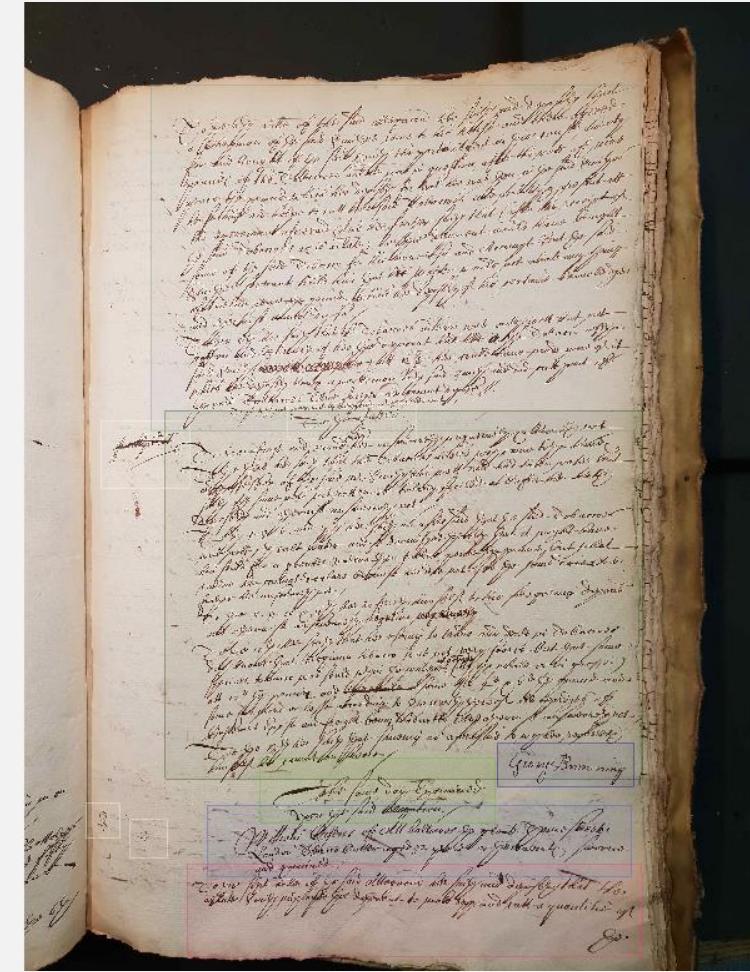


60 volumes, 1574-1688

Available: SOLM-2022 finding aid indexes 21,000 depositions

Underway: Machine transcription of all 60 volumes

Underway: Advanced search functionality of machine transcription
(ca. 30 mill words)



Deposition of Simon Cornelison, 45 year old mariner of Vlissingen.

Steersman of the *Winter King*. Reports the receipt of a letter by the skipper Cornelius Johnson Vander Welde from the owner Pelter Velinx. Describes content of letter. Has also seen a letter written by Velinx directly to his factors in Nantes. States letter from Velinx to the skipper of the Winter King was seized, together with letters from the Nantes factors to the skipper. States skipper and the steersman both wrote letters from imprisonment in Portsmouth to the ship's owners, but the letters were intercepted and detained.

- > Line arlate was and remained at St Malos in ffrance, and while shee soe remained
- > Line there the skipper Cornelius Johnson Vander welde had and received a lrefrom
- > Line the said Peter Veling the producent ordering him the said skipper that hee
- > Line should not undertake any freight or lett out the said shipp to any person, but
- > Line should hee and lade Corne for the Accompt of the said Velinge of such place only
- > Line as hee should bee directed by the arlate Bakerode & Coppers or the ffactors of the said
- > Line which who were then Resident att Nantes, unto whome hee saith hee did intimate to the said
- > Line Master and gave order for the ladeing of the said shipp wth corne, and that he should
- > Line came wth the same for fflushing upon his the said Wellin accompt, which hee doth
- > Line depose for that he he hath beene a letter to that purpose written to the said ffactors
- > Line from the said Velinx and otherwise hee cannot depose.
- > Line To the 4th arle hee saith and deposeth That wthin ten dayes after the direction and

Machine transcribed without manual correction

Server Overview Layout Metadata Tools	
+ E X T D R F	Structure
Type	Text
> Line	was about the 13th day of July last past now instant taken and seized by Captaine Hurley in the shipp the Constant arlate and brought into Portsmouth where the said xx xxxxxxxxxxxx shipp & ladeing have ever since bin detained to the greate previde and damage of the said Welin whose bill of ladeing Cockett and other writings were also seised by the said Hurley & company and amongst them the letter the letter written from the said Velinx was the said Mr to follow the order of the said Bushrod & Coppins his factors and from them their letters to him the said Master to goe to doulan, all wch said letters bills of ladeing and other writings hee saith did come to the hands were taken att the tyme when the said shipp was vised and beleeveth that the said Hurley hath the same and hath heard so much from the skipper of the shipp And further hee cannot depose/
> Line	To the 7th arle hee saith That after such time as the said shipp was brought into Portsmouth the said producent was imprisoned and put into an house and there kept as a close Prisoned in somuch as hee was denied pen into & paper to write his name to the Owners of the said shipp conceiving the taking thereof and that when hee and this deponent had written the letters to that purpose the same were intercepted and den detained, whereby hee saith the said producent was constrained to make his escape from Portsmouth and did come as aforesaid
> Line	hither to make his claime to the said shipp & goods ✕ And further hee cannot depose To the last hee saith that his deposicons aforesaid are true To the Interries.
TextRegion	legal-boilerplate
> TextRegion	Smith dt.
> TextRegion	ffrench misery
> Line	To the first hee saith that he is Owner of one time of the said wheate & laden in the said shipp, And that if the said shipp were made prize it would bee one hundred and fourstore and six Guilders losse and damage to him in his owne pticular interest in the said Corne, And otherwise negatively./
> Line	To the second hee saith that he hath knowne the producent these 14 or 15 years last past who is a Dutchman borne in Trover in Zeland, aged 23 years or thereabouts and a short thicke man and liveth and hath since in fflushing for these 19 years or thereabouts, And lived at ff Trewere before where hee was borne
> Line	To the third hee saith that the shipp the Winter King did carry in her from Holland shippis sides wooll and Newstarch for the Accompt of the producent and were sould
> Line	were laden att fflushing & discharged att St Malloes and delivered at to such persons as bought the same of the said Mr and who received the money for them same, And otherwise hee knoweth not./
> Line	To the 4th hee saith that he commite & read written and being dutch, and att doth understand in language else but only a little of English and is a Dutch and subect to the States of Ireland And further negatively./
> Line	To the 5th hee saith hee said Bussed by for the producent did freight and the said shipp in ffrance att dowlay wth wch the said shipp was taken and that the Certainly conceiving the same was write in Dutch wch hee wth same but did
	legal-boilerplate
	textbody-response-to

"After the returne of the shipp the *Sampson* interrate, (whereof this deponents husband Captaine Seaman ^[1] interrate was commander) from Smyrna to Legorne, this rendent received severall letters from her said husband at Legorne, some or one whereof did import and require this rendent to enquire by her selfe or freinds, whether the policy entred in the Assurance Office here concerneing the trading voyage of the said shipp did stand good. And saith, that none of the said letters did import any thing otherwise or contrary to what is predeposed saving that the said shipp *Sampson* was to be employed in the service of this Commonwealth against the dutch. And that upon that occasion the said Captaine Seaman desired to knowe whether the said policy of assurance would stand and continue valid and effectuall till the said shippe's returne for England, whereof this rendent being affirmatively assured returned an answer accordingly to her said husband...

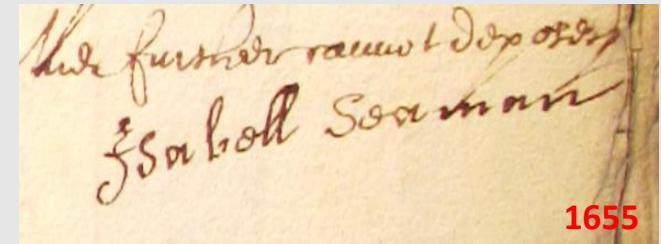
In prosecution of her said husbands order shee desired the interrate Mr Hoxton Justice of Peace to enquire on what condition the said policy of assurance stood, but as to the demannds made by the assurers to the said Justice Hoxton as is interrate shee saith shee is utterly ignorant thereof....

To the best of this rendent's remembrance shee never returned any answer to her said husband upon the report of the said Justice Hoxton, but having by some others of the freinds understood, that the said policy of assurance did stand firme and valid shee did as aforesaid intimate so much by letter unto her said husband then at Legorne...

Shee never received any letter or letters from her said husband to the effect interrate. And further shee cannot depose...

Shee hath no letter or letters remaining in her custodie to the effect interrate, nor doeth shee knowe where any such letter or letters are, adressed to her selfe or any other person whatsoever for or concerning the businesse aforesaid, nor hath shee or any other person of her knowledge kept any copie or copies of letters sent by her to her said husband concerning this or any other businesse, nor can shee recollect her memory so farr, as to be able to expresse the particular contents of the letters mutually sent and received to and from her said husband during the transactions in question otherwise then as aforesaid...

Shee never heard her husband Captaine Seaman interrate say, that hee had ever expressed any forwardnesse, or made any voluntary proffer to engage his said shipp in the service interrate, but that hee was by authority and commandd from Mr Longland the then Agent of Legorne for this Commonwealth forced and impressed into the said service, and that to the effect and order by the said agents procurement was read and published at the maine mast of his said shipp then at Legorne."



- English and Portuguese language letters related to English ships hired by Portuguese merchants for the Brazil trade 1640s & 1650s [Portuguese notarial, municipal and national archives]
- Letters from and to Southern Spain in Spanish archives (notarial archives; municipal archives)
- Letters from and to Italian peninsula (Genoa; Livorno; Naples; Sicily; Venice) in Italian municipal and national archives
- English language (and French and Dutch) language letters related to the French wine trade, 1630s to 1660s (Bordeaux and other French Atlantic port municipal archives, including notarial archives)
- Letters from and to North Africa, 1600-1650 (modern Morocco through to modern Tunisia). In English state papers; in local archives in North Africa relating to city administrations

Proposed archival search strategies to look for 1H C17th English language mariners' letters (and letters in Portuguese, Spanish, Italian and Arabic written to English masters of ships)

Twenty-six
in total

[20th March 1661/62, Letter from Sir William Rider to Charles Conyers](#)

22th March, 1661/62, Letter from Wm Rider, Nic Hurlestone, Briab [?] Hassison [??], Edm. [OR Edw: Johnson [?John , Swanley to Sir GO, Trinity House

[24th March 1661/62, Letter from William Ryder to Sir GO](#)

[14th January 1662/63, Letter from Arnold Browne to Sir GO, Shipp Dunkirke Roade of Angedeiva](#)

[23rd February 1662/63, Letter from Ann Townesend alias Nicholls to Sir GO, London](#)

[20th March 1662/63, Letter from Peter Cooze to Sir GO, Ratcliff](#)

[24th March 1662/63, Letter from William Rider to Sir GO, London](#)

[25th March 1663, Letter from Nicholas Hurlestone to Sir GO, Redriss](#)

[26th March 1663, Letter from George Smith & William Rider, London](#)

[26th March 1663, Letter from George Smith & William Rider, London, Letter 2](#)

[26th March 1663, Letter from William Rider to Sir GO, London](#)

[March 1662/63, Letter from Peter Cooze to Sir GO](#)

[25th September 1663, Letter from Nicholas Millett, Loyal Merchant, Surat Road](#)

[16th December 1663, Letter from Nicholas Millett to Sir GO, the Loyal Merchant](#)

[3rd January 1665/66, Letter from William Ryder to Sir GO, Bethnal Green](#)

[March 1665/66, Letter from Wiliam Rider & George Smith](#)

[March 1665/66, Letter from William Rider to Sir GO](#)

[14th April 1667, Letter from Nicholas Millett to Sir GO](#)

[14th April 1667, Letter from Robert Bowen to Sir GO, Pladsto](#)

[16th April 1667, Letter from William Rider to Sir GO, London](#)

[22nd August 1667, Letter from William Ryder to Sir GO, Bethnal Green](#)

[October 1667, Letter from Robert Bowen to Sir GO](#)

[3rd October 1667, Letter from Robert Bowen to Sir GO, London](#)

[October 1667, Letter from William Ryder to Sir GO](#)

[7th October 1667, Letter from John Privett to Sir GO, Gun Yard, Houndsitch](#)

[15th October 1667, Letter from William Ryder to Sir GO, London](#)

Right Worthy Sir

I had once a husband whose name was John Nicholls and was master of the *Expedition* whome you very well did know, I made bould to acquaint your Worshippe in London about my sufferings, and by whom, and your Worshippe was pleased to promise mee your helpe when God brought you to India. Mr Goodyer can very well informe you who has my husband's will for hee was on board when he dyed; I desire that I may have the will heare.

I have given a letter of attorney to one Mr John Oates cheife mate in the *America* who with your powerfull assistance is willing to act for my releife in it; without your Worshipp's helpe hee cann doo nothing I shall not need to begg your helpe of the just and mercyfull whome your Worshippe is well knowne to bee,

Sir I am in a suffering condition, my wants are great, and my desires are no more than just, under God my hopes are in you soo craving pardon for my bouldnesse I take leave and rest

London the 23th ffeb 1662:

Your troublesome friend
and servant
Ann: Townesend
Alias - Nicholls

Sir,

After my most humble service to you, I make bold to trouble you with these few lines, Sir the bearer hereof Edwardd Tarver a musitioner hath a desire to stay in India with you, if you be pleased to vouch safe him entertainment. Sir, I have known him of a child that came of honest parents, and is a preitty sivil young man and for his musick I hope he may have thee happiness to play you a merry lessen. Sir, I pray excuse my boldness. My wife and mother desires theire kind remembrance unto you, I have written you in a former letter all thee particulars concerning thee *Livorne Friggatt*. It is inclosed in your letters sent by Madam Dallison.

Having not else at present I rest
Your ever respectful servant to
you and yours

Peeter Cooze

Queene Staires in [Ratcliff](#)

Worshipfull Sir George Oxinden

My most humble service presented to you with my prayers to God for your good health as I am in joye with my wife and mother at present who desires to bee kindly remembered to you;

Sir after many troubles, I shall acquaint you of the *Livorne ffrigot* that shee could not be recovered the reason was that the Spaniards ware against it for their selfe ends; we did send most of the belonging to the Shipp to the vallue of £500 but the charges did eathe the better part of it what remained I brought hoame to the valew of two hundred & [?] pounds which I have bought of the owners one consideration that I have payed the marriners 6 months wadges, which was two hundred pounds and 60 pounds which the shipp was indebted to me by account in the voyadge so that which was saved of the shipp hath floated the above sums no w the ffreight which I rceivvd at *Livorne* from Roushea was – 2997 dolbles besides we had 20 tonn dead ffreight which they under writt to lade at 24 dolbles the tonn; which is Dollbes 490 which now wee are in sute of law for it, I have acquainted Madam Dallyson withall, Sir that is all concerning the *Livorne*;

Now I have a small ffrigot upon the stocks, now of a 120 tonns. I could wish when shee is fitted that I weare in India with her that I could serve you, pray Sir if you have merchants in England of your acquaintance, to write theire good words for mee heere; Sir I have gained great disgust from Mr Love and Mr Briton which I do not much vallew, for I have not testified any thing but what I know upon oath and I hope that your cause will prove them what they are;

Sir I have not more to acquaint you at present I committ you to God who is all sufficient to give you health of soule and body and rest your humble servant

Peeter Cooze

My kinde love to Mr Master and Mr Gibin and the rest of my good ffreinds

Right Worshipfull

Your welcome letter of the 14th present received belowe
the riversmouth I beleeve you imagine with what joy it was
received I have many things to write and speake to you,
but I must leave it till a farther opportunity which I
suddenly wish for, ffor to give you a full account of our
voyadge I have not tyme, but in parte wee departed **the**
Downes the 11th Aprill the *African* departe the 6th ditto;
we arrived at Johannes the 19th August but no newes of
the *African*'s arrivall theire or at Mohilia, I must informe
that she was designed to touch at John DeNova called by
some, but by the ould name Christophers, wheare his shipp
was cast a way, his not arrivall heere, makes mee wonder I
must referr the rest to tyme, and better intelligence.

I was in good hopes to have gott over this tyde, but had
not opportunity so am a feard it will bee 2 or 3 dayes
before I have an opportunity to gett over, in respect of the
tydes falling out soo late, and so earely, and our shipp
drawing soo much watter. I shall endeavour all wayes
possible, to gett her in, that you may bee assured off; Sir I
have many letters, tokens, and severall things for you, and
to advise you which I omitt, I send up the purser with the
Company pacquett. Onely I must tell you I have £1000 in
gould for you which [XXXX] the [XXXXX]. But of that an
other tyme.

Of what you write in your letter lett mee so bould to tell
you, that if Sir George had not beene in India, India
should not have seene me, therefore shall referr all to
you, as to a person which I dare trust with all that I
have; a little indisposednesse of health makes me bee
the creditor and to requite that favour of you, that you
would send me Mr Ward as soone as possible.

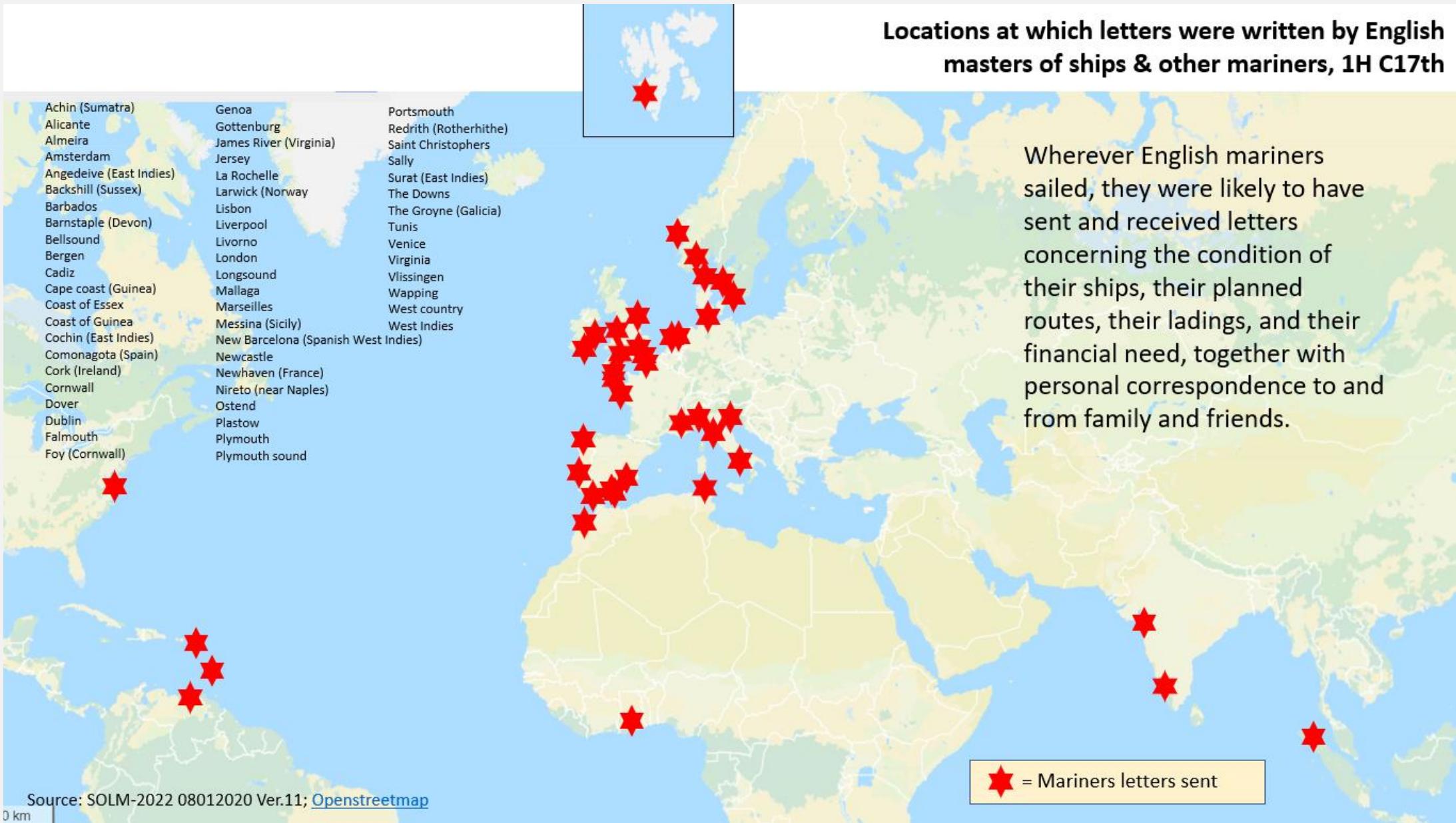
I had fforgott to tell you that your mother, brother, and
sister (my ownly) with Sir George Smith, D. Pennington
with all yourr freinds, are well, and desire to bee
remembred to you; Sir to those that are with you my
kinde respects.

I have no more to write but that I am still, as I ever was.

Your Worshipps humble servant
and ffaithfull freind to comand
Nicholas Millett

Shipp *Loyall Merchant*
Surat Roade September 25th 1663

To Mr Goodyer in particuler my service and Mr Gary



Early Modern Mariners letters – Our database: North & West Africa, 1H C17th

Entry ↑	Document type	Description of contents	Type of writer	Main Recipient	Type of recipient	Location of writer	Dispatching of letter	Location of recipient	Mode of transmission of letter	Ship involved	Voyage involved
54	Letter	Letter from unnamed Alcada or Governor of the town of Albozine in Barbary to the master of a ship named the Talbott. Seen by Thomas Gawle, mariner and gunner of the Talbott when he saw the letter, and heard the master of the Talbott comment on its contents.	Governor	Unnamed master of the Talbott	Master of ship	Albozine [Barbary coast; North Africa]		Albozine [Barbary coast]	N/A	Talbott	Mediterranean
70	Letters	Letters of advice written at Sally on the Barbary coast, possibly by Thomas Copping, factor at Sally for Thomas King the elder, or friends at Sally, and sent to Thomas Kinge the younger in England. Advising Kinge that Coppinge had been imprisoned and that goods and moneys left in Sally by Kinge had been	Factor	Thomas Kinge the younger [merchant of his father's ship the Thomas of London]	Merchant and Captain	Sally [Barbary coast; North Africa]		England	N/A	Thomas	London to Barbary coast
72	Letter	Letter written by Anthony Johnson, possibly from Tunis, and sent to William Garroway and Garroway's partner Thomas Cordell, in London. The letter informed Garroway and Cordell that Johnson's pinnace, of which he was captain, had had goods taken from it by the Saint John Baptist, and that Johnson was attempting to compound for the goods with the master of the Saint John Baptist at Tunis.	Captain	William Garroway and Thomas Cordell	Merchants	Tunis [North Africa]		London [England]	N/A	Unnamed pinnace; Saint John Baptist	Messina to Scio [Mediterranean]
110	Letter	Letter written on coast of Guinea by Henry Oake, master of the ship the Daniel of London and sent to the merchant of a ship named the Olive Branch of London, which was also on the coast of Guinea	Master of ship	Unnamed master of the Olive Branch of London	Merchant of ship	Coast of Guinea (Westr Africa)		Coast of Guinea (Westr Africa)	N/A	Olive Branch of London; Daniel of London	London to Guinea coast

- Thomas Chavez, master of the *Providence*, sent a letter, together with ink and pen, to his chief mate, who had been seized by indigenous people on the coast of Guinea. This we learn from Edward Feakly, a twenty year old servant of Chavez
- He enclosed the letter, together with ink and pen, in a water proof bladder, and gave it to a negro who had swum from shore to his long boat. Presumably, this was also how he received his chief mate's answer.
- The bladder in which the letter, pen and ink were sent was an ox bladder. However, according to the ship's second mate, Lambert Tye, the bladder was "thrown ashore". The answer which was brought back was written by Nicholas Millett at the foot of the letter sent to him by Thomas Chavez.
- No happy ending. The chief mate, Millet, was later presumed to have been killed by his captors

"About an houre after the said Millet and the other foure men were taken and seized as aforesaid the said Chevez (who a little before had of this deponents knowledge written a letter for the said Millet) went from the ship with the said letter and about 5 men of his company in his long boate towards shore to endeavour to procure the liberty of the said Millet and the other foure men, leaving this deponent and Lambert Tye the mate and the cooke and a little negro onboard the said ship and as this deponent was afterwards credibly informed the said Chevers did send the said letter to the said Millett with inke and a pen in a blader by some negroes that swum from shore to the long boate, and the said Millet sent an answere thereof to the said Chevers as hee was likewise informed. And hee having now seene the schedule in the said 7th article mentioned hee saith the same from the beginning to the words inke to write withall is the said letter soe written by the said Chevers, and from those words unto the end of the said schedule is the answer thereof as hee veily beleeveth sent by the said Millet and this deponent being well acquainted with the said Milletts handwriting having often seene him write is fully persadised that the same is written by and with the propper hand of the said Millet"²⁷⁶

"The exhibit (being a letter) therein mentioned, hee saith that the same from the beginning unto the words I have sent you a pen and inke to write withall is written by and with the proper handwritting of the said Thomas Chevez this deponent seeing him writing tthereof, and when hee had wrote it hee shewed it to this deponent and upon his second goinge from the said ship as aforesaid hee carried it with him with a pen and inke in an ox blather, and as the men that then went with the said Chevezsaid the same was throwne ashore and that the men that receaved the foresaid things brought an answer of the said Chevez his letter from the said Millett or to that effect meaning that which is written on the bottome of the said Chevez his letter beginning This is one condition etcetera and subscribed Nicholas Millett, which this deponent who is well acquainted with the said Milletts handwriting having often seene him write is fully persuaded in his conscience was written by him the said Millett"²⁷⁷

Statistics

England to Spain = 10 letters

Spain to Spain = 3 letters

Spain to England = 3 letters

Spain to Portugal = 1 letter

Spain to United Provinces = 1 letter

Post sent from:

England

Dartmouth (Devon)

London

East Smithfield (London)

Spain

Alicante

Almeira

Cadiz

The Groyne

Mallaga

Post received at:

England

London

Wapping

Spain

Alicante

Bilbao

Majorca

San Lucars

Portugal

Viana

United Provinces

Amsterdam

Middleburg

Process

- Archival collaborations
- International research network

Activities

- Mapping mariner letters as part of the Early Modern commercial information system

Early Modern Mariners letters – Contextualising mariners letters within with Early Modern commercial information system

Source: Nikolaus Schobesberger, Paul Arblaster, Mario Infelise, André Belo, Noah Moxham, Carmen Espejo and Joad Raymond, [Ch. 2: European Postal Networks](#), in in [Joad Raymond and Noah Moaxham \(eds.\)](#), (Brill, 2016), p.62

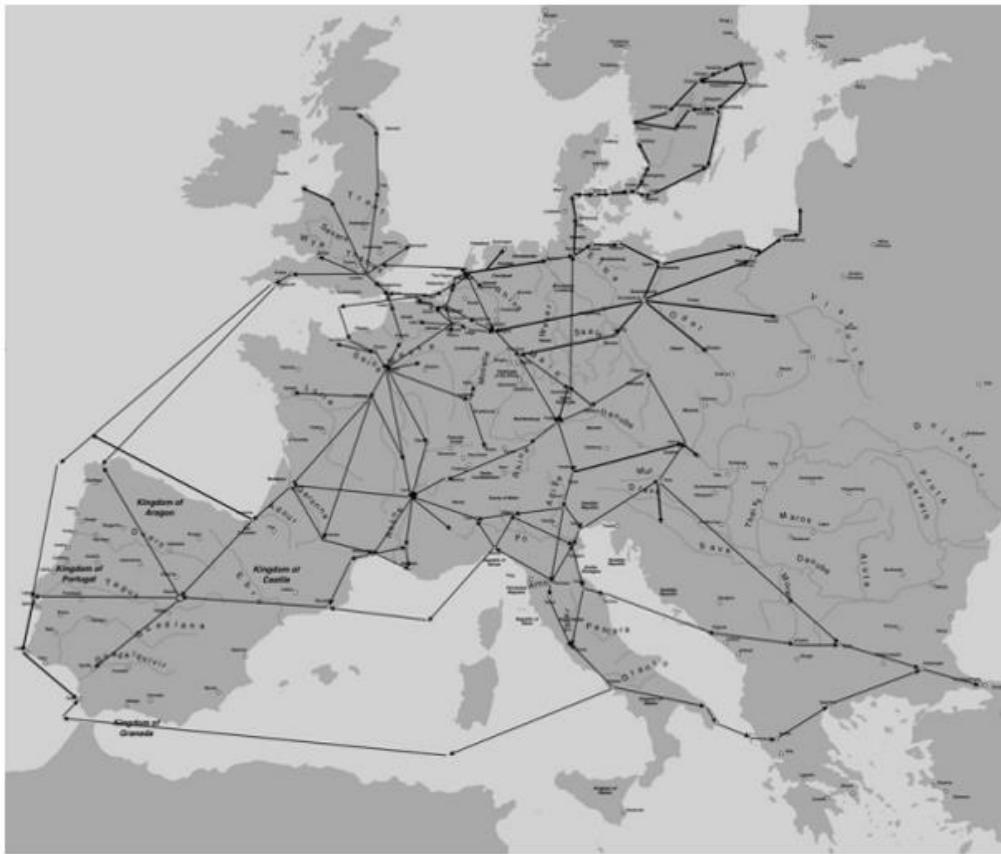
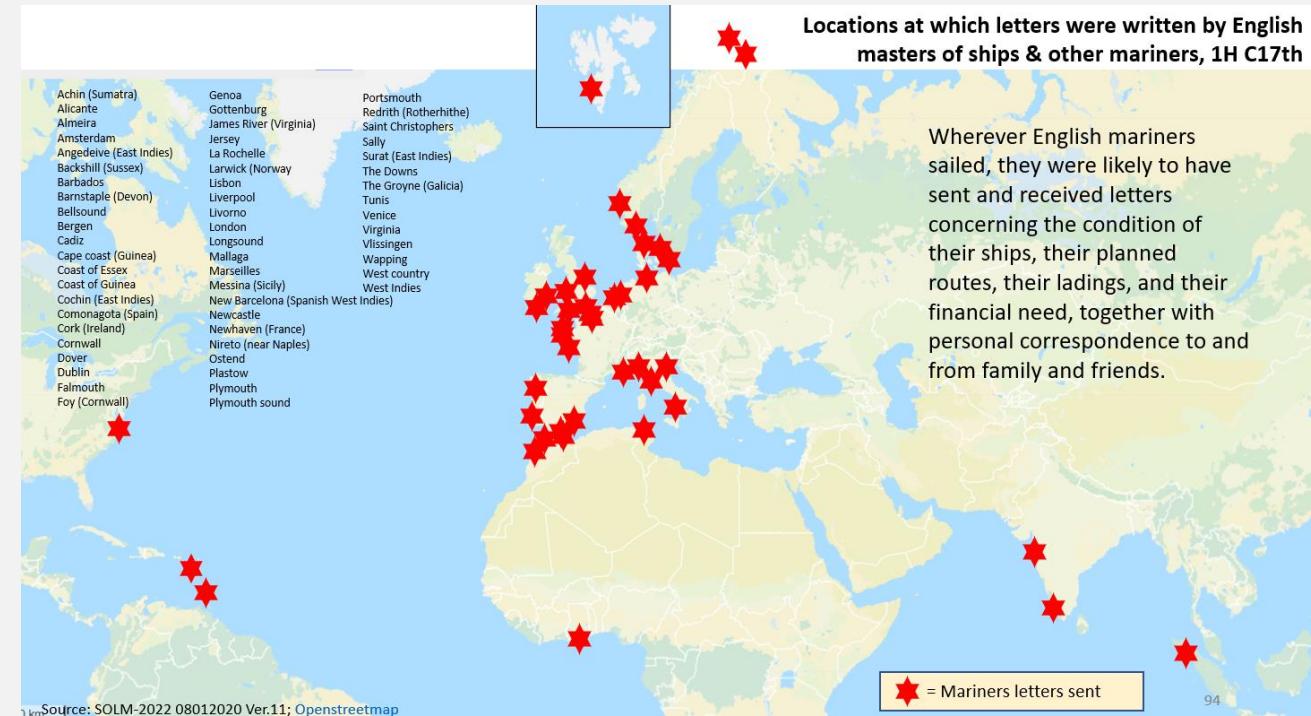
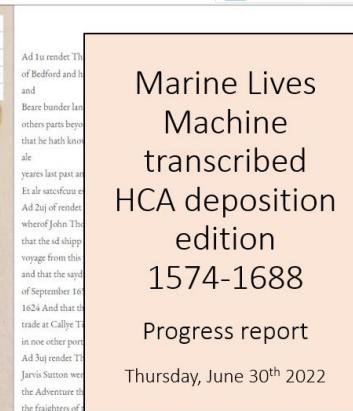


FIGURE 2.13 Sketch map of major European postal routes operating at various times during the sixteenth and seventeenth centuries. Collaboratively compiled, at the Vienna workshop of the News Networks in Early Modern Europe research project, 13/9/12, by Paul Arblaster, Nikolaus Schobesberger, Mario Infelise, André Belo, Carmen Espejo, Joad Raymond and Noah Moxham, with input from Oswald Bauer



Wouldn't it be great if we could map the sending, receiving, writing and reading of letters sent by and received by Early Modern mariners? And put these maps in the context of the Early Modern commercial information system?

Early Modern Mariners letters – Related work



2022

Mariners letters as signs of literacy

Colin Greenstreet
Community organiser
Signs of Literacy initiative

September 26th 201
Video seminar

Mariners letters as signs of literacy

Colin Greenstreet
Community organiser
Signs of Literacy initiative

September 26th 2019
Video seminar

Handwriting and signature of John Totton. HCA 15/01 unfol. 126 (ms. 677)

2019



Early Modern mariner literacy: The literacy intensity of work

Colin Greenstreet
Monday, January 10th 2022
[@Marinelivesorg](http://www.marinelives.org)
<http://www.marinelives.org>

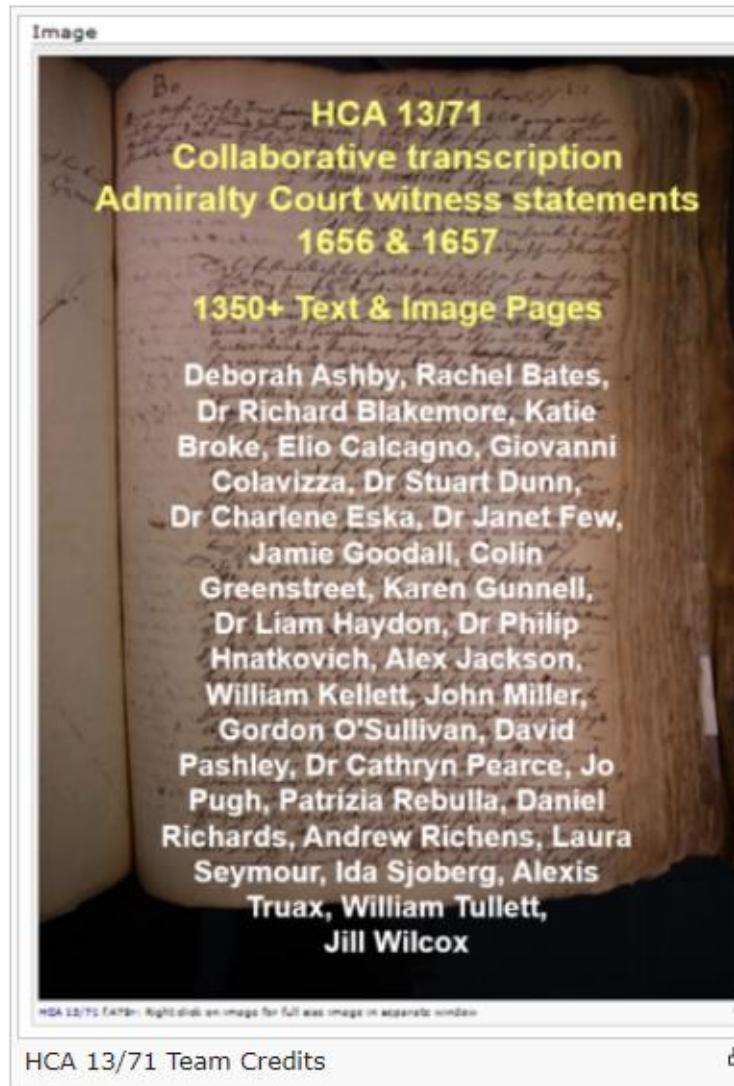
Appendix

Ten years ago it took a team of twenty-nine volunteers six months to hand transcribe and publish a volume of English High Court of Admiralty depositions. This month it will take fifteen days for one person to machine transcribe, correct and publish another volume of depositions from the same Court.

2012

6 months; 29 volunteers

ca. 810,000 words



2022

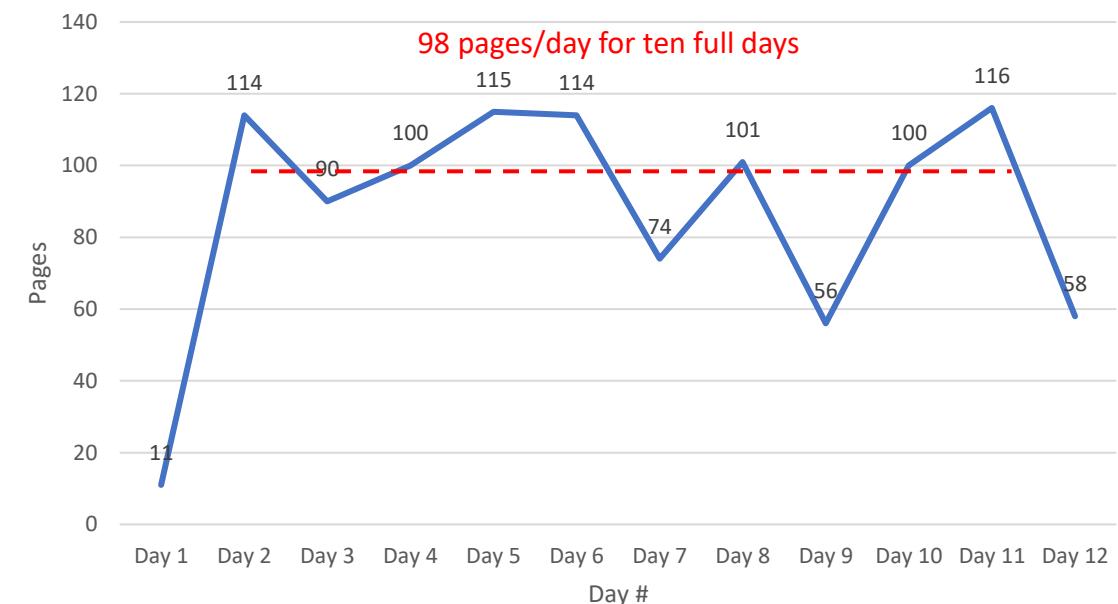
12 work days (of which 2 were partial) (+ 3 days anticipated cleanup);

1 person + baseline model + HTR model

ca. 630,000 words

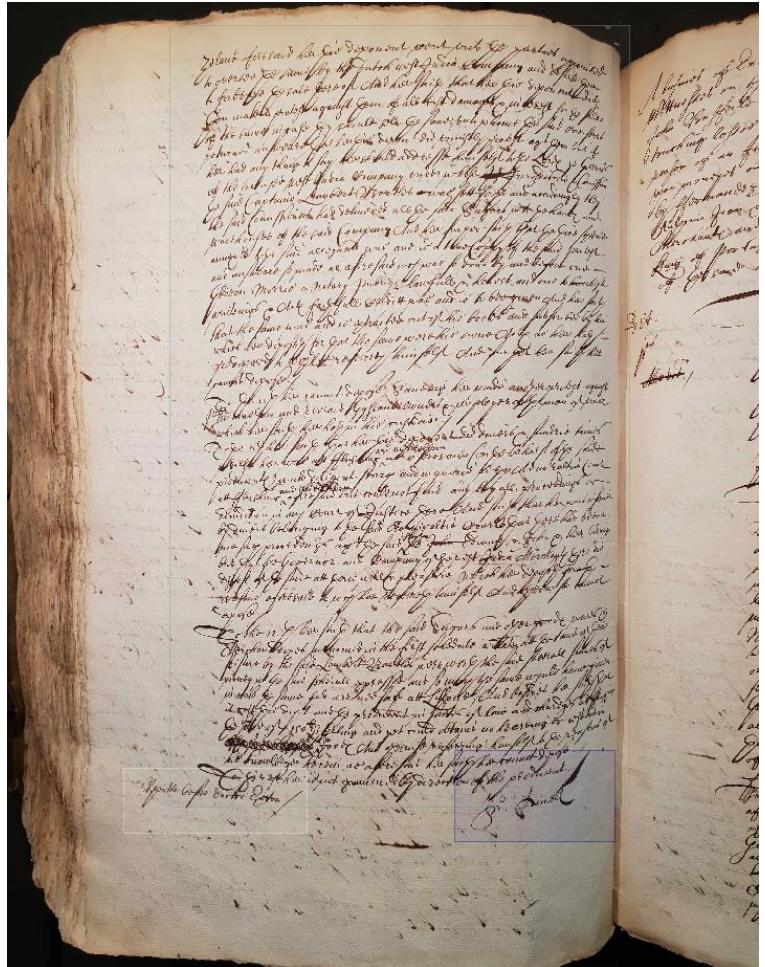
Creating HCA 13/61 searchable edition

Page output per day

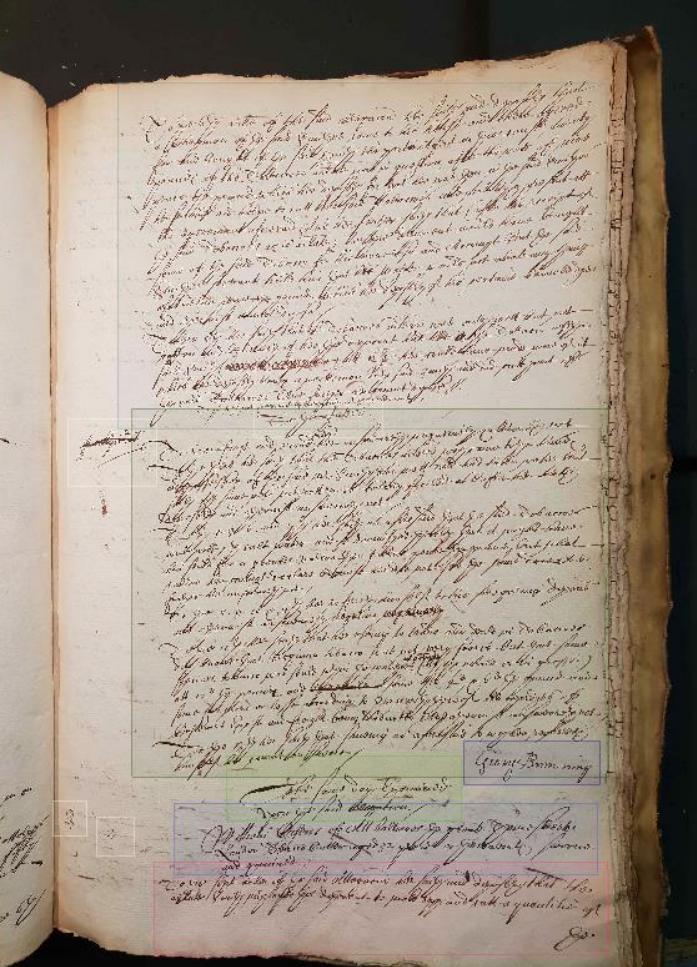


Page complexity

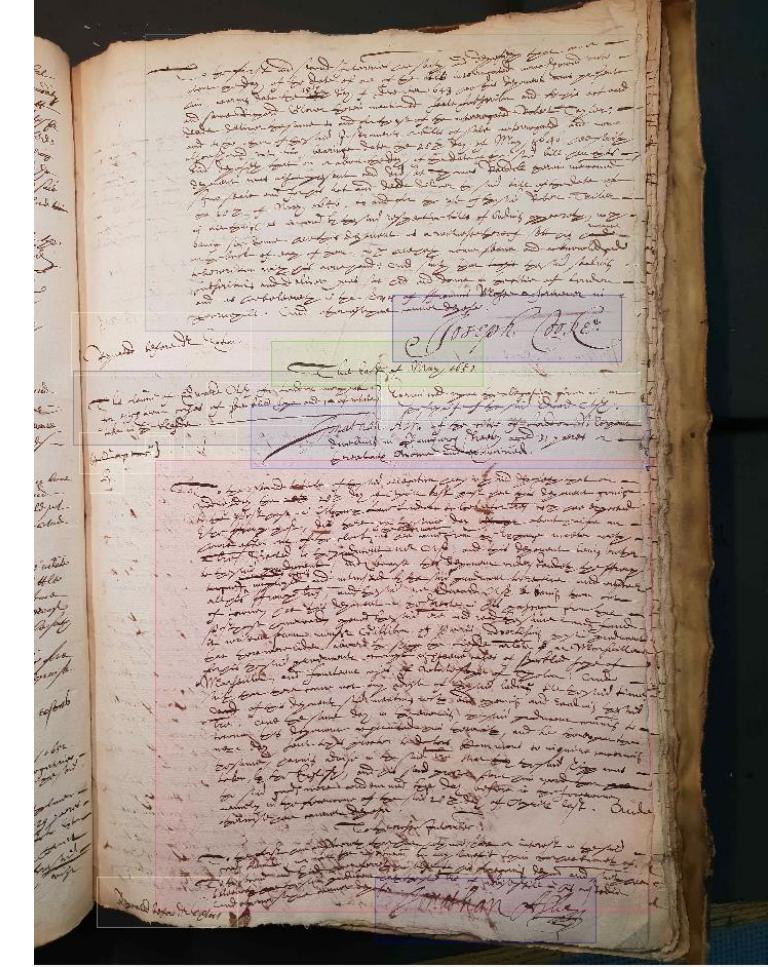
Three Text Regions



Ten Text Regions



Fifteen Text Regions



Setting edition goals and quality standards: groundtruth vs uncorrected machine transcription

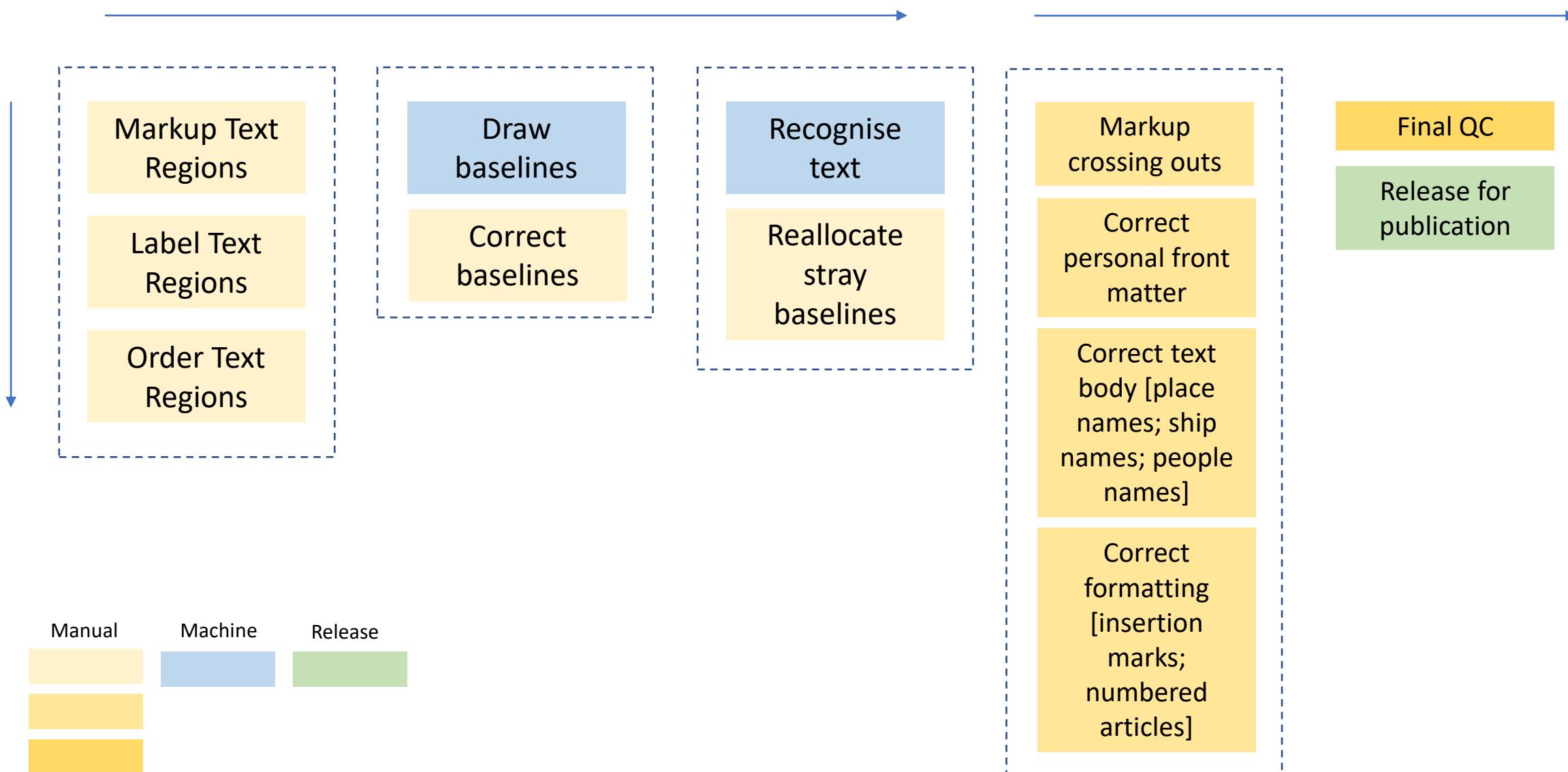
Type	Text	Structure	Readi..	Type	Text	Structure	Rea
✓ Page	Groundtruth			✓ Page	Machine generated (4.404), uncorrected		
✓ TextRegion		other	1	✓ TextRegion		other	1
> Line	neither proffitt nor losse to him this deponent in case shee Sentence should		1	> Line	neither proffitt nor losse to him this deponent in case shee wentence should		1
> Line	be given for or against Captaine Hawkins his owners or any of them in this		2	> Line	be given for or against Captaine Hawkins his owners or any of them in this		2
> Line	xx cause.		3	> Line	of cause.		3
> Line	Ad 3 rendet that hee hath often heard that when shipps belonging to Christians		4	> Line	Ad 3 rendet that hee hath often heard that when shipps belonging to Christians		4
> Line	bee to Albozine to trade and traffique the shippes company doe usually keepe		5	> Line	bee to Alborne to trade and traffique the shippes company doe usually keepe		5
> Line	bee		6	> Line	bee		6
> Line	on board and not adventure to goe on shore unlesse they x well armed with		7	> Line	on board and not adventure to goe on shore unlesse they well armed with		7
> Line	gunns of is interr, or els that the moores in case they finde oportunitie doe		8	> Line	gunns of is interr, or els that the moores in case they fende oportunitie day		8
> Line	usually		9	> Line	usually		9
> Line	often x make seizure of them and take and keepe them prisoners till they		10	> Line	aftre make seizure of them and take and keepe them prisoners till they		10
> Line	be bought off with money or otherwise, But of this use of theirs hee		11	> Line	bee bought off with money or otherwise, But of this use of theirs hee		11
> Line	saith hee cannot of his owne knowledge depose forasmuch as hee was		12	> Line	saith hee cannott of his owne knowledge depose for smuch as hee was		12
> Line	never there before hee went the voyage in question./		13	> Line	never there before hee went the voyage in question		13
> Line	Ad quartu rendet that such behaviour of the and dealing of the said Moores		14	> Line	Ad quartu rendet that such behaviour of the and dealing of the said Moores		14
> Line	in falfyng their words and taking the company prisoners is well very		15	> Line	in falfyng their words and taking the company prisoners is well very		15
> Line	well knowne at Mallegae and Cales and other places thereabouts, for		16	> Line	well knowne at Mallegae and Cales and other places thereabouts, for		16
> Line	this rendent hath often in those places heard it spoken off of, insomuch		17	> Line	this rendent hath often in those places heard it spoken off of, insomuch		17
> Line	that they will not trade with them without hostages for their true		18	> Line	that they will not trade with them without hostages for their true		18
> Line	performance, and saith the said Blowe and company knew and		19	> Line	performance, and saith the said Blowe and company knew and		19
> Line	heard thereof before they went the said voyage, and diverse of the company		20	> Line	heard thereof before they went the said voyage, and diverse of the company		20
> Line	(whereof this rendent was one) exprest much unwillingnes to goe the		21	> Line	(whereof this rendent was one) exprest much unwillingnes to goe the		21
> Line	said voyage, untill the merchants that fraighted them promised x them		22	> Line	said voyage, untill the merchants that fraighted them promised to them		22
> Line	some xxxx somthinge to drincke, and over and above their wages,		23	> Line	some pape southinge to drincke, and over and above their wages,		23
> Line	and promised to ransome such of them as should happen to be seized		24	> Line	and promised to ransome such of them as should happen to be seized		24
> Line	upon by the said Moores, And such promise that the said merchants		25	> Line	upon by the said Moores and such promise that the said merchants		25
> Line	had soe promised and undertaken their said master informed them		26	> Line	had soe promised and undertaken their said master informed them		26
> Line	before they went from Suta for Albozine aforesaid. And hee saith		27	> Line	before they went from Suta for Alborne aforesaid. And hee saith		27
> Line	x that for some certaine dayes xx after their first arrivall at		28	> Line	& that for some certaine dayes to after their first arrivall at		28
> Line	Albozine they their men that had occasion to goe on shore, went well		29	> Line	Abine they their men that had occasion to goe on shore, went well		29
> Line	armed, but afterwards when they had libertie grannted them to trade there		30	> Line	armed, but afterwards when they had libertie grannted them to trade there		30
> Line	they went unarmed, and were unarmed when they were soe seized,		31	> Line	they went unarmed, and were unarmed when they were soe seized,		31
> Line	for wch hee holdeth them unwise and over seene, but yet hee saith		32	> Line	for wch hee holdeth them unwise and over seene, but yet hee saith		32
> Line	they had two moores on board for hostages when the said men were		33	> Line	they had two moores on board for hostages when the said men were		33
> Line	soe seized. Et alr nescit, for hee was not in the said shipp at		34	> Line	soe seized. Et alr nescit, for hee was not in the said shipp at		34
> Line	such her retourne.		35	> Line	such her retourne.		35
> Line	Ad ultimum nescit deposit et nescit, saving hee saith hee verily beleeveth		36	> Line	Ad ultimum nescit deposit et nescit, saving hee saith hee verily beleeveth		36
> Line	that although the said Moores are a very false and xxxxx barbarous		37	> Line	that although the said Moores are a very false and was barbarous		37
> Line	people, yet considering howe freely they suffered their men to come on		38	> Line	people, yet considering howe freely they suffered their men to come on		38
> Line	shore and retourne not uninterrupted (though unarmed) bef for diverse		39	> Line	shore and retourne not vinterupted though earned) bef for diverse		39
> Line	dayes next before the said Captaine Haw after they had gotten leave to		40	> Line	dayes next before the said Captaine had after they had gotten leave to		40
> Line	trade with them, and untill the said Captaine Hawkins had soe taken and		41	> Line	trade with them and untill the said Captaine Hawkins had soe taken and		41
> Line	the said Turkish shipp, hee hee verily beleeveth they would not		42	> Line	the said Tarkish shipp, hee hee verily beleeveth they would not		42
> Line	have surprized or seized their said men, had not the said Captaine		43	> Line	have surprized or seized their said men, had not the said Captaine		43
> Line	Hawkins soe taken the said Turkish shipp./		44	> Line	Hawkins soe taken the said Turkish shipp		44
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> Line	Signum dci		1	> Line	Signum dci		1

Proposed cleanup work processes

Per batch [n=10]

Per batch [n=100]

Per batch [n=1,000]



WE NEED YOUR INPUT TO IMPROVE OUR MACHINE TRANSCRIBED EDITION
OF ENGLISH HIGH COURT OF ADMIRALTY DEPOSITIONS, 1574-1688

1. We are inviting undergraduates, graduates, and early career and well established scholars to give us feedback
 1. We need thirty minutes of your time to:
 - I. Grade ten pages according to the criteria Excellent; Very Good; Good; Acceptable; Poor, for your research purposes, as you wish to define them
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 - III. Tell us the specific phrases, words and other search strings you would like to try with our data
 2. In return we will give you free access to 600,000 plus words of searchable, human readable text from the English High Court of Admiralty, 1648-1649, together with the related images, to help you with your own researches

Type	Text	Structure	Re
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> Line	neither proffitt nor losse to him this deponent in case shee wentence should	other	1
> Line	be given for or against Captaine Hawkins his owners or any of them in this		1
> Line	of cause.		2
> Line	Ad 3 rendet that hee hath often heard that when shippes belonging to Christians		3
> Line	bee to Alborne to trade and traffique the shippes company doe usually keepe		4
> Line	bee		5
> Line	on board and not adventure to goe on shore unlesse they well armed with		6
> Line	gunnes of is interr, or els that the moores in case they fende oportunitie day		7
> Line	usually		8
> Line	afte make seizure of them and take and keepe them prisoners till they		9
> Line	bee bought off with money or otherwise. But of this use of theirs hee		10
> Line	saith hee cannott of his owne knowledge depose for smuch as hee was		11
> Line	never therre before hee went the voyage in question		12
> Line	Ad quartu rendet that such behaviour of the and dealing of the said Moores		13
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> Line	(whereof this rendent was one) exprest much unwillingnes to goe the		20
> Line	said voyage, untill the merchants that franghted them promised to them		21
> Line	some pape southinge to drincke, and over and above their wages,		22
> Line	and promised to ransom such of them as should happen to be seized		23
> Line	upon by the said Moores and such promise that the said merchants		24
> Line	had soe promised and undertaken their said master informed them		25
> Line	before they went from Suta for Alborne aforesaid. And hee saith		26
> Line	& that for some certaine dayes to after their first arrivall at		27
> Line	Abine they their men that had occasion to goe on shore, went well		28
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> Line	have surprized or seized their said men, had not the said Captaine		42
> Line	Hawkins soe taken the said Turkish shipp		43
> Line	Signature-m...	signature-m...	44
	Signum dci		1

Twelve month project goals and strategy

- Build a multi-hand, multi-year Secretary Hand HTR model, optimised for English High Court of Admiralty depositions, 1600-1659
- Work with panel of academic historians interested in English High Court of Admiralty archival material to understand their research needs
- Work with the same panel to understand how they use a test group of HCA volumes made viewable and searchable in the Marine Lives Transkribus collection
- For example, Michael Bennett (Manchester); Thiago Krause (UniRio/Princeton); Holly Brewer (UMD)
- Build a multi-hand, multi-year generalized Secretary Hand HTR model, optimised for multiple sub-types of Secretary hand, 1600-1659
- Explore C17th Secretary Hand types, and consider different research needs for Secretary Hand machine transcription, including possibility of a model focused on C17th legal, or C17th legal and administrative Secretary Hand
- Work with panel of academic historians with a range of archival material interests to understand their research needs
- Work with the same panel to understand how they use a test range of Secretary Hand documents covering a range of sub-types of Secretary hand and a range of archival materials
- For example, Brodie Waddell (Birkbeck); Susan Amussen (UCMerced) [TBC]
- For example, Worcestershire QS Petitions, 1592-1699; Star Chamber, C17th
- Develop a semi-automatic machine text creation & editing work process, integrating machine based pre-processing, HTR-recognition, post-processing, and humans in loop to create high quality editions at scale
- Develop semi-automatic work processes to publish 34 million word edition of English High Court of Admiralty depositions, 1574 – 1688, by end 1Q 2023
- Learn from reception of HCA deposition publication to improve work processes
- Synthesize findings; publish model; publish paper; hold workshop(s) and/or conference

We have formed a seven person Editorial Advisory Board to supervise the production of our planned edition of HCA depositions, 1574 to 1688. The EAB will meet every quarter, for twelve months. Our first virtual meeting was on May 4th, 2022.

Colin Greenstreet
(Marine Lives)

Thiago Krause
(UniRio/Princeton)

David Brown
(TCD)

Holly Brewer
(UMD)

Tobias Hodel
(Bern)

Lou Roper
(NYU-Pfalz)

Justin Colson
(SAS)

Lucas Haasis
(Oldenburg)

KEY:

Content focus

Digital focus

Editorial Advisory Board

Catalogue description

East India Company Letter Books

Reference: IOR/E/3/84-111

Title: East India Company Letter Books

Description: The Letter Books consist of copies of letters written by the East India Company to its trading posts in the East (India, China, Persia, Mocha, Java, Sumatra, Borneo, Siam, West Africa, St Helena) and to its agents in Europe and the Levant, with occasional copies of Home Correspondence. The books begin in April 1626 but few letters survive before 1 April 1653, from which date they are more or less complete.

Date: 1626-1753

Related material: Pre-1626 letters can be found in the Miscellaneous Court Book [IOR:B/2] published in full transcript: Sir George Birdwood & William Foster, eds., 'The register of letters etc of the Governor and Company of Merchants of London trading into the East Indies 1600-1619' (London, 1893).

IOR: H/33-35: contemporary abstracts and extracts 1658-1679 and 1702-1706.

IOR:H/48-56: manuscript transcripts of documents in the India Office and Public Record Office relating to the island of Bombay.

IOR: G/40/28-31 manuscript calendar by William Foster c.1920 of documents in the India Office Records relating to the English factories in India 1655-1660.

Held by: British Library: Asian and African Studies, not available at The National Archives

Language: English

Physical description: 28 volumes

A COURT OF COMMITTEES WITH THE MIXED COMMITTEES,
JUNE 28, 1644 (*Court Book*, vol. xix, p. 181).

A letter is read, dated April 22, 1643, from Messrs. Prowd and Broadbent, masters in the *Dolphin* and *Hind*, who went last year for Surat, reporting that the *Dolphin* was troubled with 'a weeping quality', so that they were forced to pump '300 stroakes an hour', and that the new ironwork in both ships is 'extraordinary badd'. Hall, the anchorsmith, and Steevens, the shipwright, are commanded to attend the next court to explain the reasons. A note is presented of the names of those adventurers in the Fourth Joint

A COURT OF COMMITTEES, MARCH 28, 1645 (*Court Book*, vol. xix, p. 282).

in twenty-one years, he may be circumstanced as master of one of the ships next spring. A letter is read from Steevens and the officers of the *Eagle*, reporting that through negligence of the men in the *Peter*, bound for Barbadoes, the *Eagle* fell foul of that vessel and broke her 'boltspritt' and part of her head at Gravesend. The master of the *Peter* comes into court, presents a note of the damage done to his ship, amounting to 20*l.* 10*s.*, and requests satisfaction, in default of which he is to sue for it, as his ship's company assert upon oath that the fault was with Steevens. The Governor is desired to confer with Mr. Pennoyer, one of the owners of the *Peter*, and come to some amicable conclusion. (1*p.*)

A COURT OF COMMITTEES, NOVEMBER 18, 1646 (*Court Book*, vol. xx, p. 44).

1*d.* per lb. at six months. A letter is received from Thomas Godfrey, stating that owing to illness he does not think he will be able to go as master in the *Farewell* this voyage; the Court sends him word that they will wait until Friday week before choosing another master, in the hope that he may recover; meanwhile Curtis, the chief mate, is directed to get the ship ready for her voyage. (1*p.*)

A COURT OF COMMITTEES, JUNE 14, 1648 (*Court Book*, vol. xx, p. 228).

in Dover Castle, and others that she should go round by Scotland, it is decided that Captain Bailey shall be written to and told to proceed on his voyage in the ordinary way at the first favourable opportunity. At the same time it is resolved that, notwithstanding 'the present distempers in the Downs and thereabouts', no letter shall be sent by the said Captain to deliver to the homeward-bound ships he may encounter to tell them not to put in to the Downs but into some other port in the west country. Mr. Holloway requesting that the sale of his calicoes may be further postponed.

A COURT OF COMMITTEES, MARCH 23, 1649 (*Court Book*, vol. xx, p. 335).

Mr. Deputy represents that Henry Younge, who went out five years ago as purser's mate in the *Eagle* and has continued at Surat in the 'Writing Office' at 18*l.* per annum, has asked, in a letter to his father, John Younge, that his salary may be increased, as he is now acting as Secretary, in which post his predecessor received 50*l.* per annum; the Court agrees to give him 36*l.* per annum. Hopton

A COURT OF COMMITTEES, MAY 2, 1645 (*Court Book*, vol. xix, p. 290).

The Deputy reports that a petition concerning Mucknell and his consorts has been presented to the Lords Commissioners of the Admiralty and that they have ordered letters to be written to Captain Swanley¹ to do his best with the ships under his command to intercept them; they have also advised the Company to send out two nimble pinnaces to scout about the Western Islands and give notice to the homeward-bound vessels, and in case any shall be surprised to bring word to Captain Batten¹ that he may deliver them. On this a motion is made for the Commissioners to be solicited to allow some ships of the third rank belonging to the

A MEETING OF THE COMMITTEES FOR THE SECOND GENERAL VOYAGE, NOVEMBER 23, 1647 (*Court Book*, vol. xxii, p. 39).

The letters to be sent to the Coast are read, approved, and ordered to be 'faire written'. It is resolved that Robert Doughty shall reside at the Coast so long as any considerable stock belonging

A MEETING OF THE COMMITTEES FOR THE SECOND GENERAL VOYAGE, DECEMBER 3, 1647 (*Court Book*, vol. xxii, p. 42).

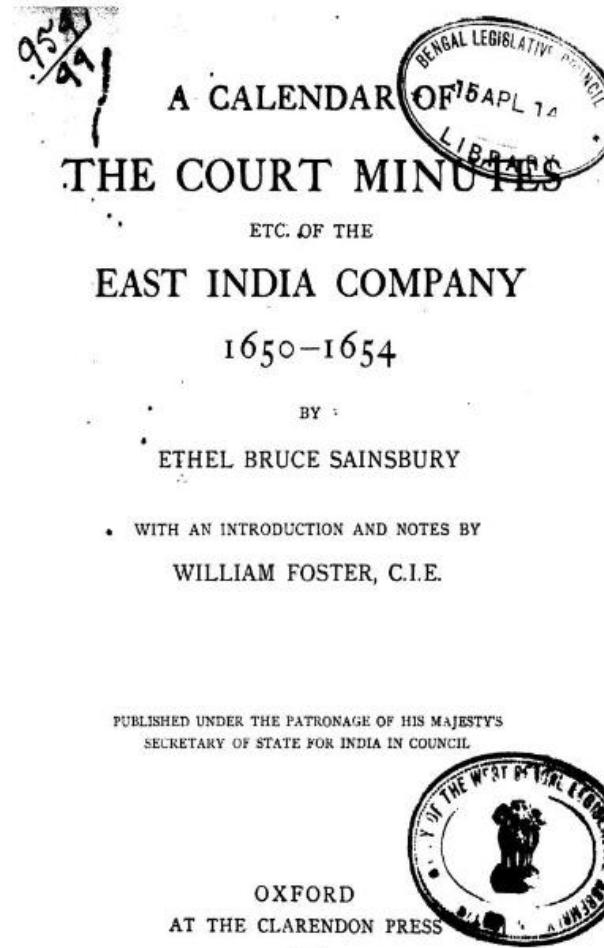
he is leaving in the Company's hands. On consideration of the abuse suffered by the Company through private trade, the Committees order letters to be written to the masters of the *Dolphin* and *Bonito* requiring them to command their boatswains to keep a strict account of all goods taken in and out of their vessels, on pain of forfeiting their wages and suffering such other punishment as the Company can legally inflict. These letters are ordered to be read at the mast before all the ship's company. It is resolved that one factor shall be sent to Surat but none to Bantam. Certain Com-

A COURT OF COMMITTEES, OCTOBER 6, 1648 (*Court Book*, vol. xx, p. 277).

Eagle, with Richard Southwell as his mate; and James Grooby is chosen steward for the *Greyhound*. The last letter received from India advising the want of young men for the counting-house, Bowen is required to prepare abstracts from the said letters, and the Court decides to consider this matter at the next meeting. A motion is

A COURT OF COMMITTEES WITH THE COMMITTEES FOR THE SECOND GENERAL VOYAGE, DECEMBER 12, 1649 (*Court Book*, vol. xx, p. 439¹).

500*l.* to be detained for the widow. Matthew Hollworthy, who lately resided at Marseilles and has done the Company good service in dispatching letters overland to India, is admitted to the freedom gratis and gives 40*s.* to the poor-box. Michael Yates is chosen



Letter = 148
Letters = 99

A COURT OF COMMITTEES FOR THE FOURTH JOINT STOCK,
APRIL 10, 1650 (*Court Book*, vol. xx, p. 52a).

Euse had sprung a leak, Captain Minors, Messrs. Steevens and Spiller have been sent to ascertain, and a letter is now read from them certifying that she is a 'strong tight shippe, sufficient to proceed on her voyage'. The Captain and his companions are hereupon desired to return to London. (1*pp.*)

A COURT OF COMMITTEES FOR THE FOURTH JOINT STOCK
AND SECOND GENERAL VOYAGE, DECEMBER 4, 1650 (*Court Book*,
vol. xxi, p. 54).

for any unnecessary stores there to be sold. Certain Committees are desired to attend the Commissioners of Customs concerning a letter lately sent to the Company about strangers shipping their goods. Mr. Apsley is allowed tare for ginger bought in jars.

A COURT OF COMMITTEES FOR THE FOURTH JOINT STOCK AND
SECOND GENERAL VOYAGE, MAY 28, 1651 (*Court Book*, vol. xxi,
p. 105).

Company. Captain Ryder shows a letter he has received from Brest, in which it is intimated that there are six great ships with thirty-six guns and upwards apiece and 300 men aboard each ship set out to waylay and take the English East India homeward-bound ships; hereupon the Court, after serious consideration, and under-

A COURT OF COMMITTEES, AUGUST 13, 1652 (*Court Book*, vol.
xxiii, p. 147).

A letter is received from aboard the *Eagle* and other ships returned from India and now at Plymouth, in which the commanders desire leave to unlade the goods from the orlop of the said ship, in order that, if she is attacked by an enemy on her way to London and receives any shot near the water, she may be repaired more easily; hereupon the Court orders a vessel or two of about 100 or 80 tons to be hired to unlade some of the coarse goods from the *Eagle* and *Aleppo Merchant* to enable them to go with the other ships over the flats, and that two careful men from the

A COURT OF COMMITTEES, AUGUST 20, 1652 (*Court Book*, vol.
xxiii, p. 149).

a hond of 1,000l. Understanding from a letter received from aboard the *Eagle* that both coarse and fine goods are laden in her orlop, the Court directs that all goods from the orlops of the *Eagle* and *Aleppo Merchant* shall be shipped in two vessels to be hired for this purpose. (1*pp.*)

THE COMPANY TO EDWARD AND STEPHEN WRIGHT AND
ROGER HOWE [AT GENOA], JUNE 30, 1653 (*Letter Book*, vol. i,
p. 214).

Acknowledge the receipt of their letter of the 18th instant, with copy of that of the 11th instant, the original of which miscarried, the 'Ordinary' having been robbed of his letters between their port and Alessandria. They also acknowledge the receipt of the second bill of exchange for 2,500 dollars on Thomas Jennings, and of the account current: the latter has been given to the Auditor, so they

A COURT OF COMMITTEES, JULY 9, 1653 (*Court Book*, vol. xxiii,
p. 249).

Ordered that a letter be written to Captain Hurleston, in answer to one received from him on the 4th instant, to congratulate him upon his safe arrival, to thank him for his care in preserving the goods committed to his custody, and to desire him to remain at Falmouth until sufficient convoy shall be sent by the State to bring him into the Channel. The captain is also to be requested to 'breake noe bulke' nor allow any goods whatsoever to be delivered out of the *Smyrna Merchant* before her arrival at the place of discharge. This letter is to be posted and a copy to be sent by the convoy appointed by the State. (1*p.*)

CAPTAIN ROGER MARTEN AT PORTSMOUTH TO GENERALS
BLAKE AND MONCK, JULY 14, 1653 (*Public Record Office: S.P.
Dom.: Interregnum*, vol. xxxviii, no. 56).

I received your instructions, and since then an express from the Council of State, to go westward with the ships to look for our East Indiamen. The *Smyrna Merchant*, having arrived at Falmouth, was engaged by two Dutch pirates. If we can meet with the rest, we are to convoy them to Portsmouth. . . . We shall lie off the Lizard, where the rest of our consorts may find me. . . . (3*p.*)

CAPTAIN THOMAS SPARLING, ABOARD THE *LITTLE PRESIDENT*, OFF THE LIZARD, TO THE ADMIRALTY COMMITTEE, JULY 15, 1653 (*Public Record Office: S.P. Dom.: Interregnum*, vol. xxxviii, no. 62).

After my long lying here alone, on the 13th the *Hopewell* pink has joined me, and I will use this addition of strength to the best advantage. I have seen several small pirates, but at such disadvantage that we have not been able to do any good, only we have retaken two barks with coals. It is high time the two frigates appointed by the Generals arrived, as there are several freebooters newly come upon the coast, carrying from fourteen to twenty-four guns, besides the small vessels out of Brest, and there are four Dutch ships lying off Scilly to intercept our East Indiamen daily expected in the channel. I wish I were in a capacity to act; the Generals' warrant to call ships to my assistance will not do the work unless I could tell where to find them. . . . (1*pp.*)

A COURT OF COMMITTEES, SEPTEMBER 16, 1653 (*Court Book*, vol. xxiii, p. 273).

to act as they see fit in the matter. In view of the approach of the winter season, a letter is ordered to be written to Mr. Madock and another to Captain Brookhaven to desire them to send the silk from aboard the *Love* by land to London. Upon Mr. Thomson's report of what passed concerning the price of the saltpetre returned

A COURT OF COMMITTEES, OCTOBER 7, 1653 (*Court Book*, vol. xxiii, p. 285).

sugar he bought and argues to be damaged; he is offered 10*s.* per cwt. but refuses to take it. A letter is ordered to be written to the commanders of the Company's ships at Plymouth, requiring them to sail from thence with the convoy which is expected from the westward, but if the said convoy does not arrive and there is a fair wind and 'noe news of any enimy', then to come to the Isle of Wight and there await further orders. (1*p.*)

A COURT OF COMMITTEES, JANUARY 4, 1654 (*Court Book*, vol. xxiii, p. 325).

A letter is read from Thomas Allen and Richard Quiney, stating that they are owners of the *Loyalty*, lately broken up at Balasore, and that her commander, Captain John Durson, has written for another ship to fetch home their estate, or for some tonnage to be taken in the Company's shipping: they desire to comply with this request, but wish first to notify the Company; they are told to apply to the next general court. All cloth brought home as

A COURT OF COMMITTEES, SEPTEMBER 30, 1653 (*Court Book*, vol. xxiii, p. 283).

or the allegations made against him after the meeting of the arbitrators. 'Sannoos Addatoy' sold to Thomas Trotter. Order is given for letters to be written to Captain Brookhaven and Captain Newport at Plymouth to desire them to bring their ships, the *Love* and the *East India Merchant*, into the Thames and to take the first opportunity to come from thence, 'noe enimy appearing', to the Isle of Wight and remain there until further notice; but if they shall meet with the convoy, then to come directly to the Downs. (2*pp.*)

The English Factories In India (1651-1654)

by Sainsbury Ethel Bruce

Publication date
Topics
Collection
Language

1915
Rashtrapati
digitallibraryindia; JaiGyan
English

Letter = 240
Letters = 195

THE ENGLISH FACTORIES

39

termination has yet been reached. Have no further news of Durson's proceedings in the *Loyalty*, except from a letter received from John Boyer, commander of the *Hind* in her voyage to Bantam, in which he says that Durson accompanied him to sea from the Coast, with the avowed intention of going to Bengal, but steered on parting as if he were really bound home. Evidently the former report that the *Loyalty* had wintered at Goa was false. Have not heard of any

JOHN SPILLER AND NICHOLAS SCRIVENER AT LÄRIBANDAR TO THE PRESIDENT AND COUNCIL AT SURAT, MARCH 31, 1652 (O.C. 2264).

At the last moment, when they were about to dispeed the *Lanneret* to Surat for want of freight, the merchants' agents and 'the Byah,¹ whoe is next man unto the Shabander', offered to give three rupees more per load for freight to Kung, and this was accepted. The goods cannot as yet be got aboard, owing to bad weather. Dare not bring the vessel over the bar, for fear she would not be able to pass it again; but unless the weather improves, it will be difficult for her to embark her cargo. The Shāhbandar has sent a request for more boats to 'the Rawnah,² for heere the sea coast and pilottis are more at his command then the Princes'; but his character is such that 'very little or no trust is to be imposed in him'. Plenty of goods are now being offered for freight, and they have already accepted a full lading. The Surat vessel that the Multan Prince's men laded for 'his new port of Cuckerhallah' [see p. 10] was forced to put in here; whereupon the Shāhbandar refused to allow her to leave, promising her master a cargo for Persia instead. This is not now forthcoming; so the master is sending a messenger to Surat about the matter, and this letter is entrusted to him. (Copy. 1½ pp.)

JOHN SPILLER, ABOARD THE *LANNERET* AT KUNG, TO THE PRESIDENT AND COUNCIL AT SURAT, JUNE 14, 1652 (O.C. 2272).

at Gombroon, Spiller put in there again. Found that the ship was the *Supply*, which had left Bantam on December 27 and had had a long and dangerous voyage. The cargo, consisting of pepper and sugar, was in the charge of a merchant named [Abraham] Hutchins, who had already dispatched to Lewis the letters he had brought. His instructions were to sell his goods and then proceed to Fort St. George. Spiller urged that the season was too late for this, and that it would be better to send the ship to Basra; but Hutchins would do nothing until answer should arrive from Lewis. On May 28 Spiller sailed again, but still found the wind unfavourable. On June 6, near Kishm, letters came to hand from Hutchins and the master of the *Supply*, announcing that they had decided, with Lewis's concurrence, to land their sugar and proceed to Basra with the pepper. Lewis's letter had been brought by Park, who was to go in the *Supply* to Basra for the benefit of his health. He wrote that the sugar had proved very bad and must be sold at a low price; also that Lewis had since recalled him, owing to the death of Wycherley at Shiraz.

THE SAME TO THE PRESIDENT AND COUNCIL AT SURAT, FEBRUARY 24, 1653 (O.C. 2315).

the English prisoners, but were assured by the Dutch on shore that no one would be allowed on board. A letter from some of the *Roe buck*'s men alleges that they 'have none of the best usage'. By report of the merchants, that vessel 'soe well defended herselfe that, had shee not lost her foremast and by that takeing fire, shee would have gott cleare away. However, they had bin little the better for her, if the merchants had not intreated Mr. Hargrave to take pitty of them in not bloweing up the ship, which hee was ready to doe, powder and every thing else being laid ready.' Are nego-

Early Modern Mariners letters – C17th, TNA Discovery Search tool

Catalogue description

BUNDLE No 49: Letter of attorney of the officers, mariners and seamen, and their...

Reference: C 104/269

Description: BUNDLE No 49: Letter of attorney of the officers, mariners and seamen, and their creditors, of the ships Duke, Duchess and Incarnation, otherwise Bachelor, to Thomas Banks of St Mary, Whitechapel, Middx, Henry Fawsett of St John, Wapping, victualler, and Samuel Hurst of London, victualler, relating to the collection of money and goods concerning South Seas expeditions (signed and sealed by approximately 170 people), 1721

Date: mid 13th-century-1729

Held by: [The National Archives, Kew](#)

Legal status: Public Record(s)

Closure status: Open Document, Open Description

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Catalogue description

Page of four copy certificates issued by the mayor and jurats on behalf of mariners

Reference: RYE/47/149/5

Title: Page of four copy certificates issued by the mayor and jurats on behalf of mariners

Description: 1 John Shanks, gent, clerk of the cheque of the Merlin frigate, George Crapnel commander, set on shore on account of his illness, whose offer to Thomas Marshall of a bond for his expenses in lodgings and medicine has been refused; 25 Mar 1654

2 Robert Seaburne of Rye, mariner, concerning the loss of documents concerning coal freighted from Newcastle to Rye when his ship the Desire, Joseph Dugard master, was taken on its way to Newcastle by a Dutch warship and carried to Amsterdam while he was ill in London in 1652; 3 Apr 1654

3 Captain William Gregory, commander of the Grace of Faversham, concerning the release to Hamburg of a cargo of lemons and oranges taken (under letters of marque) on the Hope of Lübeck, Peter Gotting's master; 15 Apr 1654

4 1654, April 20--Certificate by the Mayor and Jurats of Rye that Mark Heyman, master of the ship called the St. Marie of Stralsund, in Sweden, was taken at sea by one Captain Pedro Borgaro, of Dover, captain of a private man of war, and was brought into the harbour of Rye and that he hath lost out of his ship goods to the value of 50 l.

Date: 25 Mar - 20 Apr 1654

Held by: [East Sussex and Brighton and Hove Record Office \(ESBRO\)](#), not available at The National Archives

Language: English

This record is held by East Sussex and Brighton and Hove Record Office (ESBRO)

[See contact details](#)

Help with your research

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Catalogue description

Marine Miscellaneous Records

Reference: IOR/L/MAR/C

Title: Marine Miscellaneous Records

Date: 1600-1879

Held by: [British Library: Asian and African Studies](#), not available at The National Archives

Language: English

Custodial history:

This varied accumulation represents the surviving records of the East India Company's management of its commercial shipping activity to 1834, and of its other marine business (after 1858 the marine affairs of the India Office) until 1879. The collection is in process of re-arrangement and listing in separate series L/MAR/1-9 according to type and provenance. A copy of the revised list in progress, based on the published 'List of Marine Records of the late East India Company' (London, 1896), is available in the Oriental and India Office Reading Room of The British Library. The documents are normally available for consultation throughout the revision process.

Administrative / biographical background:

Knowledge about the range and scope of the operations of the Committee of Shipping of the East India Company and of the Marine Branch of the Company and of the India Office is developing from the examination and of these surviving records and of their re-arrangement in the late nineteenth century. The following main constituent elements have been identified, each denoting an area of activity or responsibility: documents from seventeenth and early eighteenth-century voyages, including letter-books, accounts, copies of wills and inventories, lists of missing seamen, bills of lading and commissions; committee records from the Committee of Shipping and the Marine Branch of the Finance and Home Committee, fragmentary before 1713 but relatively complete thereafter; the the Company's Home Correspondence (with individuals and bodies not in the East Indies) on Marine matters from 1837 to 1867; shipping records, including lists of ships appointed for trade and other published shipping lists, terms for building, freighting and hiring ships, licences for ships to trade to India, returns of ships arriving at, or leaving, Indian ports, and reports of ships unloading at East India Docks; personnel records of the Company's maritime service (at all levels of employment, but including particularly the appointment and services of commanders and mates of East Indiamen), the Bombay Marine, the Indian Navy, and the Bengal Pilot Service; experiments in, and later the introduction of, steam navigation to and in the Indian Ocean; and records concerning troop transport from 1857 to 1870.

Catalogue description

Receipt from John Privett of London, mariner, for £30 received from Captain William...

Reference: 2 PG 12/2/4

Description: Receipt from John Privett of London, mariner, for £30 received from Captain William Williams for an adventure in Bantam in the good ship London belonging to the East India Company, which he promises to invest, half in white pepper and Japan trifles, and the other half in "scrutories" and "Japane toys". Engages to give a true account of the £30 and profits within 20 days of the arrival of the ship in the River Thames, London.

Date: 23 Jan. 1667

Held by: [Lincolnshire Archives](#), not available at The National Archives

Language: English

Physical condition: Sig. and seal.

This record is held by Lincolnshire Archives

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[Copies of letters to William Hurt, paymaster of the mariners, East India Company 1622-49, from...](#)

Private Papers. Copies of letters to William Hurt, paymaster of the mariners, East India Company 1622-49, from various correspondents including his sons and nephew.

Held by: [British Library: Asian and African Studies](#)

Date: 1632 - 1639

Reference: [Mss Eur Photo Eur 250](#)

Early Modern Mariners letters – C17th, TNA Discovery Search tool

Copies of letters to William Hurt, paymaster of the mariners, East India Company 1622-49, from...

Private Papers. Copies of letters to William Hurt, paymaster of the mariners, East India Company 1622-49, from various correspondents including his sons and nephew.

Held by: British Library: Asian and African Studies
Date: 1632 - 1639
Reference: Ms Eur Photo Eur 250

--Acknowledgement by William Maquery of Dieppe, mariner, of the receipt of eleven pounds from George Emery, one of the Chamberlains for the town of Rye, being due for two years rent or hire of three

ARCHIVE OF RYE CORPORATION.General Instruments, Process and Correspondence.General Files: Letters of Process, Letters Testimonial, correspondence and other papers.Mayorality of John Fowtrell; calendared.

Held by: East Sussex Record Office
Date: 1604
Reference: RYE/47/67/1

Catalogue description

Letter from John Allin to Philip Frith, Rye about the approach of the Dutch fleet near Woolwich and news of the ships lost against them, defences on the Thames, news of the French and his new address at the Three Mariners, Ratcliffe Cross

Reference: FRE/5577

Title: Letter from John Allin to Philip Frith, Rye about the approach of the Dutch fleet near Woolwich and news of the ships lost against them, defences on the Thames, news of the French and his new address at the Three Mariners, Ratcliffe Cross

Date: 20 Jun 1667

Held by: East Sussex and Brighton and Hove Record Office (ESBRO), not available at The National Archives

Language: English

This record is held by East Sussex and Brighton and Hove Record Office (ESBRO)

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Help with your research

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Volume of letters and other documents, marked "Miscellaneous MSS" - f 1 Letter from George...

Prideaux Brune of Place, Padstow. Letter books and manuscript volumes. Volume of letters and other documents, marked "Miscellaneous MSS" - f 1 Letter from George Greyneyle of Penhele to Sir Nicholas Prideaux re. corn being spoiled by mice. 25 May 1592 - f 2 Letter from

Held by: Cornwall Record Office
Date: 1592 - 1924
Reference: PB/8/9

- f 31 Letter from Edmund Prideaux in Smyrna to his father, mentioning the Dutch attack on Chatham and successful repulsion from Dartmouth, Plymouth and Fowey, and of the Dutch visit to Padstow "but did not harme, only frightening of your sheep"; mentions the state of war in the Turkish empire against Venice and the poor quality of the Sultan "a very great Sot". 10 July 1668

Catalogue description

SIDMOUTH deeds, etc.

Reference: DD\BD/72

Title: SIDMOUTH deeds, etc.

Description: Deeds of land on the south side of Middle Field and a messuage in the town between the churchyard and the Broad Street and papers of the families with interests in the property.

The papers are mainly of the Scadding family and concern the mortgage by John Overbeck, surgeon, and his indebtedness to the Scadding family; included are an account of Overbeck's goods sold, 1731/2, and two letters from his son, a mariner, written from Operto, 1732.

Probates of wills of John Seymour, mercer, 1691, and John Nossiter, merchant, 1726, letters of admiral. of Thos. Channon, 1747, and copy of will of Henry Kingman, 1745, all of Sidmouth, and copy of will of Rev. John Kingman of Stogursey, 1766.

Date: 1649-1823

Held by: Somerset Heritage Centre (South West Heritage Trust), not available at The National Archives

Language: English

Physical description: 25 docts.

Catalogue description

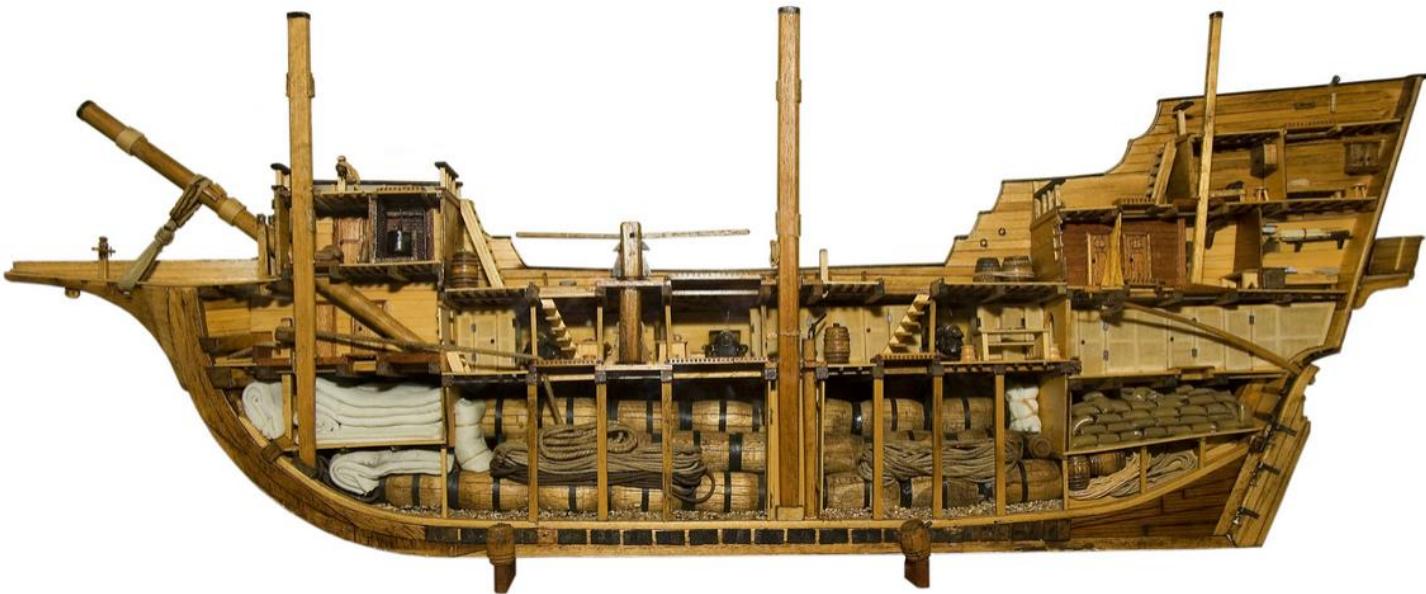
The Buckle Papers

Reference:	BUCKLE
Title:	The Buckle Papers
Description:	The records relate to the family of Buckle, settled principally at Banstead in Surrey but with connections with Sussex, and are a rich source, particularly for students of naval history in the 18th and 19th centuries.
Date:	1593-1963
Related material:	Other records of the Buckle family can be found in Surrey Record Office
Held by:	West Sussex Record Office , not available at The National Archives
Language:	English
Creator:	Buckle family of Banstead, Surrey
Physical description:	67 series
Immediate source of acquisition:	The main collection was deposited in May 1976 by CS Buckle, Esq., of Slinfold. A further collection was deposited in 1977 by Lieutenant Commander CEA Buckle of Westbourne and has been catalogued in the Appendix.

Mathew Buckle was one of the most distinguished naval officers of the 18th century, and was in continuous command of fighting ships for nineteen years from 1744. His career is unfolded in a fine series of Log Books which survives for the period 1731-62 (excepting the years 1743-44), and in his [Letter](#) and Order Books for 1744-48. (Buckle MSS. 96-103, 105-106.)

What type of documents were written, read and carried on ships?

Where were the documents to be found?



Source: <https://upload.wikimedia.org/wikipedia/commons/7/73/17th-century-merchantman.jpg>

Acquittances
Almanac
Bible
Bills of lading
Bill of sale
Boatswain's book
Boatswain's notes
Carpenter's inventory
Charter party
Chief mate's book
Caskets
Commercial letters
Commissions
Gunner's inventory
Instructions
Invoices
Master's book
Merchants' letters
Notes
Personal letters
Purser's book
Receipts
Seabrief
Seacartes
Steward's book
Wage notes
Waggoner or Sea book

Barrels
Bags
Cabins
Ceilings
Chests
Closets
Cook room
Great cabin
Gun room
Letter case
Mast
Round house
Scrittor
Tin box
Trunks

Drivers of writing of letters by masters of ships

Ship operations

Dealing with shore suppliers

- Settling or contesting bills

Keeping owners and/or freighters informed of voyage

- Informing about storm damage to ship and/or lading
- Informing about necessary maintenance of ship
- Informing of loss of ship through storm or seizure
- Informing of delays or embargos

Reacting to operational needs

- Requesting supplies (masts; sails; cables)

Insuring ship (and goods)

Commercial operations

Seeking freight/disposing of goods

- Letters to factors
- Letters to brokers
- Letters to local merchants

Seeking instructions from owners or freighters

- Routing decisions (in the Downs; at Lisbon; in the Mediterranean)

Adjusting voyage

- Extending voyage or varying ports of call
- Extending demurrage
- Breaching charter party covenants

Seeking legal assistance

- Dealing with disputes on shore (embargos; licences; commercial contracts; wage disputes)

Personal

Communicating with wife

- Requesting new insurance policies
- Informing of safe arrival and travel plans
- Discussing private investments

Communicating with friends

- Maintaining relationships
- Discussing private investments

Findings: Occupational analysis



Table Three: Mariner literacy by sub-occupation

Occupation	Count	Count	Count	Signatu	Total		%	%	%	%	%
	Other	Signoffs	Marke				Other	Marke	Initials	Signatu	Total
Purser	3	310	1	0	309	313	0.96%	0.32%	0.00%	98.72%	100.00%
Chirurgion [on ship]	4	196	1	0	195	200	2.00%	0.50%	0.00%	97.50%	100.00%
Factor/Sopracargo	4	169	1	1	167	173	2.31%	0.58%	0.58%	96.53%	100.00%
Master[all ship types]	23	2741	119	111	2511	2764	0.83%	4.31%	4.02%	90.85%	100.00%
Master's mate [no variants]	21	1046	50	56	940	1067	1.97%	4.69%	5.25%	88.10%	100.00%
Coxwain	0	41	1	4	36	41	0.00%	2.44%	9.76%	87.80%	100.00%
Pilot	2	216	24	19	173	218	0.92%	11.01%	8.72%	79.36%	100.00%
Mariner	112	8639	1206	875	6558	8751	1.28%	13.78%	10.00%	74.94%	100.00%
Cooper (on ship)	0	107	17	12	78	107	0.00%	15.89%	11.21%	72.90%	100.00%
Gunner's mate	1	89	15	9	65	90	1.11%	16.67%	10.00%	72.22%	100.00%
Boatswain	3	580	82	86	412	583	0.51%	14.07%	14.75%	70.67%	100.00%
Gunner	3	371	43	71	257	374	0.80%	11.50%	18.98%	68.72%	100.00%
Trumpeter	0	27	5	4	18	27	0.00%	18.52%	14.81%	66.67%	100.00%
Carpenter [on ship]	4	476	94	104	278	480	0.83%	19.58%	21.67%	57.92%	100.00%
Steward [on ship]	2	94	19	20	55	96	2.08%	19.79%	20.83%	57.29%	100.00%
Common man & variants [1]	2	208	68	36	104	210	0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89	1.12%	20.22%	30.34%	48.31%	100.00%
Quartermaster	6	330	95	79	156	336	1.79%	28.27%	23.51%	46.43%	100.00%
Sailor	11	608	244	92	272	619	1.78%	39.42%	14.86%	43.94%	100.00%
Cook [on ship]	1	126	46	29	51	127	0.79%	36.22%	22.83%	40.16%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman

Findings: Occupational analysis

Occupation	Count	Count	Count	Count	Count	Count		%	%	%	%	%
	Other	Signoffs	Marke	Initials	Signature	Total		Other	Marke	Initials	Signature	Total
Mariner	112	8639	1206	875	6558	8751		1.28%	13.78%	10.00%	74.94%	100.00%
Sailor	11	608	244	92	272	619		1.78%	39.42%	14.86%	43.94%	100.00%
Common man & variants [1]	2	208	68	36	104	210		0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89		1.12%	20.22%	30.34%	48.31%	100.00%
Lighterman	0	116	37	36	43	116		0.00%	31.90%	31.03%	37.07%	100.00%
Waterman	1	211	87	55	69	212		0.47%	41.04%	25.94%	32.55%	100.00%
Fisherman	4	128	78	24	26	132		3.03%	59.09%	18.18%	19.70%	100.00%
Labourer	0	42	24	12	6	42		0.00%	57.14%	28.57%	14.29%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman

Findings: Occupational analysis

Occupation	Count	Count	Count	Count	Count	Count		%	%	%	%	%
	Other	Signoffs	Marke	Initials	Signature	Total		Other	Marke	Initials	Signature	Total
Mariner	112	8639	1206	875	6558	8751		1.28%	13.78%	10.00%	74.94%	100.00%
Sailor	11	608	244	92	272	619		1.78%	39.42%	14.86%	43.94%	100.00%
Common man & variants [1]	2	208	68	36	104	210		0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89		1.12%	20.22%	30.34%	48.31%	100.00%
Shipwright [on shore]	2	276	33	33	210	278		0.72%	11.87%	11.87%	75.54%	100.00%
Blockmaker	0	7	1	1	5	7		0.00%	14.29%	14.29%	71.43%	100.00%
Sawyer	0	9	4	1	4	9		0.00%	44.44%	11.11%	44.44%	100.00%
Woodworkers	2	292	38	35	219	294		0.68%	12.93%	11.90%	74.49%	100.00%
Plateworker	0	2	0	0	2	2		0.00%	0.00%	0.00%	100.00%	100.00%
Blacksmith	0	58	9	9	40	58		0.00%	15.52%	15.52%	68.97%	100.00%
Anchorsmith	1	37	7	10	20	38		2.63%	18.42%	26.32%	52.63%	100.00%
Nailer	1	5	2	2	1	6		16.67%	33.33%	33.33%	16.67%	100.00%
Metalworkers	2	102	18	21	63	104		1.92%	17.31%	20.19%	60.58%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman

Findings: Occupational analysis

Table Six: Mariner literacy compared with professional services and shore based materials handling												
Occupation	Count	Count	Count	Count	Count	Count	Count	%	%	%	%	%
	Other	Signoffs	Marke	Initials	Signature	Total		Other	Marke	Initials	Signature	Total
Mariner	112	8639	1206	875	6558	8751		1.28%	13.78%	10.00%	74.94%	100.00%
Sailor	11	608	244	92	272	619		1.78%	39.42%	14.86%	43.94%	100.00%
Common man & variants [1]	2	208	68	36	104	210		0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89		1.12%	20.22%	30.34%	48.31%	100.00%
Scrivener	0	175	0	0	175	175		0.00%	0.00%	0.00%	100.00%	100.00%
Book keeper	0	48	0	0	48	48		0.00%	0.00%	0.00%	100.00%	100.00%
Accountant	0	24	0	0	24	24		0.00%	0.00%	0.00%	100.00%	100.00%
Clerk of the assurance office	0	11	0	0	11	11		0.00%	0.00%	0.00%	100.00%	100.00%
Doctor of Lawes	0	1	0	0	1	1		0.00%	0.00%	0.00%	100.00%	100.00%
Appraiser	0	27	0	1	26	27		0.00%	0.00%	3.70%	96.30%	100.00%
Arbitrator	0	43	1	0	42	43		0.00%	2.33%	0.00%	97.67%	100.00%
Professional services (Type A)	0	329	1	1	327	329		0.00%	0.30%	0.30%	99.39%	100.00%
Merchant	37	2680	5	6	2669	2717		1.36%	0.18%	0.22%	98.23%	100.00%
Searcher	0	16	0	0	16	16		0.00%	0.00%	0.00%	100.00%	100.00%
Tidesman	0	0	0	0	8	8		0.00%	0.00%	0.00%	100.00%	100.00%
Waiter	1	81	1	4	76	82		1.22%	1.22%	4.88%	92.68%	100.00%
Professional services [Type B]	1	97	1	4	100	106		0.94%	0.94%	3.77%	94.34%	100.00%
Wharfinger	0	34	0	1	33	34		0.00%	0.00%	2.94%	97.06%	100.00%
Porter	1	75	24	19	32	76		1.32%	31.58%	25.00%	42.11%	100.00%
Shore based materials handling	1	109	24	20	65	110		0.91%	21.82%	18.18%	59.09%	100.00%
[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman												
Type A = Financial, legal and assurance services; Type B = Taxation services												

Findings: Occupational analysis

Table Seven: Mariner literacy compared with cloth handling											
Occupation	Count	Count	Count	Count	Count	Count	%	%	%	%	%
	Other	Signoffs	Marke	Initials	Signature	Total	Other	Marke	Initials	Signature	Total
Mariner	112	8639	1206	875	6558	8751	1.28%	13.78%	10.00%	74.94%	100.00%
Sailor	11	608	244	92	272	619	1.78%	39.42%	14.86%	43.94%	100.00%
Common man & variants [1]	2	208	68	36	104	210	0.95%	32.38%	17.14%	49.52%	100.00%
Foremastman	1	88	18	27	43	89	1.12%	20.22%	30.34%	48.31%	100.00%
Clothier	0	16	0	0	16	16	0.00%	0.00%	0.00%	100.00%	100.00%
Packer	0	6	0	0	6	6	0.00%	0.00%	0.00%	100.00%	100.00%
Dyer	0	27	1	1	25	27	0.00%	3.70%	3.70%	92.59%	100.00%
Clothworker	0	84	5	5	74	84	0.00%	5.95%	5.95%	88.10%	100.00%
Feltmaker	0	8	0	3	5	8	0.00%	0.00%	37.50%	62.50%	100.00%
Cloth handling	0	141	6	5	126	141	0.00%	4.26%	3.55%	89.36%	100.00%

[1] Common man & variants = common mariner + common seaman + ordinary mariner +ordinary seaman

The Anne of Hulbridge

Voyage: Wakering [Essex]/London

Return lading: ?

Ship burthen = 130 tons [60 chaldron of coals]

Known company = 2 men

Missing company = 1 man

Total company = 3 men

1609

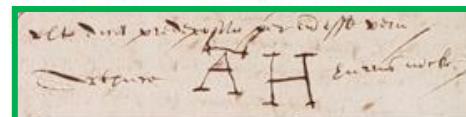
Master: Arthur Harris senior

Voyage length = 1 to 2 days

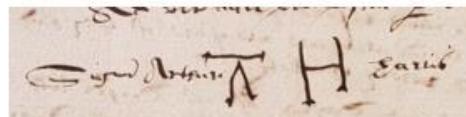
Definitely unable to write or read

Probably unable to write or read

Probably able to write and read



Arthur Harris senior, sixty-one year old mariner of Hulbridge, Essex. Master of hoy named the Anne of Hulbridge.



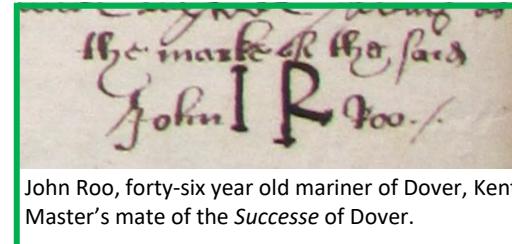
Arthur Harris junior, sixteen year old mariner and son of Arthur Harris. One of two of the company of the hoy the Anne of Hulbridge.

The Successe of Dover

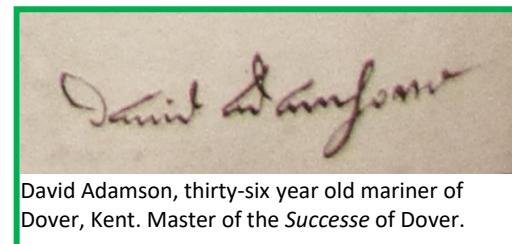
Voyage: Newcastle/Dover [Kent]
 Return lading: Coals
 Ship burthen = 100 tons
 Known company = Master + 4 men + 1 boy = 6
 Missing company = 2
 Total company = 6
 ca. 1654
 Master: David Adamson
 Voyage length = N/A

Definitely unable to write or read

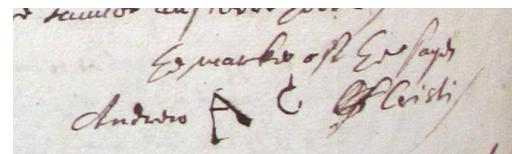
"Hee can neither write nor reade, but yet can keep accompt of times, by a sort of cyphering which hee hath learnt for his owne use, and thereby remembreth the time aforesaid"
 (HCA 13/70 f.67v)

Probably unable to write or read

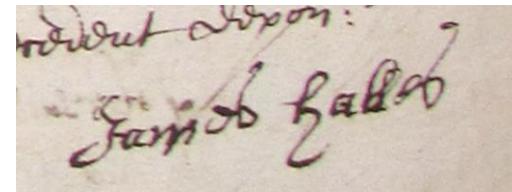
John Roo, forty-six year old mariner of Dover, Kent. Master's mate of the *Successe of Dover*.

Probably able to write and read

David Adamson, thirty-six year old mariner of Dover, Kent. Master of the *Successe of Dover*.



Daniel Cristi, fifty year old mariner of Dover, Kent. Common mariner of the *Successe of Dover*.



James Hales, fifty-seven year old mariner of Dover, Kent. Ordinary mariner of the *Successe of Dover*.

"Hee can write and reade, and saith hee did not take any note in writing of the time when the disaster aforesaid happened, but very well remembreth it, as hee hath great reason to doe"
 (HCA 13/70 f.99v)

The Golden Cocke of London

Voyage: London/Plymouth/?/Livorno; Tunis; Livorno; Zant; Zephelonia; Candy [Crete]/?/London

Return lading: ?

Ship burthen = N/A, but sizeable

Known company = 21

Missing company = N/A

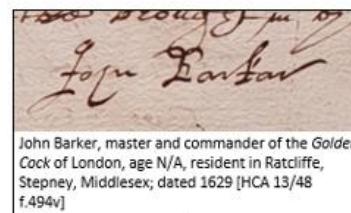
Total company = N/A

1629

Master: John Barker

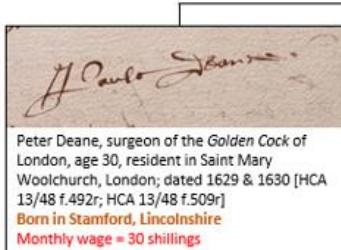
Voyage length = 27 months

Freighted by two London
merchants, John ffowke and
Symon Whetcombe

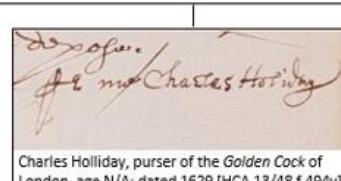


John Barker, master and commander of the *Golden Cock* of London, age N/A, resident in Ratcliffe, Stepney, Middlesex; dated 1629 [HCA 13/48 f.494v]

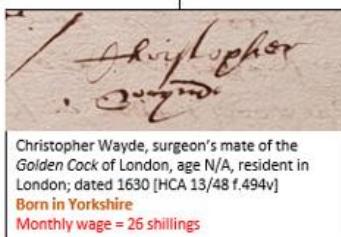
All three master's
mates were literate



Peter Deane, surgeon of the *Golden Cock* of London, age 30, resident in Saint Mary Woolchurch, London; dated 1629 & 1630 [HCA 13/48 f.492r; HCA 13/48 f.509r]
Born in Stamford, Lincolnshire
Monthly wage = 30 shillings

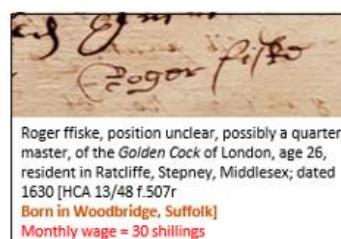


Charles Holliday, purser of the *Golden Cock* of London, age N/A; dated 1629 [HCA 13/48 f.494v]

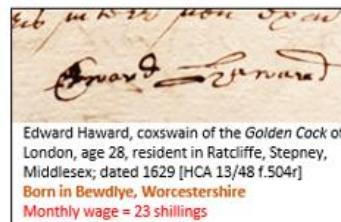


Christopher Wayde, surgeon's mate of the *Golden Cock* of London, age N/A, resident in London; dated 1630 [HCA 13/48 f.494v]
Born in Yorkshire
Monthly wage = 26 shillings

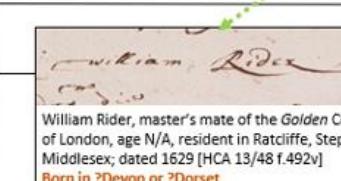
Possibly 19 years old



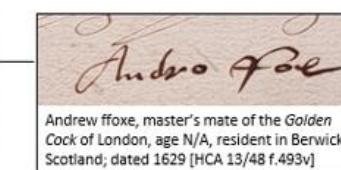
Roger ffiske, position unclear, possibly a quarter master, of the *Golden Cock* of London, age 26, resident in Ratcliffe, Stepney, Middlesex; dated 1630 [HCA 13/48 f.507r]
Born in Woodbridge, Suffolk
Monthly wage = 30 shillings



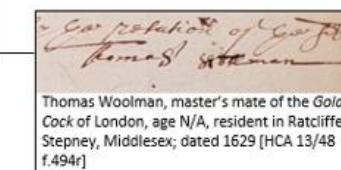
Edward Haward, coxswain of the *Golden Cock* of London, age 28, resident in Ratcliffe, Stepney, Middlesex; dated 1629 [HCA 13/48 f.504r]
Born in Bewdley, Worcestershire
Monthly wage = 23 shillings



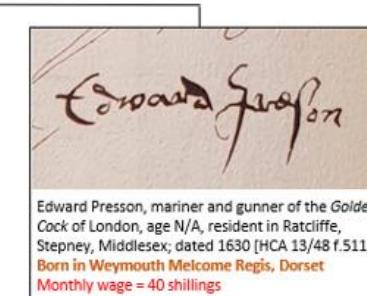
William Rider, master's mate of the *Golden Cock* of London, age N/A, resident in Ratcliffe, Stepney, Middlesex; dated 1629 [HCA 13/48 f.492v]
Born in ?Devon or ?Dorset



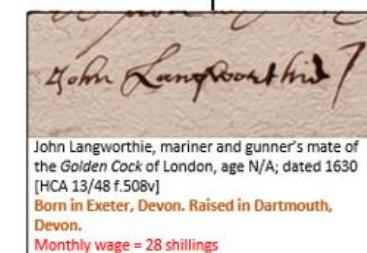
Andrew ffox, master's mate of the *Golden Cock* of London, age N/A, resident in Berwick, Scotland; dated 1629 [HCA 13/48 f.493v]



Thomas Woolman, master's mate of the *Golden Cock* of London, age N/A, resident in Ratcliffe, Stepney, Middlesex; dated 1629 [HCA 13/48 f.494r]



Edward Presson, mariner and gunner of the *Golden Cock* of London, age N/A, resident in Ratcliffe, Stepney, Middlesex; dated 1630 [HCA 13/48 f.511]
Born in Weymouth Melcombe Regis, Dorset
Monthly wage = 40 shillings



John Langworthie, mariner and gunner's mate of the *Golden Cock* of London, age N/A; dated 1630 [HCA 13/48 f.508v]
Born in Exeter, Devon. Raised in Dartmouth, Devon.
Monthly wage = 28 shillings

Journal keeping on board English commercial ships in 1H C17th

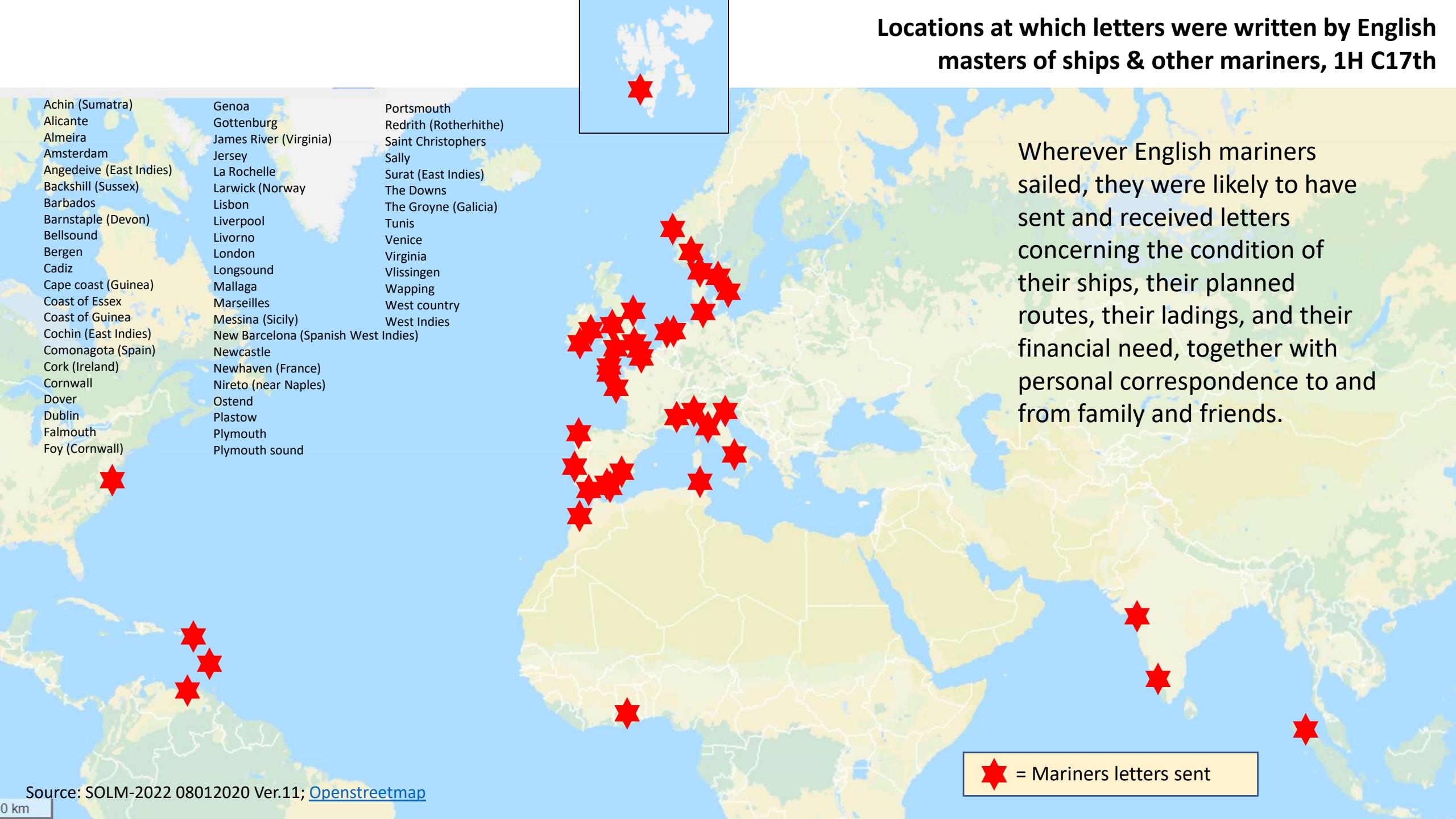
Sub-occupation	Number [Count]	Percentage [%]	Average age [years]	Age range [years]
Master's mate [1]	25	44.64%	33.5	22 to 51
Master	11	19.64%	36.2	24 to 48
Gunner	5	8.93%	31.8	24 to 40
Carpenter	4	7.14%	25.5	21 to 31
Boatswain	2	3.56%	29	27 to 31
Quartermaster	2	3.56%	25.5	22 to 29
Pilot [1]	1	1.79%	30	30
Purser	1	1.79%	21	21
Sopracargo or factor on ship	1	1.79%	28	28
Chirurgeon	1	1.79%	40	40
Coxwain	1	1.79%	21	21
Servant [to master of ship] [2]	1	1.79%	18	18
Mariner [sub-occupation unknown]	1	1.79%	43	43
Total [3]	56	100.0	N/A	18 to 51

[1] Including a self-described chief mate/pilot

[2] No place or office

[3] 56 individuals, one individual in two categories

Locations at which letters were written by English masters of ships & other mariners, 1H C17th



Wouldn't it be great if we could map the sending, receiving, writing and reading of letters sent by and received by Early Modern mariners? And put these maps in the context of the Early Modern commercial information system?

Source: Nikolaus Schobesberger, Paul Arblaster, Mario Infelise, André Belo, Noah Moxham, Carmen Espejo and Joad Raymond, [Ch. 2: European Postal Networks](#), in in [Joad Raymond and Noah Moaxham \(eds.\), \(Brill, 2016\)](#), p.62

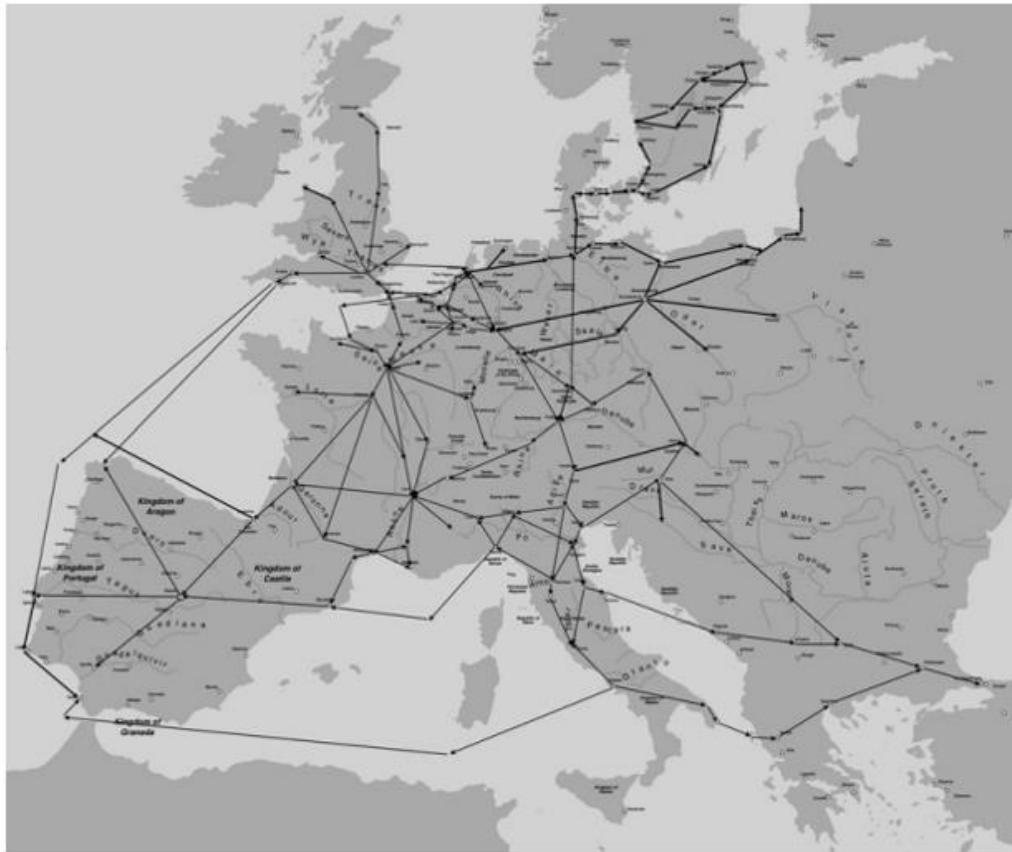
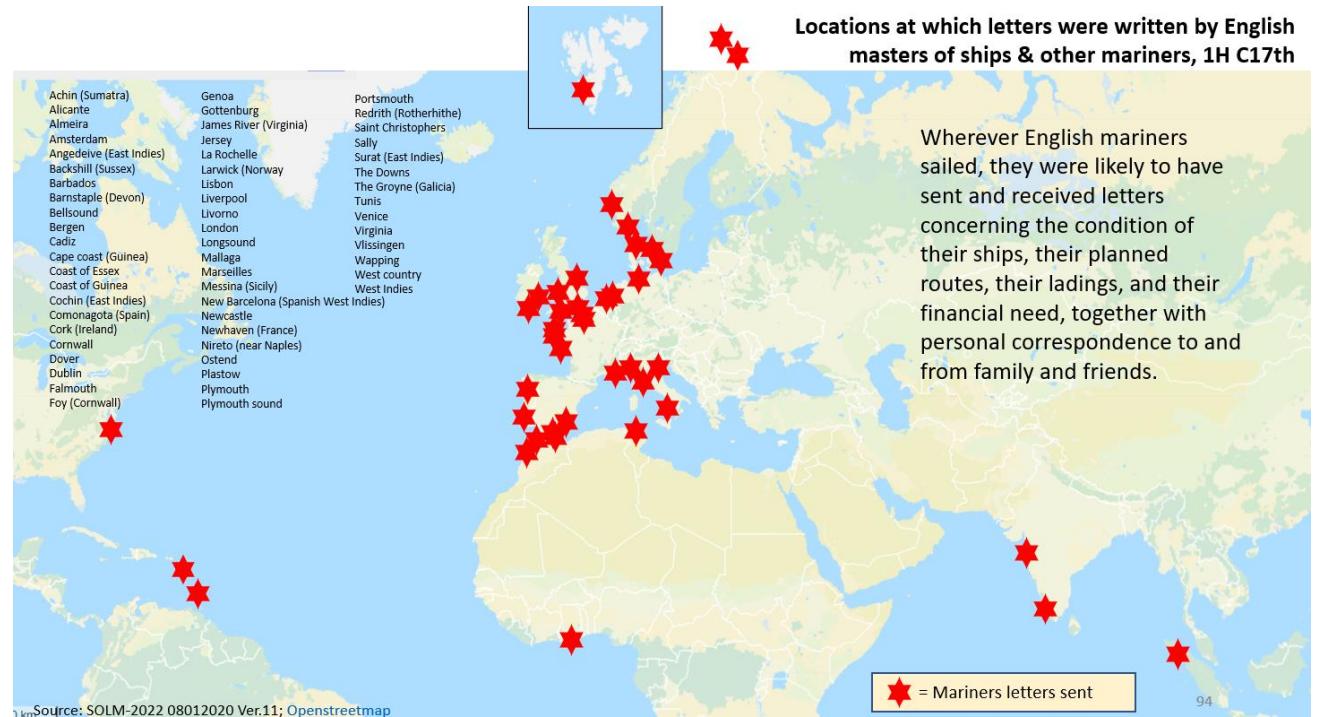


FIGURE 2.13 Sketch map of major European postal routes operating at various times during the sixteenth and seventeenth centuries. Collaboratively compiled, at the Vienna workshop of the News Networks in Early Modern Europe research project, r3/9/12, by Paul Arblaster, Nikolaus Schobesberger, Mario Infelise, André Belo, Carmen Espejo, Joad Raymond and Noah Moxham, with input from Oswald Bauer



Locations at which letters were written by English masters of ships & other mariners, 1H C17th

Wherever English mariners sailed, they were likely to have sent and received letters concerning the condition of their ships, their planned routes, their ladings, and their financial need, together with personal correspondence to and from family and friends.

Twenty-six
in total

[20th March 1661/62, Letter from Sir William Rider to Charles Conyers](#)

22th March, 1661/62, Letter from Wm Rider, Nic Hurlestone, Briab [?] Hassison [??], Edm. [OR Edw: Johnson [?John , Swanley to Sir GO, Trinity House

[24th March 1661/62, Letter from William Ryder to Sir GO](#)

[14th January 1662/63, Letter from Arnold Browne to Sir GO, Shipp Dunkirke Roade of Angedeiva](#)

[23rd February 1662/63, Letter from Ann Townesend alias Nicholls to Sir GO, London](#)

[20th March 1662/63, Letter from Peter Cooze to Sir GO, Ratcliff](#)

[24th March 1662/63, Letter from William Rider to Sir GO, London](#)

[25th March 1663, Letter from Nicholas Hurlestone to Sir GO, Redriss](#)

[26th March 1663, Letter from George Smith & William Rider, London](#)

[26th March 1663, Letter from George Smith & William Rider, London, Letter 2](#)

[26th March 1663, Letter from William Rider to Sir GO, London](#)

[March 1662/63, Letter from Peter Cooze to Sir GO](#)

[25th September 1663, Letter from Nicholas Millett, Loyal Merchant, Surat Road](#)

[16th December 1663, Letter from Nicholas Millett to Sir GO, the Loyal Merchant](#)

[3rd January 1665/66, Letter from William Ryder to Sir GO, Bethnal Green](#)

[March 1665/66, Letter from Wiliam Rider & George Smith](#)

[March 1665/66, Letter from William Rider to Sir GO](#)

[14th April 1667, Letter from Nicholas Millett to Sir GO](#)

[14th April 1667, Letter from Robert Bowen to Sir GO, Pladsto](#)

[16th April 1667, Letter from William Rider to Sir GO, London](#)

[22nd August 1667, Letter from William Ryder to Sir GO, Bethnal Green](#)

[October 1667, Letter from Robert Bowen to Sir GO](#)

[3rd October 1667, Letter from Robert Bowen to Sir GO, London](#)

[October 1667, Letter from William Ryder to Sir GO](#)

[7th October 1667, Letter from John Privett to Sir GO, Gun Yard, Houndsitch](#)

[15th October 1667, Letter from William Ryder to Sir GO, London](#)

Right Worthy Sir

I had once a husband whose name was John Nicholls and was master of the *Expedition* whome you very well did know, I made bould to acquaint your Worshipp in London about my sufferings, and by whom, and your Worshipp was pleased to promise mee your helpe when God brought you to India. Mr Goodyer can very well informe you who has my husband's will for hee was on board when he dyed; I desire that I may have the will heare.

I have given a letter of attorney to one Mr John Oates cheife mate in the *America* who with your powerfull assistance is willing to act for my releife in it; without your Worshipp's helpe hee cann doo nothing I shall not need to begg your helpe of the just and mercyfull whome your Worshipp is well knowne to bee,

Sir I am in a suffering condition, my wants are great, and my desires are no more than just, under God my hopes are in you soo craving pardon for my bouldnesse I take leave and rest

London the 23th ffeb 1662:

Your troublesome friend
and servant
Ann: Townesend
Alias - Nicholls

Sir,

After my most humble service to you, I make bold to trouble you with these few lines, Sir the bearer hereof Edwardd Tarver a musitioner hath a desire to stay in India with you, if you be pleased to vouch safe him entertainment. Sir, I have known him of a child that came of honest parents, and is a preitty sivil young man and for his musick I hope he may have thee happiness to play you a merry lessen. Sir, I pray excuse my boldness. My wife and mother desires theire kind remembrance unto you, I have written you in a former letter all thee particulars concerning thee *Livorne Friggatt*. It is inclosed in your letters sent by Madam Dallison.

Having not else at present I rest
Your ever respectful servant to
you and yours

Peeter Cooze

Queene Staires in [Ratcliff](#)

Worshipfull Sir George Oxinden

My most humble service presented to you with my prayers to God for your good health as I am in joye with my wife and mother at present who desires to bee kindly remembered to you;

Sir after many troubles, I shall acquaint you of the *Livorne ffrigot* that shee could not be recovered the reason was that the Spaniards ware against it for their selfe ends; we did send most of the belonging to the Shipp to the vallue of £500 but the charges did eathe the better part of it what remained I brought hoame to the valew of two hundred & [?] pounds which I have bought of the owners one consideration that I have payed the marriners 6 months wadges, which was two hundred pounds and 60 pounds which the shipp was indebted to me by account in the voyadge so that which was saved of the shipp hath floated the above sums no w the ffreight which I rceivvd at *Livorne* from Roushea was – 2997 dolbles besides we had 20 tonn dead ffreight which they under writt to lade at 24 dolbles the tonn; which is Dollbes 490 which now wee are in sute of law for it, I have acquainted Madam Dallyson withall, Sir that is all concerning the *Livorne*;

Now I have a small ffrigot upon the stocks, now of a 120 tonns. I could wish when shee is fitted that I weare in India with her that I could serve you, pray Sir if you have merchants in England of your acquaintance, to write theire good words for mee heere; Sir I have gained great disgust from Mr Love and Mr Briton which I do not much vallew, for I have not testified any thing but what I know upon oath and I hope that your cause will prove them what they are;

Sir I have not more to acquaint you at present I committ you to God who is all sufficient to give you health of soule and body and rest your humble servant

Peeter Cooze

My kinde love to Mr Master and Mr Gibin and the rest of my good ffreinds

Right Worshipfull

Your welcome letter of the 14th present received belowe
the riversmouth I beleeve you imagine with what joy it was
received I have many things to write and speake to you,
but I must leave it till a farther opportunity which I
suddenly wish for, ffor to give you a full account of our
voyadge I have not tyme, but in parte wee departed **the**
Downes the 11th Aprill the *African* departe the 6th ditto;
we arrived at Johannes the 19th August but no newes of
the *African*'s arrivall theire or at Mohilia, I must informe
that she was designed to touch at John DeNova called by
some, but by the ould name Christophers, wheare his shipp
was cast a way, his not arrivall heere, makes mee wonder I
must referr the rest to tyme, and better intelligence.

I was in good hopes to have gott over this tyde, but had
not opportunity so am a feard it will bee 2 or 3 dayes
before I have an opportunity to gett over, in respect of the
tydes falling out soo late, and so earely, and our shipp
drawing soo much watter. I shall endeavour all wayes
possible, to gett her in, that you may bee assured off; Sir I
have many letters, tokens, and severall things for you, and
to advise you which I omitt, I send up the purser with the
Company pacquett. Onely I must tell you I have £1000 in
gould for you which [XXXX] the [XXXXX]. But of that an
other tyme.

Of what you write in your letter lett mee so bould to tell
you, that if Sir George had not beene in India, India
should not have seene me, therefore shall referr all to
you, as to a person which I dare trust with all that I
have; a little indisposednesse of health makes me bee
the creditor and to requite that favour of you, that you
would send me Mr Ward as soone as possible.

I had fforgott to tell you that your mother, brother, and
sister (my ownly) with Sir George Smith, D. Pennington
with all yourr freinds, are well, and desire to bee
remembred to you; Sir to those that are with you my
kinde respects.

I have no more to write but that I am still, as I ever was.

Your Worshipps humble servant
and ffaithfull freind to comand
Nicholas Millett

Shipp *Loyall Merchant*
Surat Roade September 25th 1663

To Mr Goodyer in particuler my service and Mr Gary

Early Modern Mariners letters – Female literacy amongst mariners wives and widows

Name	Relationship & residence	Age	Signoff	Reference
Elizabeth Beale	Wife of Simon Beale, mariner	31	Signature	HCA 13/61 f.232r
Jane fflaney	Wife of Charles fflaney, mariner, who bought ship the <i>Jonathan</i>	30	Signature	HCA 13/44 f.223r
Dorothy Goodladd	Widow of William Goodladd, mariner and master of the <i>Adventure</i>	22	Signature	HCA 13/53 f.217v
Susanna Grame	Widow of unknown man, living at Camberwell, Surrey; mother of Elisabeth Tison, wife of Thomas Tyson, mariner of Limehouse, Middlesex, and widow of James Sladd, mariner and master's mate on the <i>Abigail</i>	43	Signature	HCA 13/55 f.602v; 605r
Susann Haies	Wife of John Haies, mariner of Ratcliff, Middlesex	N/A	Signature	HCA 13/58 f.617r
Isabell Seaman	Wife to Captain Edward Seaman, mariner and master of the <i>Sampson</i> of a ship, of Wapping, Middlesex	47	Signature	HCA 13/70 f.225r
Elizabeth Thomas	Wife of Richard Thomas, surgeon of Ratcliff, Middlesex [Simon and Thomas]	37	Signature	HCA 13/61 f.206v; f.208v
Elizabeth Tyson	Wife of Thomas Tyson, mariner of Limehouse, Middlesex	21	Signature	HCA 13/55 f.604v
Marie de Vos	Wife of Jan de Vos, mariner and master of the <i>ffox</i> , of London	43	Signature	HCA 13/73 f.202r
Sara Willis	Wife of John Willis, mariner, on the <i>Lisbon Merchant</i> [London/Lisbon/Brazil/?Lisbon/?London]	26	Signature	HCA 13/58 f.69v
Maria Davison	Wife of Allan Davison, mariner	34	Initials	HCA 13/52 f.16r
Joane Edwards	Wife of William Edwards of Shadwell, Middlesex	42	Initials	HCA 13/51 f.386v
Jane Hooper	Wife of Richard Hooper, mariner of Ratcliff, Middlesex	21	Initials	HCA 13/52 f.243v
Dorothy Hutton	Wife of William Hutton, mariner of Ratcliff, Middlesex	56	Initials	HCA 13/42 f.63v
Elizabeth Siborne	Wife of John Siborne, mariner of Ratcliff, Middlesex	35	Initials	HCA 13/52 f.276r
Catherina White	Wife of John White, mariner and owner of ship	36	Initials	HCA 13/61 f.46v
Elizabeth Wilkenson	Wife of James Wilkenson, mariner of Wapping, Middlesex	43	Initials	HCA 13/42 f.107r
Joane Zouch	Wife of a fisherman, of Barking, Essex	66	Initials	HCA 13/70 f.250v
Margareta Canada	Wife of John Canada, mariner; female servant to Mr Garland, master of the <i>Lisbon Merchant</i>	22	Mark	HCA 13/58 f.70r
Maria Davison	Wife of Allan Davison, mariner	34	Initials	HCA 13/52 f.16r
Helena Goodwin	Wife of Thomas Goodwin, mariner of Shadwell, Middlesex	50	Mark	HCA 13/52 f.243r
Maria Hawkins	Wife of John Hawkins, mariner of Shadwell, Middlesex	40	Mark	HCA 13/56 f.19Av
Christian Hutton	Wife of David Hutton, mariner	36	Mark	HCA 13/58 f.512v
Rabitch Lee	Wife of [?XXX] Lee of Ratcliff, Middlesex, mariner; Former servant to William fflaile	30	Mark	HCA 13/42 f.44r
Maragaret Man	Wife of Silvanus Man, mariner and master of the <i>Josua</i>	40	Mark	HCA 13/41 f.25r
Isabella Simerton	Wife of Edward Simerton, mariner of Wapping, Middlesex, master of diverse ships	N/A	Mark	HCA 13/44 f.44v
Rosa Wrighte	Wife of Thomas Wrighte, mariner of Wapping, Middlesex	45	Mark	HCA 13/58 f.82v

"After the returne of the shipp the *Sampson* interrate, (whereof this deponents husband Captaine Seaman [1] interrate was commander) from Smyrna to Legorne, this rendent received severall letters from her said husband at Legorne, some or one whereof did import and require this rendent to enquire by her selfe or freinds, whether the policy entred in the Assurance Office here concerneing the trading voyage of the said shipp did stand good. And saith, that none of the said letters did import any thing otherwise or contrary to what is predeposed saving that the said shipp *Sampson* was to be employed in the service of this Commonwealth against the dutch. And that upon that occasion the said Captaine Seaman desired to knowe whether the said policy of assurance would stand and continue valid and effectuall till the said shippe's returne for England, whereof this rendent being affirmatively assured returned an answer accordingly to her said husband...

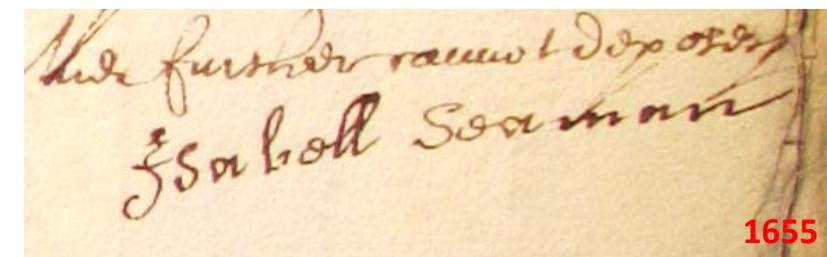
In prosecution of her said husbands order shee desired the interrate Mr Hoxton Justice of Peace to enquire on what condition the said policy of assurance stood, but as to the demannds made by the assurers to the said Justice Hoxton as is interrate shee saith shee is utterly ignorant thereof....

To the best of this rendent's remembrance shee never returned any answer to her said husband upon the report of the said Justice Hoxton, but having by some others of the freinds understood, that the said policy of assurance did stand firme and valid shee did as aforesaid intimate so much by letter unto her said husband then at Legorne...

Shee never received any letter or letters from her said husband to the effect interrate. And further shee cannot depose...

Shee hath no letter or letters remaining in her custodie to the effect interrate, nor doeth shee knowe where any such letter or letters are, adressed to her selfe or any other person whatsoever for or concerning the busesse aforesaid, nor hath shee or any other person of her knowledge kept any copie or copies of letters sent by her to her said husband concerning this or any other busesse, nor can shee recollect her memory so farr, as to be able to expresse the particular contents of the letters mutually sent and received to and from her said husband during the transactions in question otherwise then as aforesaid...

Shee never heard her husband Captaine Seaman interrate say, that hee had ever expressed any forwardnesse, or made any voluntary proffer to engage his said shipp in the service interrate, but that hee was by authority and commannd from Mr Longland the then Agent of Legorne for this Commonwealth forced and impressed into the said service, and that to the effect and order by the said agents procurement was read and published at the maine mast of his said shipp then at Legorne." (HCA 13/70 ff.224v-225r)



The handwritten signature in red ink reads "Isabell Seaman". The name is written in a cursive hand, with "Isabell" on top and "Seaman" below it, both in red ink.

1655

Letters received by mariners wives and widows

A decent portion of mariners wives and widows were literate

- 37% of mariners wives and widows in SOLM2019 data set use signatures [10/27]

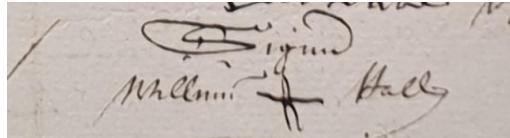
There is clear evidence of mariners wives receiving letters from their husbands

- Three examples
 - "Shee is very well acquainted with her sayd husbands characters and manner of writinge haveinge divers tymes heretofore in his life tyme received letters and other writeinges from him and many tymes seene him write his name" [Mary Tillott, thirty-four year old widow of John Tillett, the deceased master of the *John and Dorothy*, who was drowned. Living at Wapping]
 - "This rendent received severall letters from her said husband at Legorne, some or one whereof did import and require this rendent to enquire by her selfe or freinds, whether the policy entred in the Assurance Office here concerneing the trading voyage of the said shipp did stand good...this rendent being affirmatively assured returned an answer accordingly to her said husband... shee did as aforesaid intimate so much by letter unto her said husband then at Legorne..." [Isabell Seaman, forty-seven years of age, wife of Captain Edward Seaman, master of the *Sampson*, living in Wapping, Middlesex]
 - "Puttингe into Allecante outwards bounde that voyage the said Thomas Sherwin as appears by his letters written to this examineate from thence and from his speeches since was there arrested and imprisoned ...from Venice that voyage the said Barrett wrott a letter to this examineate her husband being then dead [Susanna Sherwin, 46 year old widow of Thomas Sherwin, deceased master of the *Scipio*, of Wapping, Middlesex]

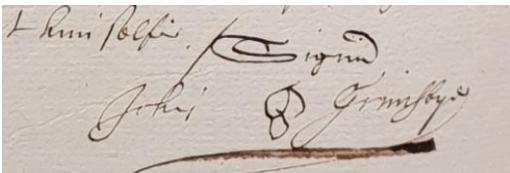
Arguably a culture of letter writing existed within mariner families

- Combining personal and commercial lives
- Wives of masters, master's mates and surgeons, but quite probably wives of other men with different offices and places

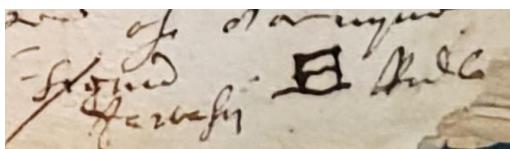
All probably unable to read or write



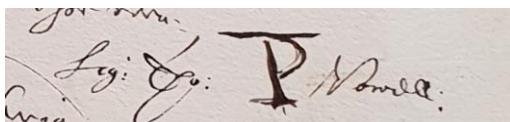
William Hall, age 25, of Deptford, Kent; mariner, one of the company of the *Plyades*. "Hee hath used to goe to sea for these eleaven yearees laste paste but never as master or masters mate of any shipp nor ever tooke uppon him the charge of a shipp as master or master's mate."



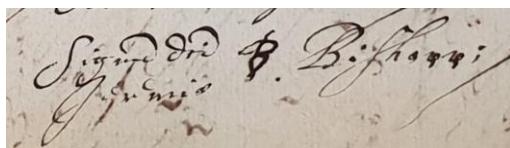
John Grimsby, age 33, of Deptford, Kent; mariner, one of the company of the *Plyades*. "Hee this rendent the tyme aforesaid was one of the company of the interrate shipp the *Plyades* but had no office in her."



Gervase Ridla, age 38, of Stepney, Middlesex; served in the *Plyades*. Came into the *Plyades* at Venice and served in her for 16 months, including 14 months in service of the Duke of Venice.



Thomas Powell, age 35, of Stepney, Middlesex; shipwright, carpenter's mate of the *Plyades*.



Jeremy Bishopp, age 38, of Redriff, Middlesex; mariner, master's mate of the *Plyades*.

The *Plyades* of London

London/San Lucar/Malaga/Venice//Venice/?/Corfu/?/Venice//Venice/?/Zant/?/London

Return lading: currants; oil

Ship burthen = 350 to 400 tons

Known company = Master + Purser + 15 men

Missing company = 23 to 33 men

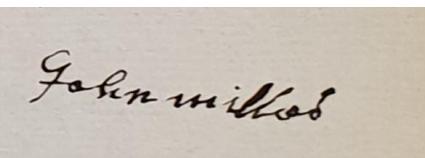
Total company = est. 40 to 50 men

ca. October 1637 to ca. May 1640

Voyage length = 32 months

"This hee affirmeth uppon his oath to bee true, who was then at Venice master's mate of the shippe the Love of London then alsoe lett out there for the same service and was there on shore with the said Anthony and others of the company of the *Plyades* after they went there on shore out of her as aforesaid" (HCA 13/58 f.150r); "The said Anthony [the chirurgeon], 3 of the quarter masters, the carpenter and boatswaine's mates, 3 trumpeters and some other of the company of the *Plyades* as were on shoare at Venice and there stayed fower or five dayes and this rendent heard them say that they would not goe onboard her againe and proceed in the service of the Duke of Venice unlesse they might have more wages than they were shipt for in England" (HCA 13/58 f.150v)

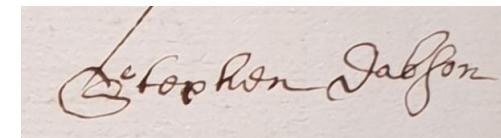
All almost certainly able to read and write



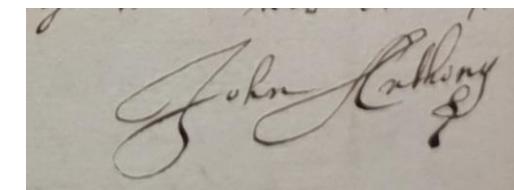
John Milles, age 28, of Stepney, Middlesex; mariner, foremast man of the *Plyades*.



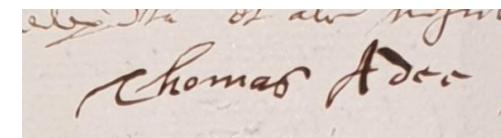
Jefferie Steavens, age 30 or 33, of Saint Brides, London; mariner, master's mate and one of the company of the *Plyades*.



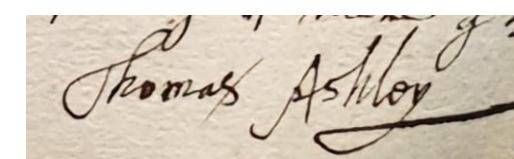
Stephen Dabson, age 27, of Wapping, Middlesex; mariner, one of the company of the *Plyades*. "Hee hath used the sea as a common sailor or mariner for the space of about these fower years laste paste."



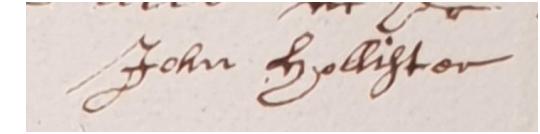
John Anthony, age 28, of Saint Dunstans in the East, London; one of the company and chirurgeon of the *Plyades*.



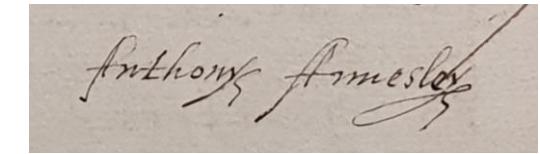
Thomas Adey, age 35, of Wapping, Middlesex; quartermaster of the *Plyades*. "Hee hath bine imployed as a seaman or mariner in merchants' shippes and the King's shippes in all for the space of about these fourteene years laste paste."



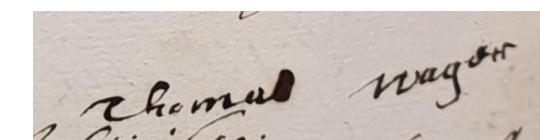
Thomas Ashlye, age 40, of Limehouse, Middlesex; mariner, chief master's mate and pilot of the *Plyades*.



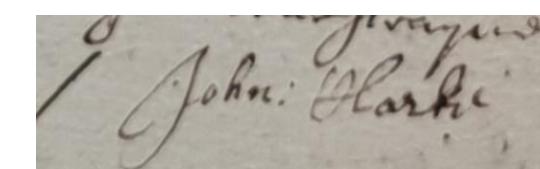
John Hollister, age 20, of Stepney, Middlesex; mariner, second master's mate of the *Plyades*.



Anthony Annesley, age 40, of Limehouse, Middlesex; mariner, first boatswain's mate, then gunner's mate of the *Plyades*.



Thomas Wager, age 40, of Limehouse, Middlesex; shipwright, carpenter of the *Plyades*.



John Clarke, age 26, of Deptford, Kent; boatswain of the *Plyades*.

66.7% signature literacy on partial headcount

The William of London

Voyage: ?/Tunis [Barbary]/Livorno/?

Return lading: ?

Ship burthen = N/A

Known company = Master [deceased] +12 men

Missing company = ?

Total company = ?

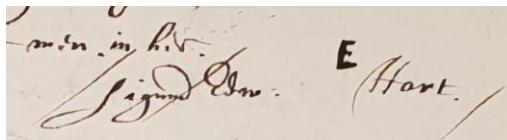
ca. 1640

Master: Abraham Steevens [deceased by 1640]

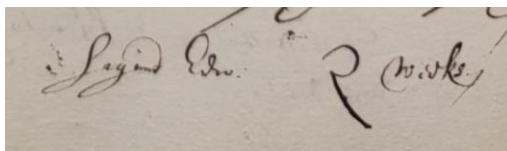
Voyage length = N/A

83.3% signature literacy on
partial headcount

All probably unable to read or write

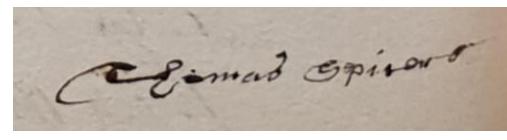


Edward Hart, 38 year old mariner of Limehouse, Stepney. One of the quartermasters of the *William of London*.

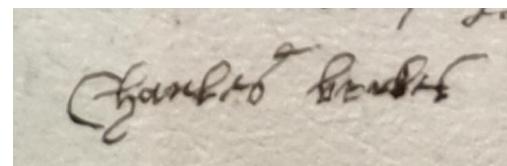


Edward Weeks, 24 year old shipwright of Stepney, Middlesex. Carpenter's mate of the *William of London*.

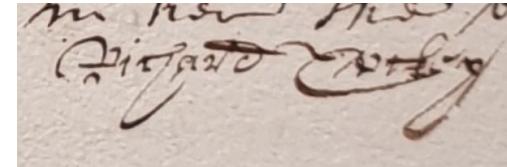
All almost certainly able to read and write



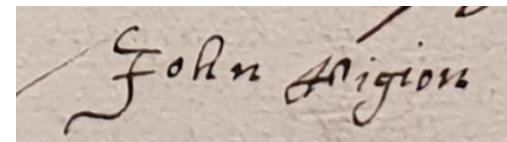
Thomas Spicere, 32 year old ship carpenter of Stepney, Middlesex. Carpenter of the *William of London*.



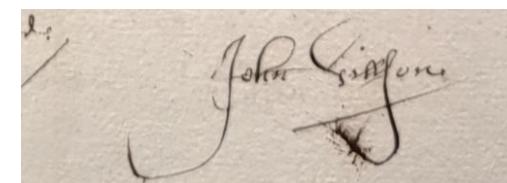
Charles Becket, 38 year old mariner of Saint Olaves, Southwark. Cook of the *William of London*.



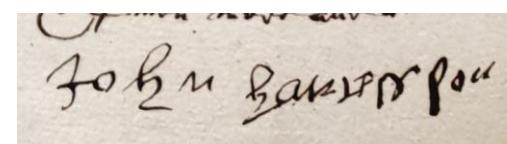
Richard Tuckey, 36 year old mariner of Saint Olaves, Southwark. One of the quartermasters of the *William of London*.



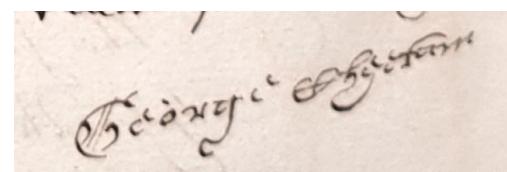
John Pigion, between 18 and 19 years of age, mariner of Stepney, Middlesex. Mariner of the *William of London*.



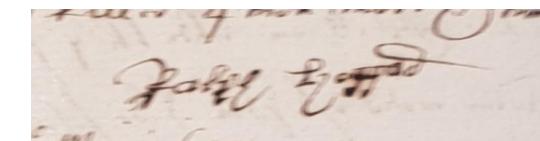
John Gilson, 36 year old mariner of Limehouse, Stepney, Middlesex. Master's mate of the *William of London*.



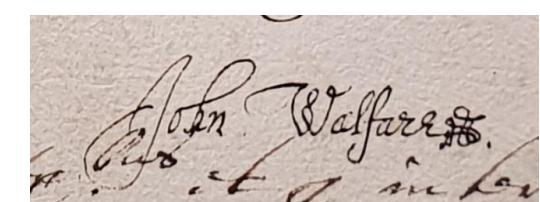
John Harrison, 40 year old, Saint Bottolphs within Bishopsgate, London. Cooper of the *William of London*.



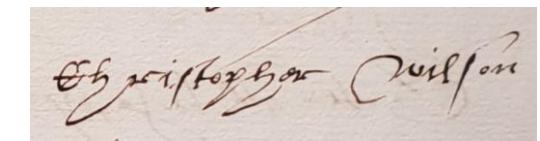
George Cheetham, 20 year old, Greenwich, Kent. Trumpeter's mate of the *William of London*.



Ralph Huggard, 45 year old mariner of Greenwich, Kent. One of the quartermasters of the *William of London*.



John Welfare, 26 year old, of Stepney, Middlesex. Surgeon of the *William of London*.



Christopher Wilson, 47 year old mariner of Limehouse, Middlesex. Boatswain of the *William of London*.

Few mariners letters have been clearly identified and contextualised

They were, however, frequently written and received, and were written both for commercial and personal reasons.

Their existence and range can be inferred from legal depositions in the English High Court of Admiralty.

Evidence of mariners writing and receiving letters in all offices and places on board ship

- Commercial and personal letters
- Masters; pilots; master's mates; gunners; boatswains; pursers; coopers; coxwains

Letters of masters and pilots

Master

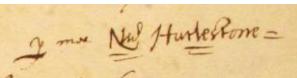
Seen letters from former ship mates, now galley slaves



"William Knott, John Sicksworth, Martyn Mason, William Browne and John Twayth and divers other marriners went forth in the *Prosperous* of Legorne belonginge to the greate duke of fflorence from this porto of London to the porto of Legorne in the parts of Italy about three yeres laste of this examineate's knowledge for that hee was master of the said shipp at that tyme...The foresaid marriners with 11 more whose names hee doth not nowe remember gott passage in a shipe of Holland bounde for Holland...of his certaine sighte and knowledg for this examineate sawe them when theye wente on bord the said Holland shipp and shoule have come in her himselfe at that tyme, but that hee had some busines to the said duke which hee had not then dispachted...This hee affirmeth to be true for that hee hath seene letters written from the said English men gallislaves as aforesaid declareing theirre takeing and miserable service [in Barcelona gallies]" [35 year old mariner of Ratcliff, Middlesex. Master of the *Prosperous* of Legorne, on a voyage from London to Livorno, on a voyage from London to Livorno] (HCA 13/40 ff.145v-146r)

Master

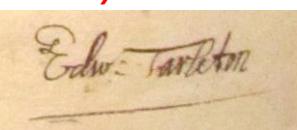
Received letter from purser on his ship whilst he, the master, was on shore at Seville



"The arlate shipp the ffortune (whereof the arlate John Roope was master) as at Cadiz in July laste and this examineate in the shipp the Society of London (whereof hee was master) as alsoe then there hit uppoun some occassions this examineate went himselfe to Sivill leaveing his shipp aforesaide at Cadiz and whilst he was soe at Sevill his purser that hee lefte the despatch of his busines with at C diz wrott this examineate a letter to Sevill adviseing him that hee together with the said John Roope the master of the ffortune and John Crowther the master of the Jonas the last day of July aforesaide were carried by the Governor of Cadiz and that hee commannded them to put in [?fienza] for thos shippes not to depart out of that porte or else hee woulde put souldiers aboard them" [30 year old mariner of Redriff, Surrey; master of the Society of London, on a voyage touching at Cadiz] (HCA 13/54 f.67r)

Master

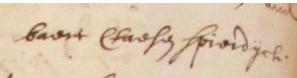
Received letters in London from ship's owner, dated Liverpool and Coventry



"The last time and place that this deponent saw the said Sandiford, was on Monday last near three weeekes in that Eaten Streete where the said Sandiford was on horseback come out of the Maidenhead Inne going for Manchester, whence hee said hee was to goe for Ireland; And saith the since his departure hee this deponent hath received a letter from him dated at Liverpool the twelveth instant (which came to this deponents hands about three dayes after) and before that this deponent received other from him the said Sandiford which hee wrote and dated from Coventry as hee was going downe the Wednesday week after such his departure, which letters hee hath now here in his custody" [30 year old mariner of Liverpool; master of the Manchester, bound out on a voyage from London to Dublin] (HCA 13/72 f.623r)

Master

Received letter sent by his brother from Spain to Amsterdam



"On or about the eighteenth day of March (new stile) next following the said moneth of May 1654, and about six weeekes before Generall Penn and the English flette came to Hispaniola (according as hee hath heard of the time of their arrival there) the Governor and officers of Santa Domingo caused this deponent and his said brother to be imbarqued in a Spanish frigot and sent them away prisoners for Spaine, in regard of such their comming (as was by the Spaniards pretended) to trade at Santa Domingo, And saith that in their course of proceeding for Spaine comming to the Westward of the T[?]e]rc[XX]a Ilands they met a flushing man of war, which being of greater strength than the Spanish frigot tooke this deponent out of the frigot, but with consent of this deponent and of his said brother staid still in the frigot to the end to goe to the King of Spaine and obtaine reparation of their said vessels and goods; which according his said brother (as hee afterwards wrote into Holland procured, (namely libertie for himselfe and sentence of restitution of both the said shippes and their goods, with license to saile to Santa Domingo with a dutch shipp and dutch men to fetch away the said shippes and lading. Which newes ariving at Amsterdam by letter from his said brother, this deponent coming to Amsterdam to give his owners an account of their voyage, was by them in or about December 1655 new stile sent from Amsterdam to Cadiz to assist his said brother, and to buy or freight a shipp for Santa Domingo for the effect aforesaid, and consigned this deponent to John [DorXXX] and Peter Pulla the younger (sonne of the said Peter one of the owners) both dutch men resident in Cadiz to be by them supplied with moneys for the ends aforesaid" [34 year old mariner of Amsterdam; master of the twenty-two gun ship the *Yellow Sunn*, on a voyage with his brother (who was master of a sister ship, the *Nicholas*, to Guine to procure slaves to be transported to Martinica or Saint Christophers] (HCA 13/72ff.339r-339v)

Master

Familiar with hand writing of Teneriff factor; received letter from London merchant with advice; had general letter copied out and distributed to other masters at Teneriff

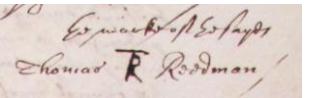


"Having perused the letter in this fifth article mentioned (hee being well acquainted with the arlate Mr Arthur Inggrams hand writing) doth hee doth verily beleeveth the sayd letter to bee all his the sayd Mr Inggrams hand writing...

[He] was at the Canaries the voyage in question in the shipp the *Catherine* whereof hee was master and came home full laden, and saith hee received a letter at the Isle of Wight before his goeing on his voyage to Teneriff from his merchant advising him that hee thought it convenient for for him their deponent to staye there eight dayes before hee proceeded on his voyage to Teneriff...

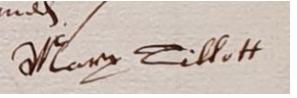
The generall letter predeposed of sent from the factors at Teneriff came first to this deponents hand and by him was [?commonisated] to the rest of the masters of the English ships then there lyeng and among the rest to the sayd Smith aboard the shipp *Katherine* in Teneriff road saith they all of them read the originnall and then caused every of them copies of the same to bee transcribed out of it and saith the copies that have their deponent caused to be made thereof was examined with the originall by this deponent and another [42 year old mariner of Deptford, Kent; master of the *Catherine*, on voyage from London to Canaries and back] (HCA 13/71 ff.61v-62r)

**Pilot and master
Saw letter from part-owner of ship giving master directions**



"Hee sawe a letter from one Mr Edward Jackson of Gainsburgh (who is accompted owner of the greatest part of the shipp *William*) wherein hee ordered the sayd Huntington her master, (after his ladeing brought to London delivered) to goe with his sayd shipp *William* to the Sheilds and there lade salt for his the sayd Jacksons accompt and goe therewith to Gainsburgh And beleeveth shee was bound then soe to doe" [49 year old mariner of Kingston upon Hull, Yorkshire; pilot of the *William* of Gainsborough; experienced pilot and master of ships for twenty years (HCA 13/70 f.51v)

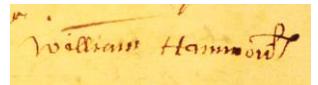
**Widow of master of ship
Received letters and other writings from her husband**



"This examineate doth verily beleeeve in her conscience the five bills of ladeinge in Dutch in the article mentioned beinge nowe shewed unto her at the tymes of this her examination were and are subscribed by the proper hand writeinge of her husband John Tillet who went out master of the arlate shipp the John and Dorothy in this her last voyage to sea in which voyage homewards bounde shee was caste away and perished in the sea aand as shee is informed by some of her company whoe not without greate dannger esapced to shoure a live, her sayd husband was in swimmenga a shoure drowned and for that shee is very well acquainted with her sayd husbands charecters and manner of writeinge haveinge divers tymes heretofore in his life tyme received letters and other writeinges from him and many tymes seene him write his name. Shee beleeveth the contents in the sayd two bills of ladeinge because as shee conceiveth subscribed by her sayd husband as before shee hath deposid were and are true and soe had and done as is therein contained." [34 year old widow of John Tillet, the deceased master of the *John and Dorothy*, who was drowned . Living at Wapping. (HCA 13/55 f.216r)

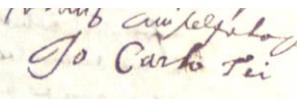
Letters of masters

Mariner; part-owner of ship; acting master
Acted in response to a letter



"In or about the end of November last past this deponent (who was and is a part owner of the said vessel) going to the said Captaine John Greene to his house at or neere Saint Catherines, to enquire about freight for the said vessell, the said Greene told him that hee had received a letter from the said Goulding (dated from Sandwich or Ramsgate) inviting the said Greene to come downe and speake with him about account of the said shipp, and tould this deponent that hee should goe downe with him and take command againe of the said vessell" [70 year old mariner of Redriff Wall, Surrey; part-owner of the *Prosperous*; requested to act as master, replacing John Goulding] (HCA 13/81 f.577r)

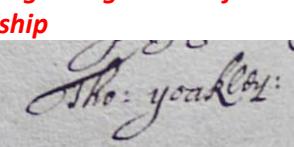
Colourable Italian captain
Received letter from shore at Canaries



"The said merchant lader during such abode of the said shipp at Legorne, the better to secure her (being an English vessell) procured a passe or certificate from his highnes the grand duke of Tuscany, purporting that the said shipp belonged to Italians, subjects of the said duke, and calling her in the said passe the *Santa Antonio di Padua*, and put this deponent (an Italian) Captaine of her, whose name was contained in the said passe as Captaine of the said vessell soe therein named the *Santa Antonio di Padua*, all which was donne and shee was furnished with the said dukes colours to secure and preserve the said shipp the *Lisbone frigot* and her lading from seizure by the Spaniards, in regard of the warres betwext England and Spaine..."

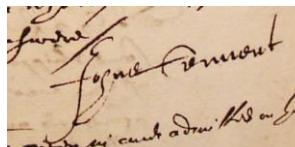
Two dayes after this deponents said retourne aboard the officers came to the sea side and sent aboard the said shipp the *Lisbone frigot* (then there riding by the name of the *Saint Anthony of Padua*), to have her bills of health and dispatches brought ashore to them to the end that they having visited them, the said ship might proceed to her pratique or trade, and at this comming of the said officers, the said *John Maria Basso* the next day before their said comming advised this deponent by a letter. And saith that the Captain del Marie or officer usually imployed in that behalf being soe come aboard at the end of the said two dayes, to advertise them of the Lieutenants or officers attendance ashore to view their dispatches, and the said Capitan Dell Mara withall requiring in the name of the said officers ashore that this deponent should come with the said dispatches and bring the masters mate, pilot, chirurgion and boatswaine with him, and one of the shipps company putting it into the said Bartholomew ketchers his h?ead that this was some trick to get them ashore and betray them" [25 year old mariner of Livorno; (HCA 13/73 f.37v)]

Master and part-owner of ship
Received letters regarding rescue of his ship



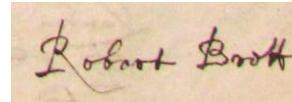
"Hee well knoweth the ship the *Thomas arlate*, And saith that the arlate Mr Cowell and one Mr Canham Mr Reed and Michael Yoakeley the elder, and Michael Yoakley the younger and this deponent, set out the said ship, about January 1653 from this port of London on a voyage to bee made with her from hence to Roan, and to other places beyond the seas and they the said Cowell Canham, and Reed, and the said Yoakeleys are the true and lawfull owners of her and by the consent of thereof her said owners went master of her, and saith the said ship, (being in her course for this port and coming from Morlaix) was together with this deponent, and company seized by a three Brest men of warr; on or about the fifteenth of Aprill 1654: and saith that hee hath bin certainly informed by letters and otherwise that the said Ship *Thomas* was taken as aforesaid rescued and brought unto ffalmouth" [21 year old mariner of the precinct of Saint Catherines near the Tower of London; master of the *Thomas*, voyage from London to Rouen, Morlaix and back to London] (HCA 13/73 f.84v)

Master
Read open letter circulated amongst Scottish masters



"Hee alsoe well knew the vessell of warr interrogate belonging to Rotterdam the commander whereof was the interrogate Captaine Kirkoff and saith the said vessell of warr carried eight gunnes and fifty men or thereabouts and was about the beginning of March 1655 English style in the river of fforth neere Boraston in Scotland whether hee came as convoy to several shipps from Rotterdam to the sayd place and saith that the sayd Kirckoff while hee soe lay there did give notice by letter to masters of shippes in generall upon the sayd coast (each of them to show it to others) that hee was bound for Rotterdam and would accept under his convoy all shippes thereabouts that had occasion to goe for holland and secure them in their voyage thither from the danger of all men of warr or to that effect which letter was communicated and showne to this deponent by one Robert Camell master of a shipp belonging to Leith" [32 year old mariner of Kircaldy, Scotland; master of the *Union of Leith*] (HCA 13/71 f.179r)

Presumed master
Received letters from one of ship owners

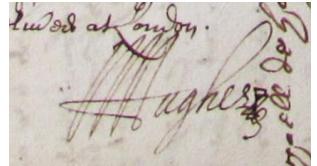


"He well knew a shipp called sometimes the *Dolphin* and sometimes the *Prince Arthur*, which said shipp lay at Dartmouth in the year 1654 but he cannot remember the time when he the deponent being putt in possession of the sayd shipp by one Thomas Cowell, Arthur Ottaway and John Greene, this deponent being in possession therof for their use did receive a letter from the sayd Thomas Cowell to deliver or surrender up the sayd shipp to Mr Wheeler the then Mayor of Dartmouth for the use of Alderman frederick the party productus as of the sayd Wheeler, which he the deponent did accordingly" [31 year old mariner of Wapping, Middlesex; (HCA 13/70 f.354r)]

Letters of purasers

Purser

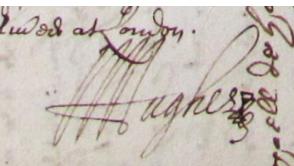
Letter from Livorno sent via English merchant at Zant and delivered to master of ship



"The letter interrate came from Legorne inclosed in a letter to Mr George ffrington [merchant] at Zant, who delivered the same as now it is to the said George Hughes [master of the Thomas Bonadventure]" [23 year old rope merchant of Deptford, Kent; former purser of the Thomas Bonadventure, on voyage from London to the Eastern Mediterranean] (HCA 13/70 f.158r)

Purser

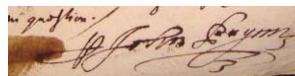
Wrote letter on behalf of master of ship and sent from Livorno to freighters in London



"To the first Interrogatorie and schedule therein mentioned and now shewne unto and perused by this examinee, hee saith and deposeth, that the same was and is a letter written with the proper handwrittinge of this rendtent by the appointment of the said George Hughes [master of the Thomas Bonadventure], and that this examinee by appointment as aforesaid sent the said letter from Porto Longone to the interrate Alderman frederick and Companie, and saith that the contents thereof were and are true." [23 year old rope merchant of Deptford, Kent; former purser of the Thomas Bonadventure, on voyage from London to the Eastern Mediterranean] (HCA 13/70 f.157v)

Purser

Carried open letter from London to Cork, which he read



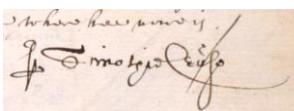
"The arlate Marston in the monethe of October 1653 did confesse unto this deponent that hee was an owner of the sayd shipp the *Alexander* and did pretend to this deponent that hee had the sole dispose of her all the tyme arlate, but of what part of her hee was owner hee this deponent knoweth not. And saith that the sayd Watson did usually observe the order of the sayd Maston as an owner of the sayd shipp ..."

Hee this deponent being present at the meeting of the sayd Warner and Marston in the sayd moneth of October 1653 did then heare the sayd Marston confess and acknowledge that hee had receaved notice from the arlate Watson of the contents of the sayd Watsons agreement with the sayd Warner touching the voyage in question...

Hee well knoweth that the sayd John Marston did by this deponent send a letter to the arlate Watson into Ireland [which letter was delivered to him this deponent open and by him read] wherein was conteyned to this effect that hee the sayd Marston did approve of the agreement made betweene the sayd Watson and the sayd Warner touching the voyage in question and was contented that the sayd Watson should proceede thereon and prosecute the sayd voyage to Virginia" [27 year old mariner of Newington Butts, Surrey; purser of the *Alexander*, on a voyage from London to Cork in Ireland and then to Virginia] (HCA 13/71 ff.432r-432v)

Merchant

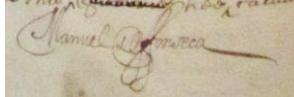
Letter sent from Cornwall by master of ship driven onto rocks



"A certaine shippe called the *Saint Peter* of Amsterdam whereof John Olferson was master laden with rye bounde from Amsterdam towards Pharo in Portugall was in her course towards Pharo by stronge and tempestuous weather driven or forced in amongst the rockes upon the coast of Cornewall neere a place called Mounts baye where the master and his company for safeguard of the sayd shippe and goods was enforced to cast some of her ladeinge over board into the sea and to implore the ayd and assistance of the inhabitants theraboutes for safeguard of the remainder but soe it fell out that divers parties under pretence of saveinge and preserving the said shippes ladeinge, stoll and imbesled away parte of the same and converted it to theire own private uses to the prejudice and iniurye of the sayd master and his company and the true owners of the same whoe were and are merchants of Amsterdam some of whose names were and are Wessell Noorenman and Jacob [?Rowbands] and this hee knoweth to bee true for that about a moneth since hee speake with the said master of the sayd shipp heire in London and since that received a letter from him out of Cornewall where he nowe is" [53 year old merchant, resident the parish of Saint Hellens, London] (HCA 13/62 f.3r)

Merchant, book keeper and letter writer

Letter sent via London post house to Dartmouth for master of ship

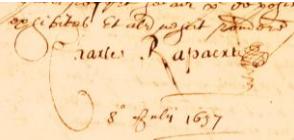


"hee this deponent by the space of five yeares and a half last past or theraboutes hath constantly resided and served the allate Antonio fernandez Caravajal, and hath bin by him employed to write in his booke and letters concerning his commerce and correspondence in merchandizing affaires..."

Which said letters and writings this deponent did see and carefully peruse and observe, and well remembred and knoweth, that by order and in the name of the said Fernandez a letter was written wherein the said order to Policarpio was inclosed by this deponent and by him delivered at the Poast house London to be delivered at Dartmouth to the master of the said shipp the *New England Merchant*, to the end and intent, to be by him delivered to the said Policarpio de Oliveira, as it effectually was upon the said shippes arrival at Porto Porto, as this deponent hath likewise seene and observed by and in a letter of the said Policarpio sent to the said Fernandez wherein hee acknowledged to have received the said order of his said correspondents, and also by a like letter of the said shippes master intimating his receiving of the said packett (to witt the packett wherein the said order was enclosed) and that he would deliver the same unto him, the said Policarpio upon his arrival at Porto Porto aforesaid" [21 year old merchant of London] (HCA 13/72 ff.477v-479r)

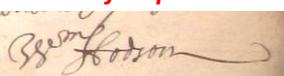
Merchant, former book keeper

Seen bills of lading and other writings from master of ship



"He likewise verily beleiveth that another of the sayd schedules (beinge a bill of lading in Spanish the translation wherof beginning I Cornelius Nieuport et cetera is subscribed with the proper handwritinge of the sayd Cornelius Nieuporte, for that the sayd Nieuport was master of the sayd shipp [the *fortune of Dover*] by the space of three yeares or therabouts before her castinge away and within that tyme this deponent hath seene a great many of his subscriptions to bills of ladinge and other writings which is very like in the character to the subscription to the sayd bill of ladinge, and that the same bill is faythfully translated and the translation therof doth substantially agree with the originall which he knoweth because he hath compared them together and understandeth both the English and the Spanish tongues" [21 year old merchant of Dover; formerly book keeper for Peter de Thosse of Calais, merchant, who was sole owner of the *fortune of Dover*] (HCA 13/53 f.222v)

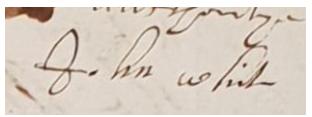
Servant to English merchant at Livorno Read open letter to master of ship



"He received a letter (open) from the interrogated Lister which was by this rendtent read to the master of the same shipp the *Salvadore*, and therein the said letter gave the master directions to followe this rendtents order, And he saith that his order (from the said Lister) was to saile with the said goods and indico to Civita Vecchia" [21 year old gentleman of Brixworth, Northampton; formerly servant to John Fairfax at Livorno] (HCA 13/65 f.2v)

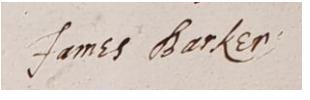
Letters of master's mates

Master's mate
*Sent letter along
Spanish coast
concerning death of
master*



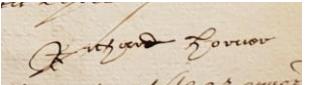
"The arlate John Lowe dyed at Nerca arlate and the arlate Steevens was then at Mallega which is distante from Nerca at leaste tenn leagues. And this examineate was at Nerca when the said Lowe dyed and did write a letter to the said Steevens then at Mallega to acquainte him of the death of the said Lowe which letter as hee heard was delivered the said Steevens at Mallega aforesaid...Hee this rendent was master's mate of the said shippe to the said Lowe deceased whileste hee lived and afterwards to the foresaid Steevens whoe succeeded Lowe in his mastershippe and hee hath received all the wages which hee expecteth to receive due to him for his service in the foresaid shippe the Beaver the voyage in question. And hee receaved the same of the said Steevens' 35 year old mariner of Wapping, (HCA 13/56 ff.69r-69v)

Master's mate
*Knows ship's master
wrote letters to his
owners on shore*



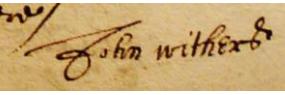
"The pilott asked the said Russell of hee would sett saile for Dunkerke, but hee the said Russell [the master of the *Desire* of Harwich] said hee could not then sett saile for that hee must goe a shoare to write letters home to his owners and that morneinge Russell wente ashore to Sandwich and when hee came a shoare he resolved not to goe to Dunkerke without further order from Mr Lewes [?Vandance] [English mariner; chief mate of the *Desire* of Harwich, on a voyage from France, touching at the Downs]" (HCA 14/45 ff.28r-28v)

Master's mate
*Received letter from
master, who was ashore,
giving instructions for
lading*



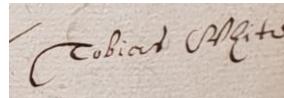
"Within the tyme arlate the arlate shipp the *Phenix* of Ipswich (wherof the arlate Richard Waade was master and part owner) was at Quinsborow deipe in the Eastland and the sayd Mr Waade went up into the countrey about the sayd shipp's affayres and beinge there sent a letter to him this deponent beinge his mate, directinge him what goods he was to take in of every merchant that was to lade goods aboard her and amongst the rest he have thin deponent direction to take in ten lasts of goods which were to come from Brownsborough in the Eastland for the accompte of the arlate Christopher Vincent..." [25 year old mariner of Ipswich, Suffolk; master's mate of the *Phenix* of Ipswich, on a voyage to Konigsberg in Prussia and the Eastland] (HCA 13/50 f.590r)

Master's mate
*Copied factors' letter
and compared to
original*



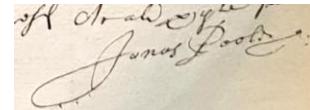
"Hee saw the original letter interrogate but did not see Ingram or Stevens [Arthur Ingram and David Stephens were English factors or merchants at Teneriff] or any of the rest whose names are thereto subscribe the same, but well knoweth their names are thereto and soe were when this deponent copyed out the same for the sayd Smith [master of the *Prosperous*], and saith hee copied the same by the sayd originall and compared it with the original, videlicet hee this deponent read the originall and John Yonge [commander of the *Exchange*] whose name is to the sayd copie looked upon the sayd copy, the rest who have alsoe subscribed thereto being present and saving the same soe compared, and for saith those premisses were done aboard the Richard aforesayd" [58 year old mariner of Deptford, Kent; master's mate of the *Richard* of London, on a voyage from London to the Canaries and back] (HCA 13/71 ff.63r-63v)

Master's mate
*Heard letter read out
loud to master of ship
from Alicante
merchant*



"He the said Cary [Alicante merchant who had received wrong bale of goods out of the ship *George and Elisabeth*] forthwith wrott a letter directed to the said Burdett at Naples to the effecte aforesaid, which hee read to the said Ellison [Master of the *George and Elisabeth*] in this examineate's heareinge and then delivered yt to the said Ellison in this examineate's sighte" [49 year old mariner of Ratcliff, Middlesex; master's mate of the *George and Elisabeth*, voyage from London into the Streights] (HCA 13/55 f.105v)

**Purser and master's
mate**
*Received many letters
from the master during
the voyage*



"The two schedules or bills of ladeinge arlate are as hee thin examineate verily beleeveth in his conscience subscribed with the proper hand wrteinge of the arlate Tillett the then master of the arlate shippe the *John and Dorothye* which Tillett is since deceased, and that all and singular the contents therin mentioned were and are true and were soe had and done as is therein contained...for that hee this examineate is very well acquainted with the said Tillett's hand and character and manner of writeinge haveinge often tymes seene him write and haveinge received many letters from him whileste hee was upon the voyage in question and hee believeth the said Tillett was soe honeste a man that in a busines of this nature would not have subscribed his hand to a false bill of ladeinge" [27 year old mariner of Limehouse, Middlesex; purser and master's mate of the *John and Dorothye*; voyage from Lisbon towards Dover or Dunkirk, but cast away] (HCA 13/55 f.225r)

Master's mate
*Saw letter in hands of
master ordering his
discharge*

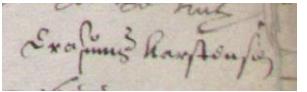
SIGNATURE
[IMAGE MISSING]

"About the latter end of december last past, this deponent saw a letter in the hands of the said Fawkner the master whereby the interrate Best gave order to the said Fawkner to discharge this deponent and the said John Vinitro [ship's carpenter], whereupon this rendent replied hee would have his wages before hee would be discharged and then the said master wished him this rendent to stay a while longer and see if any moneys would come for their payment this rendent not knowing of any other discharge neither of himselfe nor any other of the said shippes companies" [27 year old mariner of Limehouse, Middlesex; master's mate of the *Swan*; on voyage from London to the Bermudas (HCA 13/71 f.184r)

Letters of gunners, coopers, coxwains and common mariners

Gunner

Carried open letter from Amsterdam to Saint-Malo



"In or about the beginning of March last newe stile hee this deponent being at Amsterdam was there hired by one Mr La Gard a merchant there dwelling to goe to Saint Malo's to the shipp the *Crosse of Jerusalem*, (which hee said was lying at Saint Malo's) and to goe gunner of her from thence in a voyage for Spaine, whereupon this deponent went accordingly to the said shipp to Saint Malo's and there arrived on the 7th of Aprill next following or thereabouts new stile...

Monsieur La Gard sent this deponent and the said five others from Amsterdam for Saint Malo's in the shipp the *White Unicorn*, whereof Cornelius Jacobs Sayle was master, to whom the said Monsieur La Gard wrote in one open letter (which this deponent read) that hee should receive and transport the said six persons in his said ship the *White Unicorn*, to Saint Malos, whither they were going to serve in the said shipp the *Jerusalem's Crosse*, and that the owners of the said shipp the *Jerusalem's Crosse*, should pay him the said master of the *White Unicorn* at Saint Malo's for their passage or transportation, or to the same effect, and saith hee this deponent carried and delivered the said letter from Monsieur Le Gard to the said master of the *White Unicorn*, who transported them accordingly....

Monsieur La Gard sent a letter by this deponent to Peter Martinsen master of the *Crosse of Jerusalem*, which this deponent delivered to the said Peter aboard the said shipp at Saint Malo's, and sawe him break it open and take thereout two papers for the said shipp, the one in ffrench and the other in dutch" [36 year old mariner of Amsterdam; gunner of the *Jerusalem's Crosse*] (HCA 13/70 ff.603v-604r)

Cooper

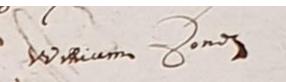
Reports letter sent by master of ship to master's servant

SIGNATURE
[IMAGE MISSING]

"Hee this deponent with some others of the said ships company were set on shore in Corenewall about the 14th or 15th day of february next after the seizure of the said shipp And saith that one John Hawten servant to his precontest having received a letter from his Master and order to deliver the same at London to his father assoone as hee could after hee was set ashore in England hee did make what haste hee could hither but hee being stripped and travelling on foote could not bee heere sooner than in 12. or 13. dayes space But what the contents of the said letter were hee knoweth not" [24 year old mariner of Southampton; cooper of the *Mathew and John*] (HCA 13/55 ff.254v-255r)

Coxswain

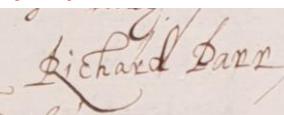
Delivered letters to Newfoundland ship masters and read them aloud to those who could not read



"He was cockswayne of the sayd shipp the sayd voyage and whilst the sayd shipp was at Newfoundland this deponent was by the master sent a coastinge to finde out some shippes from whom the sayd shipp the *Alethia* was to have her ladinge of fish and oyle and carried letters to the masters of those shippes from the owners of those shippes some of which letters he reade unto some of the sayd masters that were not able to reade the same themselves" [21 year old sailor of Limehouse, Middlesex; coxswain of the *Alethia* of London, on a voyage to Newfoundland and Lisbon] (HCA 13/51 f.4r)

Mariner

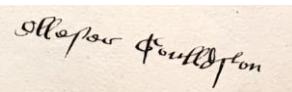
Reports purser sent letter from West Indies to part-owner of ship in London



"About Christmas after the departure of the said shipp from this porte of London the voyage in question outwards bound the said Jones had a letter from the purser of the said shipp dated at Tartuga an island in the West Indies which letter hee shewed to the arlate Man, and the said Man then told the said Jones that hee did not doubt but that the said shipp would make a good voyage and then againe promised to pay the £52 odd money to the said Awle which hee afterwards refused to doe" [29 year old mariner of Stepney, Middlesex. In the ship the *William and Anne*, voyage from London to Saint Christophers. (HCA 13/55 ff.254v-255r)

Mariner

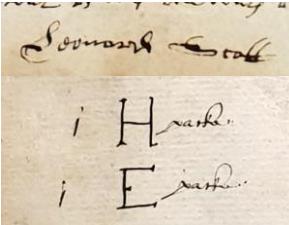
Seen letters from former ship mates, now galley slaves



"He hath seene letters written from the said English seamen galley slaves as aforesaid whereby it doth appear that theye were taken by certaine Spaniards of Maiorcke and there imprisoned for a longe time and afterwards putt into the galleyes where theye nowe remaine" [29 year old mariner of the precinct of Saint Catherine's near the Tower of London. Served in the *Prosperous* of Leghorne on voyage from London to Livorno] (HCA 13/40 f.147v)

Mariner; Nephew of Danzig factor to whom goods consigned

Carried letter containing a bill of goods) to master or boatswain of his ship

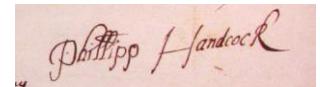


"There were several packs of cloath laden or caused to bee laden aboard the shipp by the arlate Leonard Scott his order videlicet one when shee was in Skitterroade before shee went to sea and the other in Hull roade after shee was driven backe in theither againe by some disaster or other which were to bee transported in the said shipp there hence to Danske for the use and accounte of him the said Leonard and that those packs of cloathe were marked with the marks in the margeante articulate and one of them numbered E and the other H which hee knoweth to bee true for that hee this examineate carried them aboard the said shipp by the said Scotts order and when hee carried downe the firste of those packs which was delivered aboard the shipp in Skitterroade hee alsoe carried downe a letter with him from the said Scott wherein hee the [?sawel] there was a bill for the said packe of cloath which letter together with 5 shillings which the said Scott had sent to the company to drincke hee this examineate to his nowe best remembrance delivered to the said Hemslie the master of the said shipp or his boateswaine but which of them hee doth not at present well remember" [31 year old markiner of Hull Yorkshire; served on ship the *Pennrose* of Hull on voyage from Hull to Danzig and back] (HCA 13/57 ff.47v-48r)

Journal keeping was widespread amongst Early Modern mariners. These master's mates kept detailed journals of the days, ports, winds & seas they encountered on their voyages.

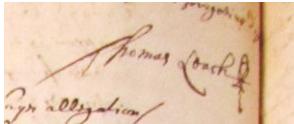
KEPT A JOURNAL

Master's mate



"[He] remembreth the same the better for that hee kept a journall or memoriall of the sayd voyage" [Master's mate of the Hopewell, voyage from London to Scanderoon and back]

Master's mate



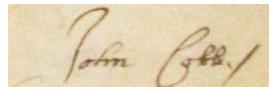
"Hee this deponent being masters mate [of the *Trades Increase*] as aforesayd kept a journall of the voyage in question and thereby knoweth that upon the fifteenth day of July last the sayd shipp *Trades Increase* came out of Spikes Bay in the Barbados laden with sugar and other goods and bound for England at which tyme shee was a staunch shipp and not [XXX] leakie soe as to prejudice her ladeing nor any otherwise leake them other which trade to such hott countries usually are and soe continued till the [XX] of August last on which day the sayd ship in her passage from the Barbados towards England mett with an extraordinary storne and tempest" [XXXX; master's mate of the *Trade Increase*; voyage from London to Barbados and back] (HCA 13/72 f.193v)

Master's mate



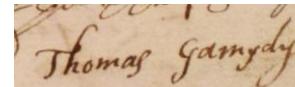
"The sayd shipp first sett sayle from London on the eighteenth of September last and thence went to Gravesend where the winde proving Easterly and the shipp being asoe of necessity to stay there to bee cleared by the officers of the blockhouse shee lay there to procure her cleereing and to expect a fayer winde from the nynteenth of the sayd moneth which was the day of her arrival thither untill the twenty fourthe day of the same moneth, on which day shee sett sayle thence to the downes where shee arrived on the twenty fifth day of the sayd moneth in the night tyme and the next morning waled anchor and sett sayle from the Downes bound for Rotchell and touched at noe port till shee was by storne and contrary windes forced as aforesayd into Plymouth upon the twenty nyth of the sayd moneth. This hee knoweth for that hee kept a journal" [38 year old mariner of Dorcehster, Dorset. Master's mate of the *William and Anne*. On voyage from London to La Rochelle and Wexford, but cast away]

Master's mate



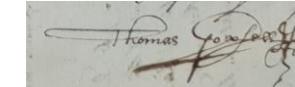
"He (having now his journall of the voyage in hand)...The premisses he deposeth having his journall now in his hand, wherein is faithfully and exactly sett downe every dayes passage of the sayd shipp during the voyage in question" [Master's mate of the *Gilbert*, voyage from London to Barbados and back]

Master's mate



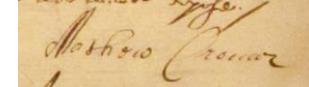
"Since the returne of the sayd shipp the Desire from the voyage in question Mr Slany, Mr Clobery, Mr Bence Johnson and the foresayd Mr Hooper and two others whose names he knoweth not mett together at the Shipp taverne behinde the Exchange and had some conference together concerninge the differences nowe in question and this deponent did then give the sayd Mr Bence Johnson a true copie of part of the journall kept by him in the voyage in question" [31 year old mariner of Wapping, Middlesex. Master's mate of the *Desire* of London. On failed voyage from London to the Tereras islands]

Master's mate



"The skiff belonging unto the interrate shipp the William (uppon the 25th day of October 1639 interrate) to this deponents knowledge by his journall was sent ashore to a small island therabouts to search for fresh water for the releife of the said shipp the William" [28 year old mariner of Redriff, Surrey. Master's mate of the *Olive Branch* of London. On unsuccessful voyage intended from London to Bantam and back to London via Livorno for pepper]

Master's mate



"Hee being master's mate as aforesaid and keeping a journall of the whole voyage in question thereby knoweth that the Olive Branch did not arrive at the port of Ligonre till the seventeenth day of January 1657" [28 year old mariner of Saint Olaves, Southwark; master's mate of the *William* of London, on voyage from London to Spain, Barbados, Saint Christophers and Bristol]